

THE GREAT BRITISH TRANSPORT COMPETITION



The case for scrapping High Speed 2 (HS2) gets stronger by the day. Increasingly, people from across the political spectrum are waking up to the fundamental issues which have plagued this project. Whether it be the spiralling costs, environmental damage, consistent mismanagement or overwhelming unpopularity of the project, the tide is turning against HS2.

With the latest evidence suggesting that costs could almost double, taxpayers are demanding more for their money. Even on current estimates, scrapping HS2 would free up at least £50 billion to improve transport links up and down the country. But were this to happen, what should replace it? With this question in mind, we joined the TaxPayers' Alliance in launching The Great British Transport Competition in September 2018, to find popular alternatives to HS2.

We asked all interested parties from across the United Kingdom to submit ideas for transport infrastructure projects. As the judges for this competition - including qualified surveyors, engineers, accountants, politicians and transport industry experts - we have been lucky to receive and assess so many fantastic entries from all around the country. The judging process began in early January and was concluded by early March. After many hours of detailed deliberation and discussion, 28 winning entries were chosen and the sum total of their construction costs came to £45.1 billion.

We were incredibly impressed by the high standard and variety of the entries we received. What particularly stood out was that many of the entries required only relatively small sums of money to achieve vast benefits for local communities. Thank you to everyone who submitted. Taken together, we believe these projects would dramatically transform the transport infrastructure of the nation and have a real impact on many peoples' lives. All for less than the cost of HS2.

I hope you enjoy reading the winning entries as much as we did judging them. Thank you to everyone who supported the judging process, including Chris Stokes and Harry Fone.

We are delighted now to present the winners of the Great British Transport Competition.

Phil Basey • Lord Berkeley OBE • Michael Byng

Lord Framlingham • James Roberts • Craig Tracey MP



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Research Fellow, TaxPayers' Alliance



LORD BERKELEY OBE

Member of the House of Lords



MICHAEL BYNG

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LORD FRAMLINGHAM

Member of the House of Lords



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CRAIG TRACEY MP

Member of Parliament for North Warwickshire

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A1 - DUAL CARRIAGEWAY FROM DURHAM TO EDINBURGH



ENTRANT:

Camaro Kimberley-Blackstar



REGION:

North East & Scotland



TIMESCALE:

10 to 15 years



COST:

£1.3 billion

The aim of this scheme is to significantly upgrade a stretch of the A1 road from single carriageway to at least dual carriageway and ideally motorway specifications.

The proposed section for upgrade is between Durham and Edinburgh and is approximately 140 miles long.

Improving this stretch of the A1 would greatly improve transport links between the North East of England and Scotland, particularly for haulage

operators. Upgrading the road would help to ease congestion as cars would be able to pass slower moving lorries, which in turn would greatly improve safety and lower the road's accident rate.

The environmental impact is likely to be minimal and air quality may actually improve, as vehicles will be able to travel at more optimal speeds, resulting in shorter journey times and engines being used more efficiently.

REOPEN THE SKIPTON-COLNE RAILWAY LINE



ENTRANT:

Derek Jennings
*Skipton & East Lancs Rail
Action Partnership*



REGION:

North East & North West



TIMESCALE:

4 years



COST:

£100 million

Reopening a short stretch of the missing link railway line between Skipton and Colne would extend a regional passenger service from East Lancashire to Leeds City Centre. This 12 mile line could be built on the formation of the currently-disused original route of 1848, which crosses the county boundary between Lancashire and Yorkshire in the central Pennines.

This 'Northern Link' will complete a new coast-to-coast East-West route, which is fully compatible with both Transport for the North's (TfN) and the Northern

Powerhouse's vision and objectives. By linking Pendle & Burnley directly to both Leeds and Bradford city centres, this reopened rail line will boost employment opportunities, economic growth, urban regeneration and the availability of low-cost housing. As a result, it provides an impressive cost-benefit ratio.

The project enjoys widespread support, including all eight MPs representing constituencies along the route, several important regional businesses and multiple district and county councils.





REOPEN THE BEVERLEY TO YORK RAILWAY



ENTRANT:

Dr Adrian Morgan
Minsters Rail Campaign



REGION:

North East



TIMESCALE:

5 to 8 years



COST:

£300 million

Hull and Beverley are linked with Market Weighton, Pocklington, Stamford Bridge and York by the increasingly congested A1079. The project calls for the reinstatement of the 32 mile Beverley to York 'Minsters' rail line which was closed in 1965.

This will contribute substantially to the long-term economic and social future of the East Riding, improving public transport, reducing car dependency and encouraging sustainable development. It will also be an alternative link from Hull and the East Riding to the rest of the rail

network, needed because the existing rail infrastructure serving Hull lacks resilience.

Regionally, the line will contribute to the government's 'Northern Powerhouse' initiative, improving east-west connectivity between East and North Yorkshire. Hull to York would take just 56 minutes and Beverley to York only 46 minutes. Existing bus services take significantly longer.

A 2005 feasibility study estimated costs at £239 million which will likely be nearer £300 million in 2019.

ASHINGTON, BLYTH & TYNE RAILWAY



ENTRANT:

Dennis Fancett
*South East Northumberland
Rail Users Group*



REGION:

North East



TIMESCALE:

3 to 4 years



COST:

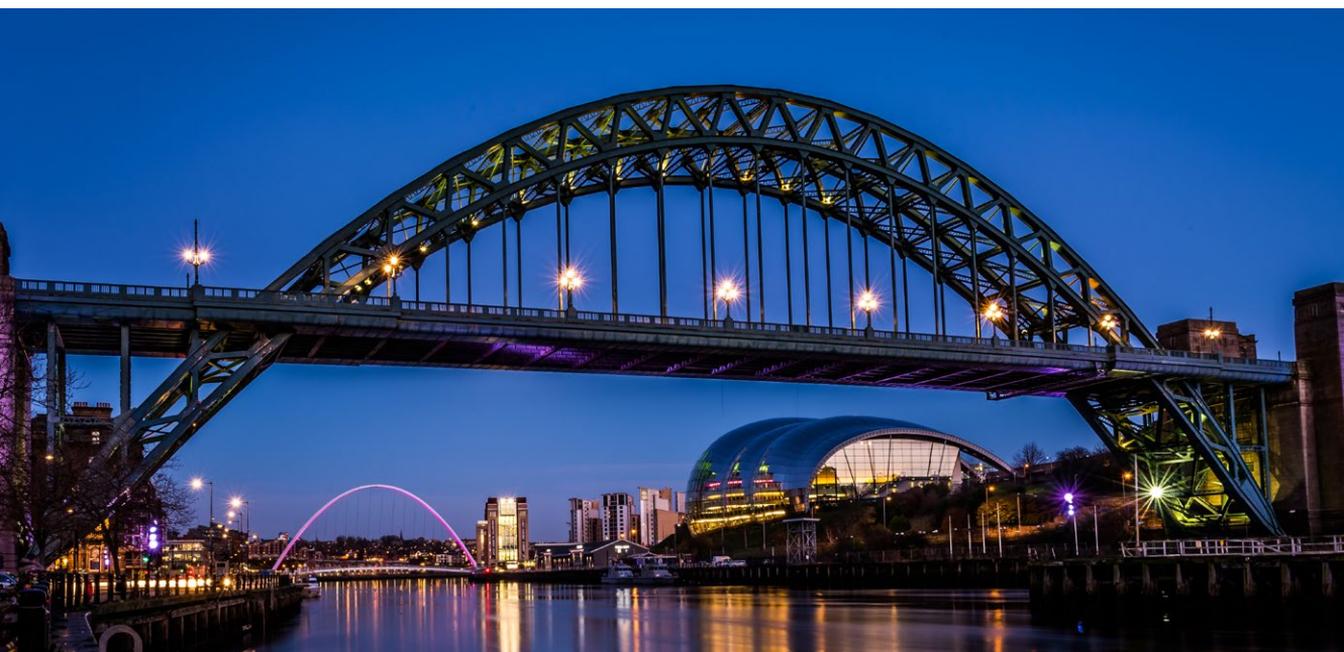
£50 million

This proposal seeks to reintroduce passenger services on the fully operational and maintained freight line between Newcastle and Ashington, with intermediate stations at Northumberland Park (which forms part of the Tyne and Wear Metro), Seghill, Seaton Delaval, Newsham for Blyth, Bebside and Bedlington.

Beyond Ashington, the working freight line continues and passes alongside the Woodhorn Museum of Mining and Northumberland Life, a major tourist attraction in the region. A station adjacent to the museum would serve

as a Park & Ride facility for commuters from the outlying villages of Newbiggin-by-the-Sea, Linton, Lynemouth and Ellington. In addition, off-peak demand would be created for visitors to the aforementioned mining museum. Blyth would be served by a new station at Newsham, on the outskirts of the town, and the station at Bebside.

The proposal has widespread public support. It would serve as a very useful commuter service to Newcastle especially given new housing developments in the area.





BRITAIN'S S-BAHN NETWORK: LEEDS



ENTRANT:
Paul Magson



REGION:
North East



TIMESCALE:
5 to 6 years



COST:
£1 billion

This proposal examines how a model similar to the S-Bahn rapid transit railway system in Munich, Germany could be implemented in Leeds.

S-Bahns travel along existing rail tracks and then go underground for short distances under the city centre, using 'supertrams' as the rolling stock.

They can travel at greater speeds than either surface trams or cars during busy periods meaning faster journey times.

Leeds suffers from a lack of transport infrastructure; the local transport network is woefully inadequate. Several hundred thousand people commute into Leeds every day but only 3.7 per cent of them do so by train, which are full to capacity.

This scheme would increase capacity on the rail network by transferring commuters from national trains to local supertrams, reduce the number of car journeys, get commuters closer to their final destination, decrease air pollution and boost economic growth.

REOPEN THE KESWICK TO PENRITH RAILWAY



ENTRANT:

Cedric Martindale
CKP Railways PLC



REGION:

North West



TIMESCALE:

3 to 4 years



COST:

£110 million

Rail passenger services ran between Keswick and Penrith until ceasing in 1972 following the recommended closure of the line in the Beeching Report.

Much of the trackbed and many of the existing structures remain in place. The amount of congestion caused by cars is a significant issue in the Lake District and led to the proposal to re-open the railway in the mid-1990s.

The section of line between Keswick and Threlkeld has been converted by

Sustrans into a railway path that forms part of the Coast to Coast National Cycle Route 71 but industry experts advise that it can be easily rerouted.

The line will form part of the national rail network with services to Penrith and further afield.

The scheme will reduce air pollution by taking cars off the road and would help grow the tourism industry in the area.





UPGRADE THE SETTLE & CARLISLE RAILWAY



ENTRANT:
Various



REGION:
North West



TIMESCALE:
5 years



COST:
£30 million

The Settle & Carlisle is a 73 mile long railway line in northern England, crossing many scenic parts of the Yorkshire Dales and the North Pennines. Passenger services are operated by Northern and numbers have grown steadily in recent years.

This project seeks to make use of the heavy infrastructure works carried out along the route for the transportation of coal from Hunterston in Scotland to the West Riding and East Midlands, to create a 90 miles per hour (currently the maximum speed is 60 miles per hour) passenger railway.

This will create a new intercity route from Leeds to Carlisle, connecting with engineering works to Glasgow & South Western Railway via Dumfries and Kilmarnock.

The proposal will free up capacity on the East Coast Mainline between York and Edinburgh. The works involve permanent way and signalling improvements, which will also improve the journey time and travel opportunities from Leeds & Bradford to Carnforth, Lancaster and Morecambe as trains to these destinations share part of the route.

REOPEN BLACKBURN TO HELLIFIELD



ENTRANT:
Various



REGION:
North West



TIMESCALE:
5 years



COST:
£15 million

This proposal seeks to reopen regular passenger services (which ceased in 1962) on the existing line from Blackburn to Hellifield.

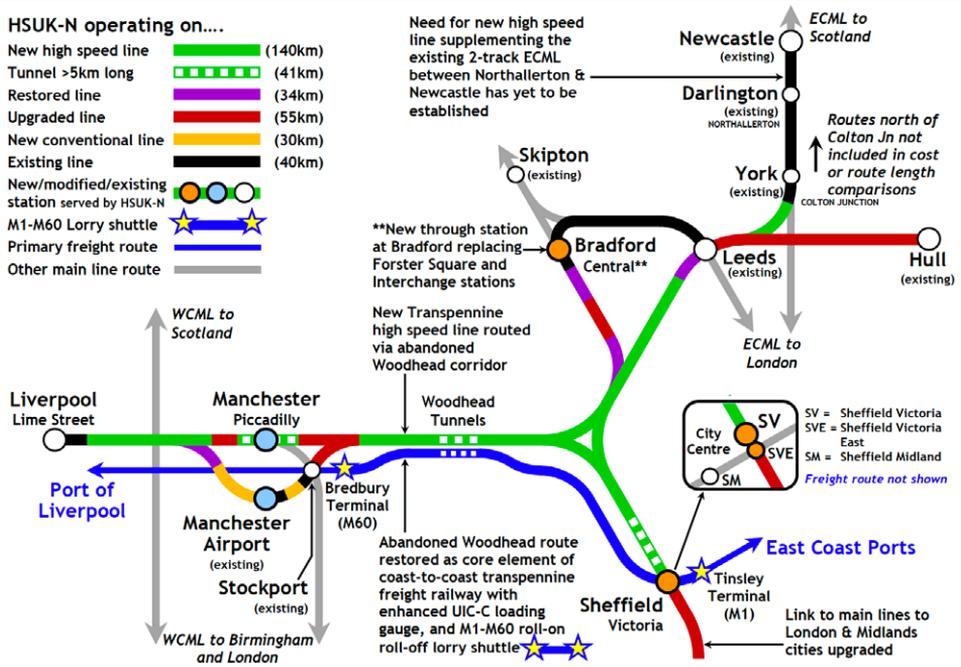
The route was later used for freight transport and existing track would need “slewing” to accommodate intercity trains capable of 90 miles per hour.

The reopening of the line would allow better access from Manchester, Liverpool and West Lancashire to the Settle & Carlisle line. In essence,

there would be much greater East-West connectivity for commuters and increase the sphere of influence for the area’s major cities.

The estimated construction time is 5 years but industry experts believe it could be completed in as little as 3 years. Surprisingly, the proposal was excluded from the Transport for the North plans despite the significant economic benefits it would provide for a relatively small investment of £15 million.





HIGH SPEED UK-NORTH



ENTRANT:
Quentin Macdonald
High Speed UK



REGION:
North East & North West



TIMESCALE:
10 to 15 years



COST:
£18.1 billion

Radical modernisation of the Transpennine rail network is essential to meet the journey times specified by Transport for the North (TfN) and achieve the ambitions of the Northern Powerhouse.

High Speed UK-North (HSUK-N) offers a much cheaper design giving far more benefits than current proposals.

The geographic scope of TfN's proposed rail network and of HSUK-N is the rail network bounded west to east by Liverpool and Hull and south to north by Manchester Airport / Sheffield and

Newcastle.

The proposal's headline features are:

- reopening the Woodhead Tunnels as part of a new east-west high speed spine railway
- new stations in Sheffield and Bradford
- a roll-on/roll-off M1 to M60 lorry shuttle to relieve the overcrowded A628

HSUK is a fully mapped design with detailed plans and specifications available.

THE WHITACRE LINK



ENTRANT:
Various



REGION:
Midlands



TIMESCALE:
5 to 8 years



COST:
£400 million

Reopening the dismantled railway link between Whitacre Junction and Hampton-in-Arden will provide additional capacity via alternative routes between Coventry and Birmingham, as well as access to the National Exhibition Centre (NEC) and Birmingham Airport from the West Midlands, Nottingham, Leicester and Derby, without changing at Birmingham New Street.

An intermodal transport hub accessing Birmingham Airport, NEC, the A45 and the M42/Blythe Valley business

corridor would create opportunities that will greatly benefit the economic activity and employment opportunities of the surrounding region - principally Solihull Borough, Coventry City, North Warwickshire, Warwick (including Leamington Spa and Kenilworth), Nuneaton and Bedworth.

Birmingham Airport is set to play an increasing role as the Midlands' premier international gateway and driver for economic prosperity. This proposal would better spread those benefits around the region.





REOPEN STOURBRIDGE TO LICHFIELD



ENTRANT:
Various



REGION:
West Midlands



TIMESCALE:
5 to 10 years



COST:
£120 million

The South Staffordshire railway is a partly used, partly disused line and this proposal seeks to reopen the current mothballed section that links Stourbridge to Lichfield. This is a very much needed transport link that would allow rail users to travel across the West Midlands far more easily and quickly. It will also have the added benefit of reducing the burden on Birmingham New Street and Snow Hill stations.

The current West Midlands Railway diesel-electric fleet of trains would be

used as the rolling stock.

The mothballed route is covered in undergrowth which could easily be cleared and new track laid on the existing bed. Completion time is estimated at around 5-10 years but many advocates of the proposal and rail experts believe 5 years is very probable.

Total cost of the project is estimated at £120 million, which would include construction of three new stations at Dudley, Wednesbury and Darlaston.

UPGRADE THE RUGBY TO BIRMINGHAM RAILWAY LINE



ENTRANT:
Various



REGION:
West Midlands



TIMESCALE:
5 to 15 years



COST:
£1.5 billion

This proposal involves 4-tracking the electrified railway between Rugby, Coventry and Birmingham to provide additional capacity to the 'Midlands Engine'.

The concept has been about for almost 80 years and the land remains in the ownership of Network Rail, making it a uniquely well integrated and easily initiated project. As a major scheme in itself, it is possible with or without HS2 Phase 1, providing much demanded additional passenger and freight capacity in the West Midlands.

Part of this would involve upgrading the 8 suburban stations along the line.

The enhanced railway would also benefit from new chords at Adderley Park Station, to allow access from the south to both Birmingham New Street and Snow Hill stations.

The proposal is supported by members from local authorities including Birmingham, Coventry, Dudley, Warwickshire and Wolverhampton.





UPGRADE THE A5 TO EXPRESSWAY STANDARD



ENTRANT:

Bill Cullen
A5 Partnership



REGION:

Midlands



TIMESCALE:

3 to 5 years



COST:

£500 million

The current standard of the A5, which varies from dual two-lane to single carriageway, means that the route is not currently fulfilling its potential as an important national long distance route, linking the Home Counties with the Midlands and North Wales.

Congestion on the A5 is becoming a significant problem and may act as a restriction to growth along the corridor.

The A5 could be upgraded to 'Expressway Standard' between the

M6 and M1, with priority being given to key sections between M42 and M1 which currently experience significant peak hour congestion and are programmed to support significant growth over the next 15 years.

The economic prosperity of the Midlands relies heavily on the performance of this strategic road network, given its central location and its connectivity with routes such as the M1, M5, M6, M40, A14, A46. This proposal could bring substantial economic benefits.

REOPEN THE SUTTON PARK LINE TO PASSENGERS



ENTRANT:
Various



REGION:
West Midlands



TIMESCALE:
5 years



COST:
£100 million

The Sutton Park Line is a freight-only line that carried passenger services from 1879 to 1965. The proposal recommends reopening the line to passengers between Ryecroft Junction, Walsall and Water Orton.

West Midlands Railway diesel electric fleet of trains would be used as the rolling stock.

The cost of this project is approximately £100 million, including providing new stations at Aldridge and Walmley and a further new station in

Sutton Coldfield with a completion timescale of 5 years.

The reinstated railway would allow public transport, by rail, for passengers wishing to cross the West Midlands without the need to go into the centre of Birmingham via New Street or Snow Hill Stations.

However, using the junctions at Water Orton, the reinstated line would provide additional capacity for passengers travelling from north east Birmingham to the City Centre.





CHILTERN MAIN LINE ELECTRIFICATION



ENTRANT:

Kelvin Hopkins MP



REGION:

South East & Midlands



TIMESCALE:

3 to 5 years



COST:

£1 billion

The Chiltern Main Line runs from London Marylebone to Moor Street and Snow Hill stations in Birmingham.

It is a two track line (although there is space for four) and is the only main line in Great Britain that doesn't have any electrification.

This proposal recommends full electrification of the line to reduce journey times by using high acceleration electric multiple units (EMUs). Consequently use of electric rather than the current diesel rolling

stock would reduce air pollution.

The project is shovel ready, no additional land needs to be purchased and there is the added benefit that it connects to phase one of East West Rail.

Industry experts estimate a construction time of 3 to 5 years at a cost of £1 billion. It should be noted the Chiltern Line combined with the West Coast Main Line provides ample capacity from London to Birmingham.

MIDLAND MAIN LINE ELECTRIFICATION

**ENTRANT:**

Timothy Stockton

**REGION:**

South East, Midlands
and North East

**TIMESCALE:**

5 years

**COST:**

£5 billion

Electrification of the existing Midland Mainline rail route between London St Pancras and Leeds, via Luton, Bedford, Leicester, Derby/Nottingham and Sheffield would be an important alternative to HS2, and far cheaper.

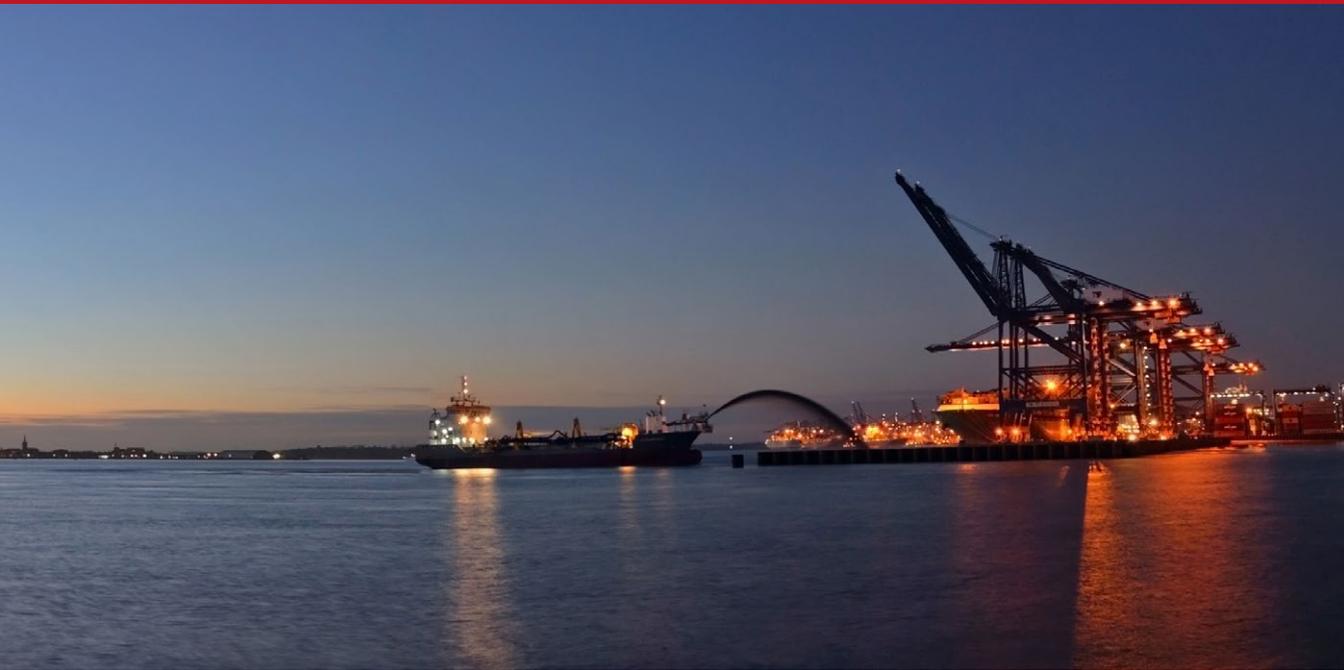
This route is potentially far more useful than phase 2b of HS2, as it links to the existing HS1 and services to mainland Europe.

It would also provide modern rail links between some of the UK's major manufacturing centres.

It is considered likely that if management of the project is contracted out to the private sector, it could be delivered at a far lower cost than Network Rail estimates. By improving the existing route, the environmental harm and disruption of HS2 would be avoided.

Replacing the current diesel-powered rolling stock of the Midland Mainline would also further reduce atmospheric pollution. This project could also be delivered significantly quicker than HS2.





IMPROVE THE FELIXSTOWE TO NUNEATON FREIGHT ROUTE



ENTRANT:

Andrew Bodman



REGION:

East Anglia & Midlands



TIMESCALE:

5 to 8 years



COST:

£1.5 billion

Advancing improvements to the Felixstowe to Nuneaton (F2N) route will boost cross-country trains, especially freight services from Felixstowe to the North West, Midlands and Yorkshire. Half of the freight trains travelling to those three destinations take an unnecessarily long route, clogging up the North London Line and West Coast Mainline in the process. Improvements to F2N will release much needed train paths on those lines, Greater Anglia and The London Overground, thereby improving passenger services.

This would involve enhancements

at Haughley Junction, Soham and Ely to take a great deal of strain off the existing rail network, increasing passenger capacity from Ipswich and Cambridge to London Liverpool Street. Freight capacity will also be increased, with each train taking 76 HGVs off East Anglia's roads as well as the M6 and M1.

As it will make use of existing track and routes, there is limited environmental disturbance. The increase in rail passenger capacity will potentially move traffic off the East Anglia road network, with further environmental benefits.

REOPEN THE MARCH TO WISBECH LINE TO PASSENGERS



ENTRANT:

Rowland Potter
*Peterborough & Cambridge
Combined Authority*



REGION:

East Anglia



TIMESCALE:

4 to 5 years



COST:

£110 million

First opened in 1862, the Bramley Line linked March and Wisbech in Cambridgeshire. The railway line was closed to passengers in 1968 and freight services in 2000.

This proposal seeks to reopen the line to passengers to provide more public transport from Wisbech to Cambridge and Peterborough via March.

The line is currently mothballed, but much of the track and trackbed remains in place. A number of options for rolling stock are available, including VivaRail

Class 230s or the Parry People Movers Class 139s.

A large residential development of 10,000 to 12,000 homes are planned for Wisbech to create a 'garden town' and good transport links will be essential to support the area's local and wider economies.

Current costs of the project are £110 million and a timescale of 4 to 5 years is achievable. The scheme is actively supported by the MP for North East Cambridgeshire, Stephen Barclay.



Railway Station, Soham

A NEW STATION ON THE BURY ST EDMUNDS TO ELY LINE



ENTRANT:

Rowland Potter
Peterborough & Cambridge
Combined Authority



REGION:

East Anglia



TIMESCALE:

3 to 5 years



COST:

£40 million

The Peterborough & Cambridge Combined Authority wish to provide a new passenger station at Soham on the line between Bury St Edmunds and Ely. The proposal would also like to consider the reinstatement of the dismantled 'west curve' at Chippenham Junction, north of Newmarket, to provide new access to Cambridge. The new station allows further public transport from Soham and surrounding areas, to Bury St Edmunds, Ely, Cambridge and Peterborough via March.

The proposal is based on the use of the current Greater Anglia franchise trains between Ipswich and Peterborough and cost will be approximately £40 million, including the cost of doubling the line between Soham Station and Ely Dock Junction.

Timescale for project completion is set at 5 years, however further analysis suggests this is generous and could be completed in as little as 2-3 years. The project would create much need economic regeneration for the area.

EXTEND CROSSRAIL TO STANSTED AIRPORT & CAMBRIDGE



ENTRANT:

Dan Lewis
Economic Policy Centre



REGION:

East Anglia



TIMESCALE:

4 years



COST:

£4 billion

Extending Crossrail to Stansted would draw excess demand away from Heathrow and Gatwick and bring Stansted within less than 30 minutes from Central London.

At the eastern end of Crossrail it does not connect to any other major transport hubs. The “Achilles’ heel” of Stansted Airport is that it takes too long to travel to and from London. Stansted tends to offer cheaper flights and there is potential demand and space for a second runway.

It is important that the train does not end at Stansted; terminus stops at airports tend to lead to monopoly rents, as exists with the Heathrow Express.

It should continue to Cambridge, which has poor transport connections to London. Starting at Stratford, Crossrail trains running at up to 100mph would transform demand, not just for Stansted, but also greatly improve connectivity for the wider Cambridge area.





LOWER THAMES CROSSING



ENTRANT:

David Burch
Essex Chambers of Commerce



REGION:

South East



TIMESCALE:

6 years



COST:

£6.8 billion

A new route of approximately 15 miles, including a tunnel under the River Thames, would connect the M2 near Rochester, Kent and the M25 in Essex between North and South Ockendon. The new road would be three lanes in both directions and improvements would be made to the M25, A2 and A13 where the crossing connects to these roads.

Two 2.5 mile tunnels would be constructed for southbound and northbound traffic and a free-flow charging system implemented, similar to the system at the Dartford Crossing.

Journey times along parts of the A127 and M20 would be greatly improved as well as cutting congestion on approach roads to the Dartford Crossing (including parts of the M25, A13 and A2).

Capacity across the Thames would increase from four lanes to seven lanes each way and would increase regional economic growth by billions of pounds. The government acknowledged this and has named the Lower Thames Crossing as one of its top 40 priority projects in its National Infrastructure Plan.

BRIGHTON MAINLINE 2: SUSSEX PHASE



ENTRANT:
BML2 Project Group



REGION:
South East



TIMESCALE:
8 to 10 years



COST:
£500 million

The primary aim of this project is to greatly improve and enlarge the South East's rail network. Restoration of Sussex's second-most important main line requires rebuilding the 7 mile 'missing link' between Uckfield and Lewes to provide a new direct route from Eastbourne, Seaford & Newhaven to London via Uckfield.

In addition, the construction of Ashcombe tunnel beneath the South Downs would be built to deliver a fast, direct link into the City of Brighton & Hove. This would put Falmer, the

home of Brighton & Hove Albion Football Club (Amex stadium) and the University of Sussex, on a main line to London and make these important and expanding destinations more accessible from Sussex, Surrey, Kent, London and East Anglia.

The value of this project is approximately £500 million, including the cost of replacing the dismantled sections. Built in sections, construction time is estimated to be between 8 and 10 years.





IMPROVE CONNECTIVITY TO BRISTOL TEMPLE MEADS



ENTRANT:

James Willcock
North Somerset District Council



REGION:

South West



TIMESCALE:

5 years



COST:

£125 million

Bristol is one of the worst served cities by rail and reinstating the dismantled section of the railway between Portbury Dock Junction and Portishead, together with reopening to passengers of the line between Parsons Street Junction and Portbury Dock Junction, would greatly improve the area's transport connectivity.

Forming part of the 'Metrowest' project, it has been promoted by all of the local authorities and the Local Enterprise Partnership (LEP) in the Bristol and North Somerset

area. It makes use of the diesel-electric Class 165 trains, surplus to the requirements of Great Western Railway after the electrification of the Great Western main line.

The cost of the project has been put as high as £125 million, but £95 million is more likely and it can be built in 5 years. It connects to Temple Meads, greatly improving journeys for commuters and reducing the number of car journeys between Portishead and Bristol.

REBUILD CULLOMPTON STATION



ENTRANT:
Eric Downer



REGION:
South West



TIMESCALE:
5 years



COST:
£15 million

Situated in mid-Devon just off junction 28 of the M5 motorway, Cullompton is a town that from 1844 to 1964 was served by a passenger rail service on the Great Western main line.

A significant development of over 2,000 homes to the east of Cullompton will be built by 2033 and building a new railway station would provide residents with a new way to commute to jobs in nearby Exeter, Taunton and potentially as far as Bristol.

The site of the old railway station is now occupied by Cullompton Services but land is allocated for a new, modern station adjacent to the motorway. The town is congested with traffic as many people are forced to drive to work in nearby towns and cities. A new station would reduce the number of journeys by car, both locally and on the motorway network.

This is a very simple but effective project that integrates almost seamlessly with the existing rail network.





EXETER TO PLYMOUTH VIA OKEHAMPTON



ENTRANT:

Nigel Blacker
*Cornwall Council /
Peninsula Rail Task Force*



REGION:

South West



TIMESCALE:

5 to 8 years



COST:

£500 million

This proposal seeks to alleviate problems caused by recent closures of the Great Western mainline in and around Dawlish. It also has the added benefit of providing excellent railway connectivity for Okehampton and Tavistock, which are major areas of housing developments.

The project consists of:

- reinstating the dismantled section of the railway between Meldon Quarry and Bere Alston
- reopening to passengers of the line between Coleford Junction (Exeter)

and Meldon Quarry

- upgrading of the section between Bere Alston and Plymouth

Rolling stock will consist diesel electric trains, surplus to the requirements of the Great West Railway after the electrification of Great Western Mainline. It has the support of Devon Council and Cornwall Council and district councils affected. When completed, it will form part of an alternative route between Devon and Cornwall, providing an alternative to the existing route between Exeter and Plymouth via Dawlish.

REOPEN THE BODMIN TO WADEBRIDGE RAILWAY LINE



ENTRANT:

Paul Foster
*Bodmin & Wenford Railway /
Cornwall Council*



REGION:

South West



TIMESCALE:

3 to 5 years



COST:

£25 million

The Bodmin and Wadebridge Railway was the first steam-powered railway line in the UK, but closed in 1983. Much of the route now forms part of the 'Camel Trail', a cycle and footpath from Padstow to Wenford Bridge, via Wadebridge and Bodmin. It is maintained and managed by Cornwall Council.

These proposals involve the reinstatement of the dismantled section of the railway between Boscarne Junction and Wadebridge, together with reopening of the line between Boscarne Junction, Bodmin General and Bodmin Parkway Stations to the general

public. This would run alongside the Camel Estuary. It is intended to create a community railway project, serving North Cornwall, to connect Bodmin and Wadebridge with the Great Western Main Line. The line could make use of alternative diesel-electric traction trains, based on conversions of ex-District Line passenger stock.

This forms part of a project devised by the Bodmin & Wenford heritage railway and Cornwall Council, with the support of the Peninsula Rail Task Force. It also has the potential to extend further along the trail, to Padstow.





CROSS CORNWALL RAIL LINK



ENTRANT:

Nigel Blackler
*Cornwall Council /
 Peninsula Rail Task Force*



REGION:

South West



TIMESCALE:

3 to 5 years



COST:

£125 million

This proposal combines three projects to form the Cross Cornwall Rail Link:

1. Reinstatement of the dismantled section of the railway between St Dennis Junction and Parkandillack.
2. Upgrading of the route to Burngullow Junction including one new station at the Blackpool Dryers (near St Austell).
3. Improvement to stations between St Austell, Truro and Falmouth.

The track bed is already in place between St Dennis Junction and Parkandillack so minimal

construction work is required. With large developments of new houses planned near St Austell and Newquay, this scheme would greatly improve connectivity between the east and west coasts of Cornwall.

The new link will make use of alternative diesel electric traction, such as the Vivarail Class 230s. Based on Network Rail projections, total cost is estimated at £125 million for all three projects combined but industry experts agree that they could be delivered for £50 million

BUILD CYCLE PATHS NEXT TO MOTORWAYS & A-ROADS



ENTRANT:
David Hicks



REGION:
Nationwide



TIMESCALE:
10 years



COST:
£1.82 billion

This proposal seeks to build cycle paths alongside the 2,300 miles of motorway network and 5,300 miles of Highways England managed A-roads in Great Britain.

Building a total of 7,600 miles of new cycle paths along these primary routes would give a safe and comprehensive network of urban and rural cycle paths.

Transport infrastructure is not just about road, rail and air connectivity. It is important that as many viable options are open to the public as

possible. Cycle paths can provide excellent leisure activities as well as helping commuters get from villages to towns to cities more easily by bicycle.

Cycling investment tends to have an excellent benefit-cost ratio of anywhere from 3 to 14. A larger cycling network would help to encourage many people to take up a more active lifestyle whilst helping to reduce the number of car, bus and train journeys, thus reducing air pollution.



The projects put forward in the competition were judged on a variety of criteria. The overarching principle was to determine which projects represented the best use of taxpayers' money in improving the transport infrastructure.

Given the variety of entries received and the differing level of detail provided, the application of the criteria below was largely based on the practical assessment of the judges, who applied their expertise to an analysis of each project.

Where a conflict of interest existed on a specific entry, the judge in question was excused from contributing to scoring.

Specific consideration was given to the:

1. Contribution to economic development in the region it is located
2. Support from the public
3. Cost benefit evaluation
4. Positive environmental impact
5. Level of integration with existing transport infrastructure
6. Timescale to commence and complete the project

The judging panel decided that if HS2 was scrapped, approximately £6 billion would be paid in contract cancellation penalties; thus leaving £50 billion from the current HS2 budget of £56 billion.

Using the total cost estimates, including any revisions by the judges, a list of worthwhile projects totalling £50 billion or less was devised. These are considered the winners of The Great British Transport Competition.

PROJECT	£
AI - DUAL CARRIAGEWAY FROM DURHAM TO EDINBURGH	1,300,000,000
REOPEN THE SKIPTON-COLNE RAILWAY LINE	100,000,000
REOPEN THE BEVERLEY TO YORK RAILWAY	300,000,000
ASHINGTON, BLYTH & TYNE RAILWAY	50,000,000
BRITAIN'S S-BAHN NETWORK: LEEDS	1,000,000,000
REOPEN THE KESWICK TO PENRITH RAILWAY	110,000,000
UPGRADE THE SETTLE & CARLISLE RAILWAY	30,000,000
REOPEN BLACKBURN TO HELLIFIELD	15,000,000
HIGH SPEED UK-NORTH	18,100,000,000
THE WHITACRE LINK	400,000,000
REOPEN STOURBRIDGE TO LICHFIELD	120,000,000
UPGRADE THE RUGBY TO BIRMINGHAM RAILWAY LINE	1,500,000,000
UPGRADE THE A5 TO EXPRESSWAY STANDARD	500,000,000
REOPEN THE SUTTON PARK LINE TO PASSENGERS	100,000,000
CHILTERN MAIN LINE ELECTRIFICATION	1,000,000,000
MIDLAND MAIN LINE ELECTRIFICATION	5,000,000,000
IMPROVE THE FELIXSTOWE TO NUNEATON FREIGHT ROUTE	1,500,000,000
REOPEN THE MARCH TO WISBECH LINE TO PASSENGERS	110,000,000
A NEW STATION ON THE BURY ST EDMUNDS TO ELY LINE	40,000,000
EXTEND CROSSRAIL TO STANSTED AIRPORT & CAMBRIDGE	4,000,000,000
LOWER THAMES CROSSING	6,800,000,000
BRIGHTON MAINLINE 2: SUSSEX PHASE	500,000,000
IMPROVE CONNECTIVITY TO BRISTOL TEMPLE MEADS	125,000,000
REBUILD CULLOMPTON STATION	15,000,000
EXETER TO PLYMOUTH VIA OKEHAMPTON	500,000,000
REOPEN THE BODMIN TO WADEBRIDGE RAILWAY LINE	25,000,000
CROSS CORNWALL RAIL LINK	125,000,000
BUILD CYCLE PATHS NEXT TO MOTORWAYS & A-ROADS	1,820,000,000

TOTAL: £45,185,000,000

REMAINING*: £4,815,000,000

* A total of £50 billion was set as the maximum cost of all winning entries combined. The total cost of all winning entries was £45,185,000,000 leaving £4,815,000,000 unspent.



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