Developing Rail Freight 2014-2019

14/05/2012
Developing Rail Freight

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Why invest in rail freight?

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Why invest in rail freight?

It drives the growth of our economy
Growth of rail freight

Freight Tonne Km in Britain by road and rail by quarter (Indexed to 100)

- Road Tkm (Base 100)
- Rail Total Tkm (Base 100)
- Rail Exc Coal Tkm (Base 100)
- Rail intermodal Tkm (Base 100)
Why invest in rail freight?

It’s cleaner:

![Graph showing comparison of CO₂ emissions per tonne km between rail and road](image)
Why invest in rail freight?

It's cheaper and safer:

Distance a tonne of goods can travel on a gallon of diesel

Average freight train takes 60 lorry journeys off the road
Proposed freight schemes for 2014 - 2019 ‘CP5’
Proposed schemes 2014 - 2019

• Proposed Investment
  Fund of £350m

• Priority schemes as shown
Felixstowe to Nuneaton - Phase 1

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Felixstowe to Nuneaton - Phase 1

- P2N Gauge: £42.2m
- Nuneaton North Chord: £28.7m
- Ely Loops: £18.5m
- Ipswich Chord: £44.6m
- Kennett resignalling: £7.7m

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Felixstowe to Nuneaton - Phase 2

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The Haven Ports

- Total capacity = 8 million TEU p.a.
- The UK’s largest intermodal facility
- Privately funded
Phase 2 Study – initial findings

Gauge clear Syston-Stoke
Enhance the planned resignalling Helpston-Syston
Remodelling & flyover in Leicester area
Ely North Junction to station remodelling
Ely – Soham doubling

Stoke
Gauge clear Syston-Stoke

Leicester
Remodelling & flyover in Leicester area

Peterborough
Enhance the planned resignalling Helpston-Syston

Ely North Junction to station remodelling

Ely – Soham doubling
**Phase 2 Study - context**

**Context:**

- Continued development of F2N route is highest priority for the SFN Steering Group in CP5
- Industry Forecasts to 2030 suggest 310% growth in Intermodal
- Growth from Felixstowe / Bathside Bay less because already largest container port (200%)
- **Trains from 29tpd -> to 56tpd in each direction**
- Previous strategy was to manage growth on F2N only
- Asked to consider 3 scenarios to understand the impact of adopting strategy of removing freight from London
Phase 2 Study - key issues

• Key outputs
  – identify which traffic scenario offers best value for money
  – understand the infrastructure requirements for 2030
  – propose a deliverable and affordable programme for CP5 taking advantage of key renewal opportunities

• Seeking journey time improvements for Freight
• Train lengthening now actively sought to 775m
• Integration with other projects
  – Birmingham-Stansted Airport Journey Time improvement
  – Midland Main Line Electrification and Speed Improvements
  – HPUK plans for Ipswich Yard & Felixstowe Branch Line
Ely – Soham Double Tracking

- Chancellor’s 2011 Autumn Statement supported the doubling of the single line section of track between Ely – Soham

- Plan is to extend the New Loop (commissioning 2013) along the full length of the remaining 4 miles of single track

- Estimated cost: £39.5 million, an important part of the Felixstowe – Nuneaton phase 2 investment

- Key interfaces:
  - Soham new station
  - Possible works to Ely North and / or Ely Dock Junction
  - Ely Station North Level Crossing
Ely Loops construction
Syston to Stoke W12 Gauge Clearance

• Chancellor’s 2011 Autumn Statement also supported the gauge clearance of the Syston to Stoke route to W12

• Estimated cost: £18m

• Provides W12 freight gauge to these proposed rail freight depots:
  – Castle Donington
  – Gateway, East Midlands (Kegworth)
  – Egginton Heath (Etwall Common)

• Provides a route North to Manchester and also a diversionary route for freight if the route at Leicester is unavailable

• We still need your support; delivery of full benefits relies on the delivery of Phase 2 of the scheme
What next?

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Industry goals

• Move more freight from road onto rail to provide a faster, greener, safer, cheaper, more reliable way of transporting goods

• Stimulate economic growth by accommodating a 30% increase in rail freight tonne kms - equal to 15,000 lorry journeys a day

• Show Govt cross-departmental benefits of Freight
  – cost savings to Treasury
  – economic growth for Business, Innovation and Skills
  – carbon savings for Energy and Climate Change

• Gain your support – representations to DfT, Councils and MPs to fund the entire SFN plan for CP5
Industry Plan - timescales

**SEPTEMBER 2011**

**SUMMER 2012**
Government decides whether or not to fund these freight schemes.

**AUTUMN 2013**
Office for Rail Regulation makes its final decision on whether to give these freight schemes the go ahead.

• If you support these proposals please tell your local MPs and key Ministers:
  
  – Justine Greening MP, Ed Davey MP, Vince Cable MP and George Osborne MP