

OBJ/88

16 Quadrangle House  
St. Peters Rd.  
OXFORD  
OX2 8BN

The Secretary of State for Transport  
c/o The Transport & Works Orders Unit  
Department for Transport  
Zone 1/31  
Great Minster House  
76 Marsham St.  
LONDON SW1P 4DR

28/7/10

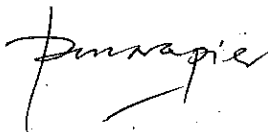
Dear Sir or Madam,

Re: The Application for the Proposed Chiltern Railways (Bicester to Oxford Improvement) Order ; Objection No. 88 ( P.M.NAPIER )  
( DfT Ref. TWA/10/APP/01/OBJ 88 ) :

Since resolution has not yet been agreed on any of the points in my letter of Objection ( except that of p.2(b)(i), which is not yet completed ), I am submitting my original letter as my Statement of Case.

I enclose a copy of my letter and of the relevant parts of the only document referred to other than the Application itself - namely the "SFN" in p.2(b)(ii); see below ).

yours faithfully,



P.M.NAPIER

LIST OF DOCUMENTS REFERRED TO :

- " Britain's Transport Infrastructure : Strategic Rail Freight Network : The Longer Term Vision "  
( Department for Transport, September 2009 ; also available at: [www.dft.gov.uk](http://www.dft.gov.uk) )

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11/2/10

Dear Sir ( or Madam ),

I am writing to object to the granting of the Chiltern Railways ( Bicester to Oxford Improvements ) Order, unless certain changes are made to the Application and certain Planning Conditions imposed.

I own and live in a two-bedroom flat on the second floor ( third storey ) at the rear of Quadrangle House ( a development of 16 flats ) in Wolvercote, Oxford, and the back of my flat is immediately adjacent to the boundary of the Oxford to Bicester line and therefore overlooking and very close to the track ( a few metres away ). My bedrooms are at the rear of the flat. I am home all day and expect to live here for many years. I will therefore be seriously affected by the proposed alterations to this line, if this Order is granted, especially after Phase 2 of the proposed works.

( Quadrangle House is an especially sensitive location due to its extreme proximity to the track, its unique structural design and the number of people here. It has a very unusual design ( by Ove Arup ) with two separate rows of flats - at front and rear - continuously linked together by a garage roof/first floor terrace. It has 8 flats at the rear, immediately adjacent to the railway, all on the first and second floors, which are targeted at couples, perhaps with children &/or lodgers - with therefore 16 to 32 occupants ( including children ) - and there are 8 one-bed or studio flats at the front - with up to 16 more occupants - and some flats ( currently 6 ) are owned by non-residents renting them out. All 16 flats contribute equally to maintaining the structure. The proposed alterations to this line therefore affect up to a potential 54 people here, very directly or less directly.)

While recognising the benefits of this Scheme to others and the positives of Chiltern Railways' general approach towards affected lineside residents and its offers of mitigation of the impacts of the changes proposed, nevertheless I object to the Application being accepted in its current form on the grounds that, as it stands, it is insufficiently accurate about Quadrangle House and insufficiently complete and that it is offering Quadrangle House insufficient mitigation for noise impacts and insufficient guarantees that mitigations put forward for noise and vibration impacts will be provided.

The Application as it stands is :

a/ Insufficiently accurate regarding Quadrangle House in two ways :

(i) There are no ground floor flats here at the rear (as per Document 15, p. 6-64. para.1, re: Receptor 16, which is at Quadrangle House (p.6-14)). This is important regarding the choice of a noise barrier for noise mitigation (see later).

(ii) The second floor flats ( of which mine is one ) have been left out in various tables and references regarding noise impacts ( Doc.15, pp.6-57 (Table 6.23), 6-63 & 6-64 (last para.) ), where reference is made only to first floor flats. The Chiltern Railways Consultation Team have informed me that all impacts given for first floor flats apply identically also to second floor flats. This is very important because it halves the number of flats and residents apparently affected, which seriously misinforms all those involved in assessing the need for providing, funding and maintaining suitable noise mitigation for the upper floor flats here ( such as the Chiltern Railways staff, designers and contractors, East-West Rail (for funding Phase 2 mitigation ), Network Rail, any Inspector and any DfT officials and Ministers ).

Both these inaccuracies need to be corrected before the Application is decided ( and before any Inquiry ).

b/ Insufficiently complete, because :

(i) Due to the unique structural design of Quadrangle House baseline measurements of vibration need to be carried out here to check that modelling and predictions based on the measurements done at King's Sutton ( Doc. 15, Annex D, p.D-33), which result in the conclusion that structural damage is "highly unlikely" ( Doc 15, p.6-8. para.4) and that "no impacts on buildings ... are likely " (p.6-42. para.4) is correct for this structure. The King's Sutton measurements do not take account of different soil conditions and exclude stone trains such as <sup>these</sup> which run past here (Annex D, p.D-27, Table 5.1).

This is an important check because structural damage has apparently been caused here previously by stone ("aggregate") trains. Also, loaded freight trains currently cause noticeable vibration in my second floor flat ( felt in the floor and causing dishes and cabinet doors to rattle ), so that the larger and more frequent freight trains post-Phase 2 may cause more than predicted disturbance to me and other residents.

Such baseline measurements have not yet been done here. This check needs to be done before any decision ( or Inquiry ), because any higher-than-expected vibration found here, if any, would have a bearing on decisions about mitigation.

(ii) The modelling used in the Environmental Statement ( Doc.15) for predicting post-Phase 2 freight movements is based on current freight operations at Oxford Station (Annex D, p.D-27, para.3), which does not sufficiently take into account the publication in September 2009 of the Department for Transport's " Britain's Transport

Infrastructure Strategic Rail Freight Network : The Longer Term Vision " document ( = the SFN ). The objectives of this(SFN p.5) include : more freight trains (Item 2), 7 day (Item5) and 24-hour working (Item 3) and " early capacity enhancement " of the East-West line ( Oxford to Bedford ) ( after Phase 2 of this Chiltern Railways Scheme ) with upgraded links to the West Coast and Midland main lines(SFN,p.15,Item 20.6) and ( post-Phase 2 ) designating this line as a Core Trunk Freight Route (SFN,p.18,Annex A, & p9 ,Items 13 & 14). These intentions will lead to a greatly-increased amount of freight at Oxford Station and on this line, once dualled to Bletchley, especially at night (and above all after Phase 2a with the W12+ gauge enhancement (SFN,p.24,Annex E & p.5 Item 5).

It is important for assessing the need for noise and vibration mitigation here that all aspects of the SFN are taken into account in predicting future freight train numbers here. This needs to be incorporated into the Application before any decision ( or Inquiry ).

c/ Offering insufficient mitigation for noise impacts to the (two storeys of ) rear flats here, including my flat, because :

(i) The unmitigated overall noise impact here is estimated to be " Substantial " ( 8dBs wth 86 dBs maximum ) post- Phase 1 (Doc.15,p.6-32,Table 6.12, Receptor 16) and " High " ( at 12dBs with 88dBs maximum ) post-Phase 2 (p.6-35,Table 6.13). Suitable and sufficient mitigation is therefore needed ( 10 dBs being a doubling of the noise level (Annex D, p.34)). There are no ground floor rear flats here, so the impact is at first and second floor levels. However, the proposal here is for a noise barrier, which would still leave an estimated Residual Impact of 8 dBs with an an 82 dBs maximum ( which may cause sleep disturbance ) at first floor level ( p. 6-57, Table 6.23 & p.6-63, para3 ) - and the same at second floor level, according to the Chiltern Consultation Team - but, if a noise barrier is used no further mitigation will be offered (p.6-60,para.2). Therefore, a noise barrier alone is not a suitable and sufficient mitigation. Track-based mitigation, such as rail dampers, is needed as well ( or, perhaps, alternatively, if more effective than a combination of the two types of mitigation ). Also, the post-Phase 2 impact needs to be taken into account in choosing post- Phase 1 type of mitigation .

Chiltern Railways does seem to offer track-based mitigation to " tall properties overlooking the railway, where barriers may not offer effective screening to the upper floors " (p.6-49, para.2 ) and " other mitigation solutions " ( p.6-64, para.4 ) ( see also pp.6-50, para3, 6-48, paras.2&3,6-54, para.5, & Doc.17, para.6); but the apparent presumption of a noise barrier with no further mitigation here needs to be deleted or amended, so that I and others feel confident of receiving the most effective type(s) of noise mitigation for upper floors ( especially post-Phase 2).

(ii) My flat, being the most northerly rear flat, is the closest to a set of points currently to be located " 150 yards to the north of Quadrangle House " ( Chiltern Consultation Team ). These are apparently for switching trains between a track connecting to the new platforms at Oxford station and a track connecting to the main line at Oxford North Junction. Passenger trains at speed and long freight trains crossing these points will generate extra noise ( as per Doc. 15, p. 6-61, para.2, for example ). My flat has an essential air vent to the kitchen/living room in the northernmost wall, through which I hear every train passing. With no intervening structures I may experience extra decibels of noise in addition to the estimated 65 dBs daytime impact post- Phase 2 ( and even to the 59 dBs nighttime impact, my bedroom being the the most northerly rear room ) ( p.6-35, Table 6.13 ), which would put my flat on or above the 66dBs daytime level ( &/ or the 61 dBs nighttime level ) which triggers statutory noise insulation ( p.6-36, para.3 ) and which is the boundary level between the Noise Exposure Categories ( for new dwellings ) B & C ( Annex D, p.D-22 ), which are taken as " useful " ( para.1 ) for a guideline to noise impacts. This level would be " very undesirable " ( p.D-23, para.3 ) and would cause recommendations for planning conditions to be imposed in that situation ( p.D-22, para.2 ).

Also, after both Phase 1 and Phase 2a, it may be necessary for freight trains ( and others ) coming off the mainline to be held here to allow trains to and from the station platforms to clear the line or cross from track to track ahead of the freight train. This will create additional noise for Quadrangle House of freight trains braking to a halt and accelerating up from stopped.

Therefore, since Switch & Crossings are to be " located away from noise sensitive properties ( as far as possible ) ( Doc.15, p.6-61, para.2 ) and there is " a degree of flexibility in the choice of their location " ( para.4 ), these points should be relocated, if technically possible, nearer to Oxford North Junction in the non-residential area of St. Edwards School playing fields. If this is not technically feasible, I wish my flat to be investigated in this regard and appropriate mitigation offered.

d/ Offering insufficient guarantees that mitigations will be put into effect, because :

(1) In regard to mitigation for vibration :

Document 15 ( p.6-42, para. 5 ) says that " special resilient track forms will be used " at Quadrangle House ( & p.6-42, para.5 supports this ), but p.6-61, para.6 refers to " locations where vibration mitigation is likely to be required " ( my underlining ). Since vibration mitigation is essential here ( see b(i) above and Doc.15, p.6-46, para.6: " under 10 metres from the track vibration is expected to exceed the assessment criterion " ), we need to have

the guarantee of a Planning Condition to that effect, as offered by Chiltern Railways (in Doc. 15, p. 16-1, para.6 : " secured... through... planning conditions " ).

(ii) In regard to mitigation for noise :

There is no reference to noise mitigation which says that anything will actually be done, only that it " may " be (Doc.15, pp.6-48 &50), is "possible" (p.6-48), will be "considered" (pp.6-48, 50,53,64), "if..."(pp. 6-50,64),"could be" & "are exploring" (Doc. 17,p.11). In view of the estimated high unmitigated impact here - and of other points made in c(i) above -we need to be sure that appropriate, effective and sufficient mitigation is provided through a Planning Condition to that effect, as offered by Chiltern Railways (Doc.14,p.34,Section 7.2.8 & Doc. 15,p.16-1,para.6).

It is particularly important to have Planning Conditions to these effects attached to the Order, because, in addition to Chiltern Railways itself and designers and contractors working for it, the funding for Phase 2 mitigation is expected to come from the East-West Rail project (Doc.7,p.2,2c) and a commitment to the maintenance of any mitigation elements has to be negotiated with Network Rail. With all these parties involved only Planning Conditions requiring them to provide these mitigations can guarantee that they will actually be carried out.

( I particularly object to Phase 2a being granted permission, if effective mitigations are not guaranteed, because the single track through Wolvercote Tunnel without W12+ gauge upgrading prevents the full aspirations of the SFN ( as per b(ii) above ) from being realised on this line . Phase 2a will dramatically increase freight usage of the line with the most damaging and disturbing vibration and noise impacts.)

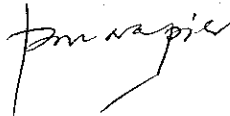
( Apart from details of the Application : we have been asked by Chiltern Railways to set out " proposals for changes or mitigation that would overcome any problems identified"(Doc. 17,p.23)). One additional problem is that the Application assumes that particular speed limits will be in force on this section of the line.( Doc. 15, Annex D, p. D-30, Table D5.4) but speed limits are not within the control of Chiltern Railways. The current 30m.p.h. limit here for freight trains needs to be made binding by an appropriate order or Condition , so that it is not changed during or after the works, due to the exponentially increased effects on lineside residents of higher speeds of freight trains in particular - and especially on Quadrangle House for the reasons given earlier. This is very important due to the SFN intention to promote increased frequency, length and weight of freight trains along this line.

Similarly, the passenger trains are assumed to be limited to a maximum of 75 m.p.h. here . As they will all be capable of much higher speeds, which would also produce impacts worse than those for which mitigation will have been provided, the speed limit for them also needs to be made similarly binding.

I suggest that these speed limits be reduced to 25 m.p.h. for freight and 50 m.p.h. for passenger trains ( which would add very little to journey times by being in force only over the short distance of the residential area here ), so that their impacts would be accordingly reduced.

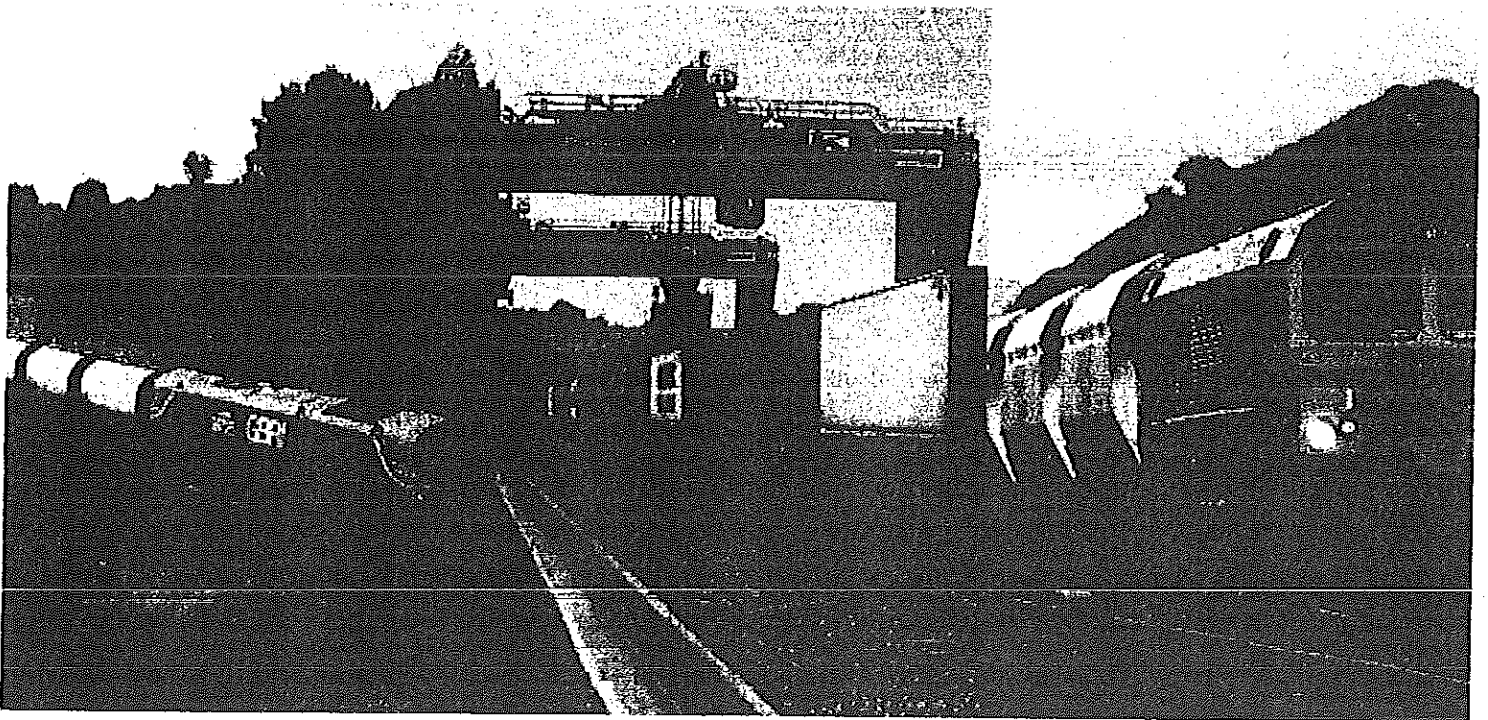
In conclusion, I call upon the Secretary of State to require ( and any Inspector appointed to recommend requiring ) that the Application is corrected for accuracy on Quadrangle House ( as per a(i) & (ii) above ) and completeness ( as per b(i) & (ii) above ) and that it offers sufficient and the most effective type of mitigation for noise impacts to the upper floors at the rear of Quadrangle House ( as per c(i) ) and that the nearby points be relocated, if technically possible, ( as per c(ii) ) and that noise and vibration mitigations offered be guaranteed by Planning Conditions as offered ( as per d(i) & (ii) ) and that the proposed speed limits be made binding ( and preferably reduced ), as above, before granting an Order for this Scheme.

yours faithfully,



( Mr. ) P.M.NAPIER

# Britain's Transport Infrastructure Strategic Rail Freight Network: The Longer Term Vision



September 2009

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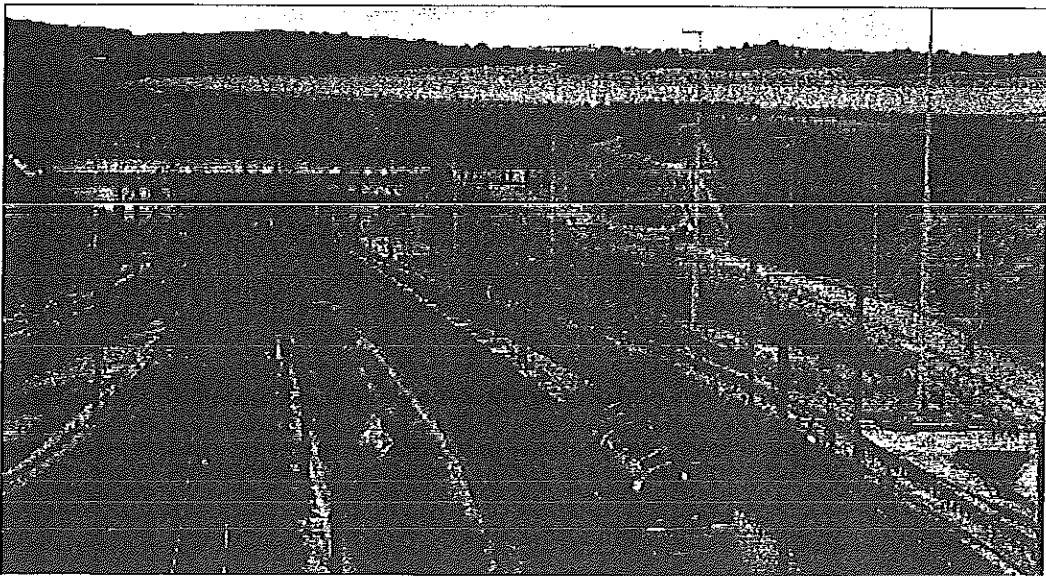
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# Executive summary

1. Rail freight plays a key role in delivering a sustainable distribution system, contributing to the achievement of the United Kingdom's economic and environmental objectives.
2. The Strategic Rail Freight Network (SFN) is designed to optimise the freight performance of our intensively utilised mixed-traffic rail network, allowing the efficient operation of more, longer and selectively larger freight trains.
3. Interventions will be required to:
  - optimise freight trunk routings to minimise passenger/freight conflicts;
  - make the network available 24-hours a day, all year round;
  - eliminate pinch points; and
  - upgrade network capability.
4. SFN investment in Rail Control Period 4 (2009-10 to 2013-14) is focused on loading gauge enhancement to W10/12 and train lengthening.
5. Longer-term action and investment in the SFN will be required to deliver the following key elements:
  - longer and heavier trains;
  - efficient operating characteristics;
  - seven-day/24-hour capability;
  - W12 loading gauge on all strategic container routes;
  - European (UIC GB+) loading gauge from High Speed 1 (HS1) to the Midlands;
  - increased freight capacity;
  - electrification of freight routes;
  - development of strategic rail freight interchanges and terminals; and
  - protection of strategic freight capacity.
6. Network Rail studies have been commissioned to identify the future preferred freight routes between the London and the South-East and the Midlands and North of England; and, in conjunction with that, an optimal cross-London freight strategy.

# Introduction

7. Efficient and sustainable freight transport is increasingly important both to the UK's economy and to the achievement of our environmental goals. Rail transport generally has a less negative impact on society than road transport and so has a crucial role to play in delivering significant reductions in pollution and congestion. For this reason, the 2007 Rail White Paper announced the Government's intention to develop a Strategic Rail Freight Network (SFN) to facilitate the continued growth of rail freight services.
8. The 2007 High Level Output Specification (HLOS) committed £200 million to take forward the development of the SFN in Control Period 4 (CP4: 2009-10 to 2013-14), and provided funding for major infrastructure works at Reading and on the East Coast corridor, both of which will significantly enhance freight operations. This investment builds on the programme to increase the loading gauge and capacity of key freight routes serving major ports, announced under the Productivity Transport Innovation Fund scheme.
9. This paper looks to the future, beyond CP4, and sets out ways in which we envisage that further development of the SFN and enhancement of freight operations will enable UK's intensively utilised mixed-traffic network to accommodate rail freight growth forecast to 2030.



European logistics – steel exports via the Channel Tunnel

# Context

10. We need to make the fullest use of the UK's predominantly mixed-traffic rail network. Conflicts occur between passenger and freight requirements (and between different types of passenger services) at numerous points on the railway, eroding network capacity and reliability. At present the network is almost nowhere optimised for freight, which reduces the efficiency of the UK's rail distribution logistics.
11. The SFN is intended to provide a framework for targeting investment and network management better to meet freight requirements and to resolve such conflicts. This should both improve the logistical efficiency of the railway and secure network capacity and reliability gains to the benefit of all users. The SFN is therefore a key element in making the best use of existing and future rail resources.
12. Network Rail (NR) is working with the industry and the Department to agree robust freight forecasts for 2030. The maps at *Annex A* provide: a picture of the proposed SFN; key freight/passenger network interaction; coal traffic flows for the electricity supply industry in 2006 and 2030; and the main flows of intermodal traffic anticipated in 2030. Analysis to date indicates growth of up to 75 per cent, concentrated on the deep sea intermodal sector but offset somewhat by a 20 per cent decline in coal traffic. Further information on the maps used in *Annex A*, the 2030 forecasts and NR's work on the SFN is available on the NR website ([www.networkrail.co.uk](http://www.networkrail.co.uk)).

# Definition of the Strategic Rail Freight Network

- ↳ ▷ 13. The 2007 Rail White Paper defined the SFN as: "a core network of trunk freight routes, capable of accommodating more and longer freight trains, with a selective ability to handle wagons with higher axle loads and greater loading gauge, integrated with and complementing the UK's existing mixed traffic network."
- \* ▷ 14. An ideal freight network would accommodate optimum sized freight trains travelling at appropriate line speed, without checks, over optimum routeing to commercially preferred timings. In practical terms this suggests that the SFN should:
- optimise the pattern of freight trunk routeing to minimise passenger/freight conflicts. This may lead to fewer, higher capacity trunk routes/diversionary routes but also to the definition of 'new' trunk routes. This would provide potential gains in reliability, environmental performance and operating cost savings;
  - develop appropriate diversionary routes and implement a standard network-wide possessions regime, with general use of single line working (SLW), to provide 24-hour/365-day network availability;
  - upgrade an optimised pattern of freight trunk routes to eliminate traffic conflict and pinch points. This may require construction or reinstatement of chords, avoiding lines, investment in grade separated junctions etc; and
  - upgrade trunk freight routes to meet the requirements of traffic, which may include any (or all) of the following: measures to increase the number of freight train paths; provision for increased train length; increased loading gauge (including the longer term objective of securing a European gauge route from High Speed1 (HS1) to the North); increased axle-load; and infill electrification.
15. The SFN will continue to evolve over time to reflect emerging national and international logistics and freight network requirements. We should therefore consider safeguarding strategic disused freight alignments, etc.

# Strategic Rail Freight Network Development: Control Period 4 (2009-10 to 2013-14)

16. The 2007 Rail White Paper stated that the Government would work with the industry to develop and facilitate the delivery of the SFN, but would not specify freight requirements. Responsibility for producing a SFN delivery plan rests with NR, acting in its industry leadership role, within the context of the Department's freight policy and the wider strategic requirement to optimise overall railway capacity, reliability and availability for all users. NR is required by the Office of Rail Regulation (ORR) to publish SFN proposals in its Strategic Business Plan.
17. NR set up a SFN Working Group comprising key stakeholders, including DfT, to identify and evaluate potential SFN schemes. Proposals have been evaluated against various criteria including a set of freight-based measures (whether the scheme provides for enhanced loading gauge<sup>1</sup>, capacity, train lengthening, axle weight increases or better use of assets), and wider network benefits, principally route optimisation (including greater separation of passenger and freight flows) and additional benefits to passenger services. NR has assessed the Benefit/Cost Ratio of each scheme, where possible drawing on work already carried out through Route Utilisation Strategies, or previously funded by the Strategic Rail Authority. A list of proposed SFN schemes for CP4 has been published by NR in its CP4 Delivery Plan and is shown in Annex B.
18. The SFN CP4 schemes will be complemented by CP4 High Level Output Specification (HLOS) schemes which deliver additional freight capacity and capability alongside that for passenger services. These include the upgrade of the East Coast Main Line (ECML) capacity-relieving 'Joint Line' via Spalding, Lincoln and Gainsborough; Shaftholme junction re-modelling; and Reading area re-development.

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<sup>1</sup> A diagram of the various rail loading gauges is attached at Annex E

# Strategic Rail Freight Network: longer-term development

19. The SFN schemes for Control Period 5 (CP5: 2014-15 to 2018-19) and beyond will be developed as an integral part of the network planning process which will underpin the next HLOS and the emerging strategies for dealing with future passenger demand on the main line routes.
20. The nine principles set out below define the key requirements for the longer-term development of the SFN.

## 20.1 *Longer and heavier trains*

- To optimise path utilisation, the future 'standard' inter-modal train length should be 775 metres (755m plus locomotive<sup>2</sup>). As an early priority, key intermodal routes should be upgraded to accommodate trains up to 775m in length. Where appropriate, similar provision should also be made on bulk routes and consideration should be given to the use of less steeply-graded routes to improve train haulage efficiency.
- 775 metre train length should be the design standard for new freight terminal developments and enhancement of existing terminals.
- Selective 'super-length' route capability should be provided where there is a business case for running trains longer than 775 metres.
- Selective route capability should be provided, where there is a business case, for operating trains at 32 tonne axle loading.

## 20.2 *Freight and network-efficient operating characteristics*

- As an operating principle, NR should aim to achieve through running of freight trains, seeking timetabling and signalling solutions in preference to the use of passing loops. This has the potential to deliver significant environmental, operating and economic efficiencies, particularly if delivered alongside existing plans to reduce the level of delay to freight trains.

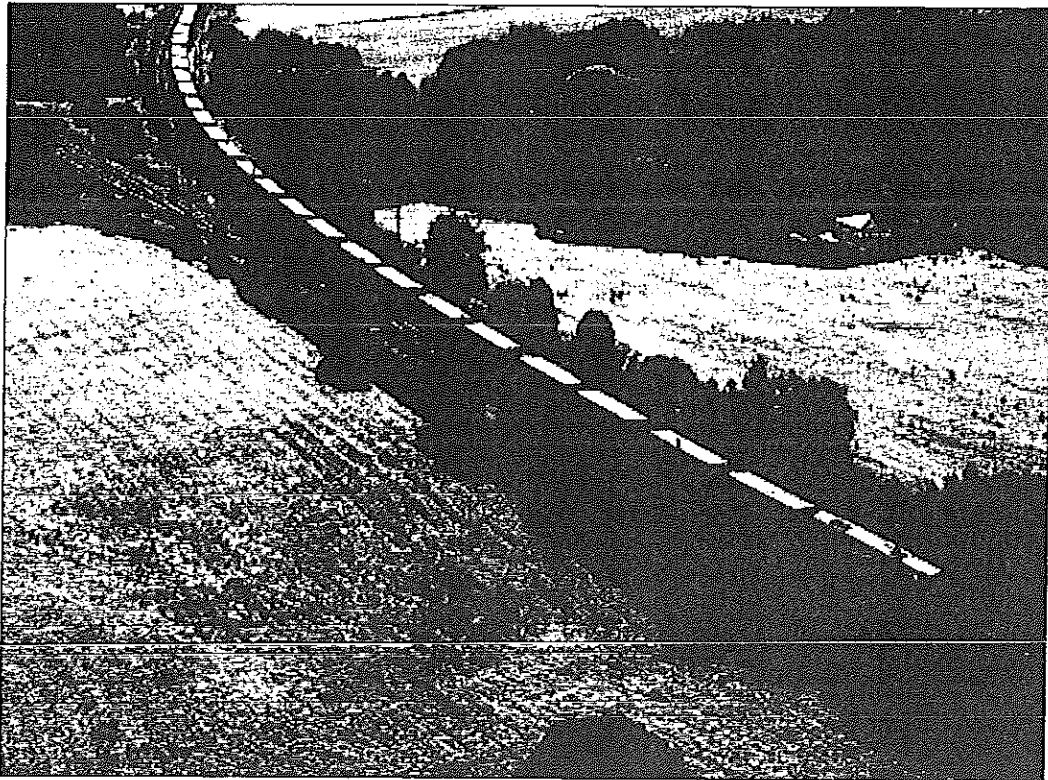
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<sup>2</sup> Equivalent to 118 Standard Length Units of 6.4 metres

- Freight should be regarded as the leading rail sector for locomotive early fitment programmes for the roll-out of the Global System for Mobile Communications for Railways (GSM-R) and the European Railways Traffic Management System (ERTMS)<sup>3</sup>. This recognises both the freight industry's operational 'go-anywhere' requirement and its commercial 'can-do' capability.

### 20.3 Seven-day/24-hour capability

- Distribution customers are increasingly requiring a 7 day/24 hour capability from their suppliers, including inter-modal rail operators. This requires the 'seven day railway' to support freight as well as passenger services. This will require single line working (SLW) as a standard engineering possession practice and/or diversionary routes with appropriate capability, for each strategic freight route.
- Recognising that many freight routes are long-distance cross-country routes incorporating more than one NR region or strategic route, the achievement of seven-day/24 hour capability for freight also requires coordinated national planning of engineering possessions.



### UK logistics – sustainable distribution

#### 20.4 W12 loading gauge

- W12 should be implemented as the standard loading gauge for all strategic container routes including diversionary routes (except by specific route derogation) because it caters both for standard short sea

<sup>3</sup> ERTMS: The European Union system for cab based signalling and control

and deep sea containers – unlike W10 which only accommodates deep sea containers. (See Annex E: Rail Freight Loading Gauges).

- Small scale 'infill' gauge clearance schemes should be progressed as opportunity and funding allows.

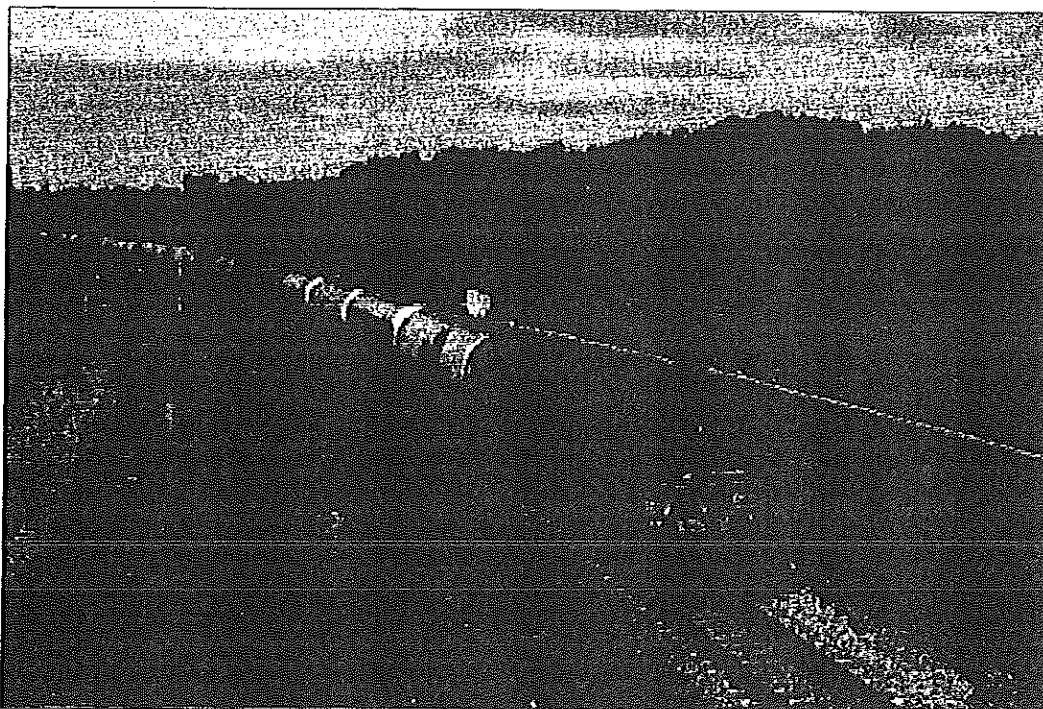
#### 20.5 *European freight link (UIC GB+ Gauge<sup>4</sup>)*

- A European loading-gauge freight link has been secured as far as Barking through Channel Tunnel access liberalisation and tariff reductions, and HS1 agreement to provide viable off-peak freight paths.
- Electrification of the Midland Main Line (MML) would provide an exceptional opportunity to create a UIC GB+ gauge cleared route to the Midlands. As a minimum first step, UIC GB+ height clearance should be safeguarded in any MML electrification programme.
- A UIC GB+ cleared link should be identified and created between HS1 and the MML on the basis of a case developed in the SFN funded Freight Routeing Studies (see paragraph 21 below).
- As a general principle, the rail network should be 'future-proofed' by ensuring that work to renew or enhance the network makes at least passive provision for UIC GB+ gauge, wherever this is practicable.

#### 20.6 *New freight capacity*

- New SFN capacity, particularly on key intermodal routes, will be required to meet industry growth forecasts if this additional traffic is not to be forced onto the congested road network.
- Routes for consideration for early capacity enhancement are likely to include:
  - Ipswich to Nuneaton (CP4 and CP5);
  - the 'Joint Line' (to be upgraded in CP4 as the ECML Peterborough to Doncaster via Spalding freight line, with possible further capacity enhancement in CP5);
  - East-West Line (Oxford-Bedford with upgraded links to the West Coast Main Line (WCML) and MML);
  - MML 4-tracking;
  - Stourbridge to Walsall and subsequently Walsall to Lichfield restitution;
  - Southampton to WCML – possibly with upgrades to routes and/or examination of alternative routeing options to provide capacity for growth;
  - Freight routes to Manchester Hub terminals including Trafford Park.
- SFN capacity should also be boosted by the safeguarding as 'strategic freight capacity' of part of any route capacity released on 'classic' lines in the event of the development of any new line(s) (see 20.9 below).

<sup>4</sup> Also known as GB1 gauge



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### 20.7 *Electrification of freight routes*

- To secure early diversionary and resilience benefits, and to provide incentives for the use of electric freight traction, the SFN should consider selective strategic and infill electrification. Candidate routes are likely to include:
  - Ipswich to Nuneaton;
  - Joint Line (Peterborough to Doncaster via Spalding);
  - small scale infill schemes.

### 20.8 *Strategic Rail Freight Interchanges and terminals*

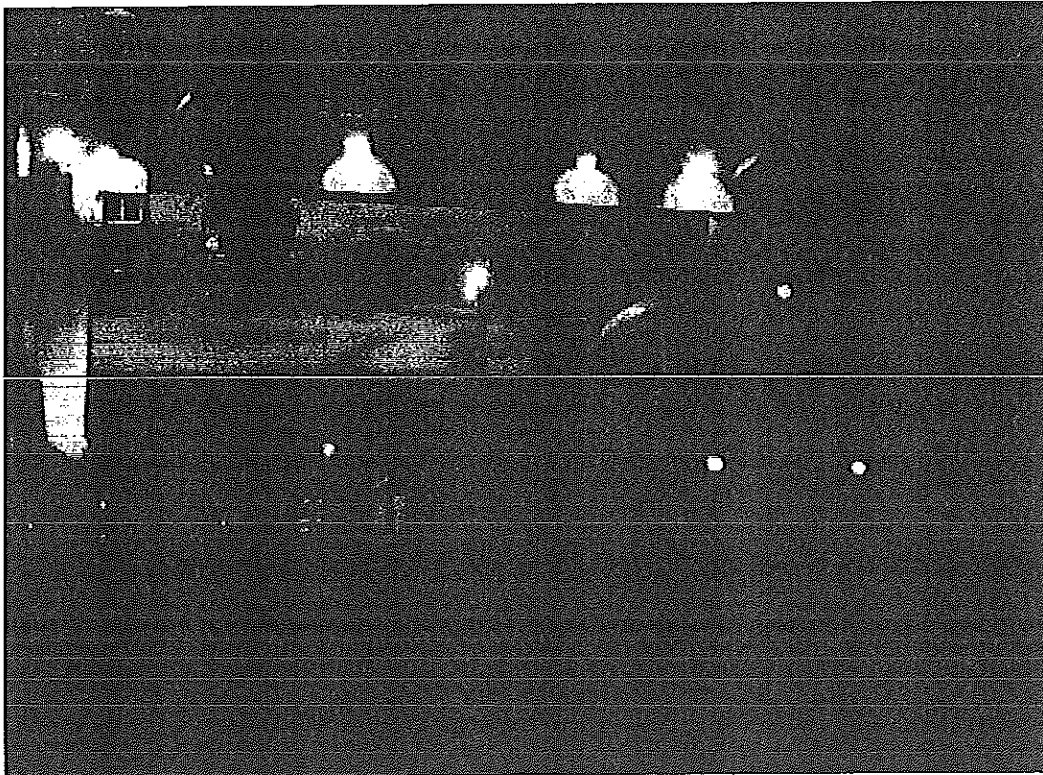
- The development of Strategic Rail Freight Interchanges will be supported by the National Networks and the Ports National Policy Statements.
- The Department will seek to facilitate freight facility grant support applications for rail terminal works to handle trains 775m long and to accept electric traction.

### 20.9 *Freight paths: the Strategic Freight Capacity scheme*

- The Department has strongly supported the industry's initiative to develop a Strategic Freight Capacity (SFC) scheme to protect existing, released and newly created long distance strategic freight paths.
- Once the SFC scheme is operational, the Department will look to the industry to develop tighter, sector-specific, use-it-or-lose-it (UIOLI) criteria to optimise the use of existing freight paths and to facilitate competition.

# Freight routeing studies

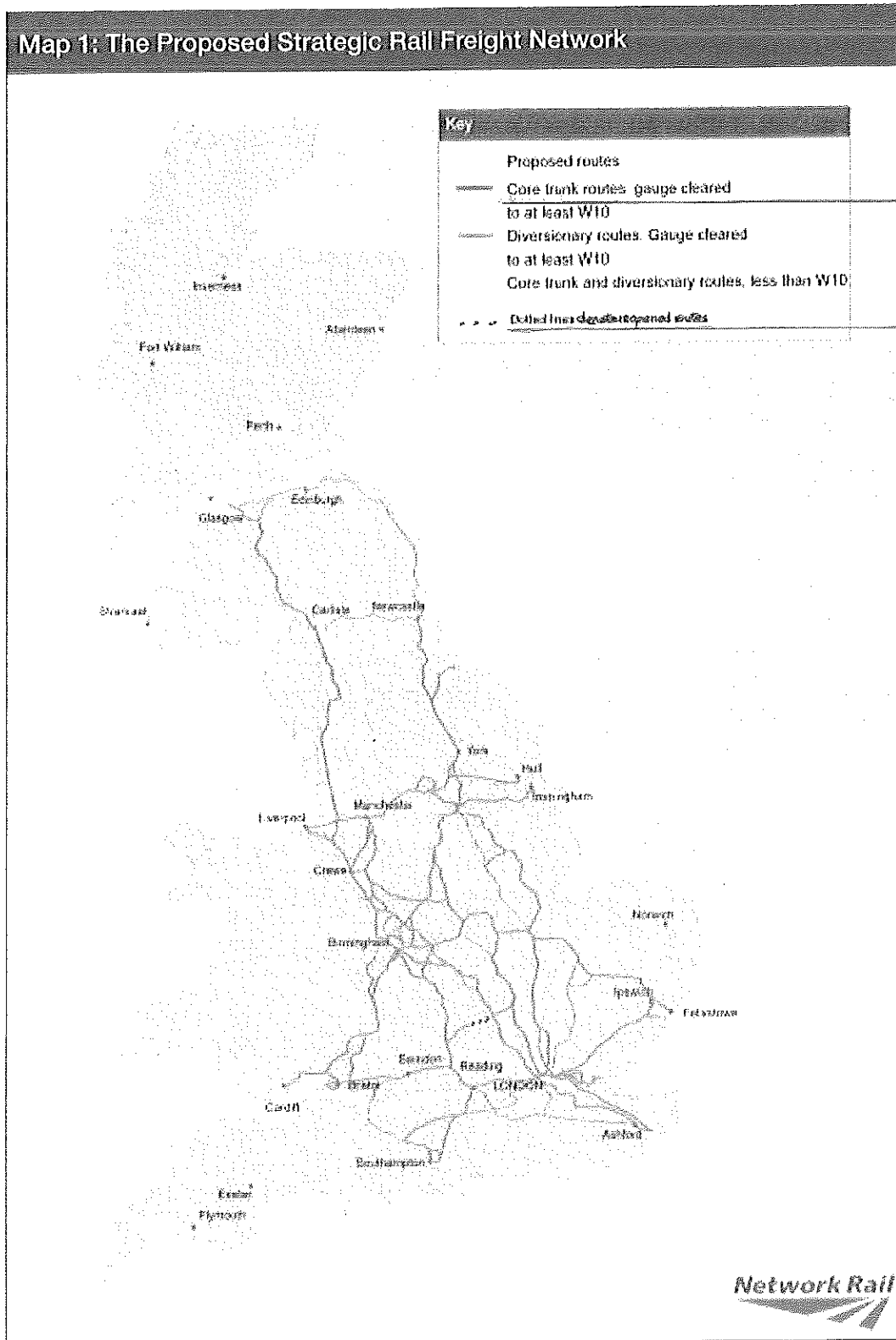
21. As a key element in developing the SFN, the Department has asked NR to undertake two freight routeing studies and recommend:
  - the preferred routes between London and the South-East, and the Midlands and North of England, and the enhancements necessary to accommodate rail freight activity forecast to 2030 (the 'Routes to the North' (RTN) study); and
  - an optimal cross-London freight strategy (CLFS).
22. The RTN study will include advice on accommodating UIC GB+ gauge freight vehicles whilst maintaining passenger and station capability, and the incremental cost of providing this. The CLFS is being taken forward as part of Network Rail's proposed London and South-East Route Utilisation Strategy (RUS).



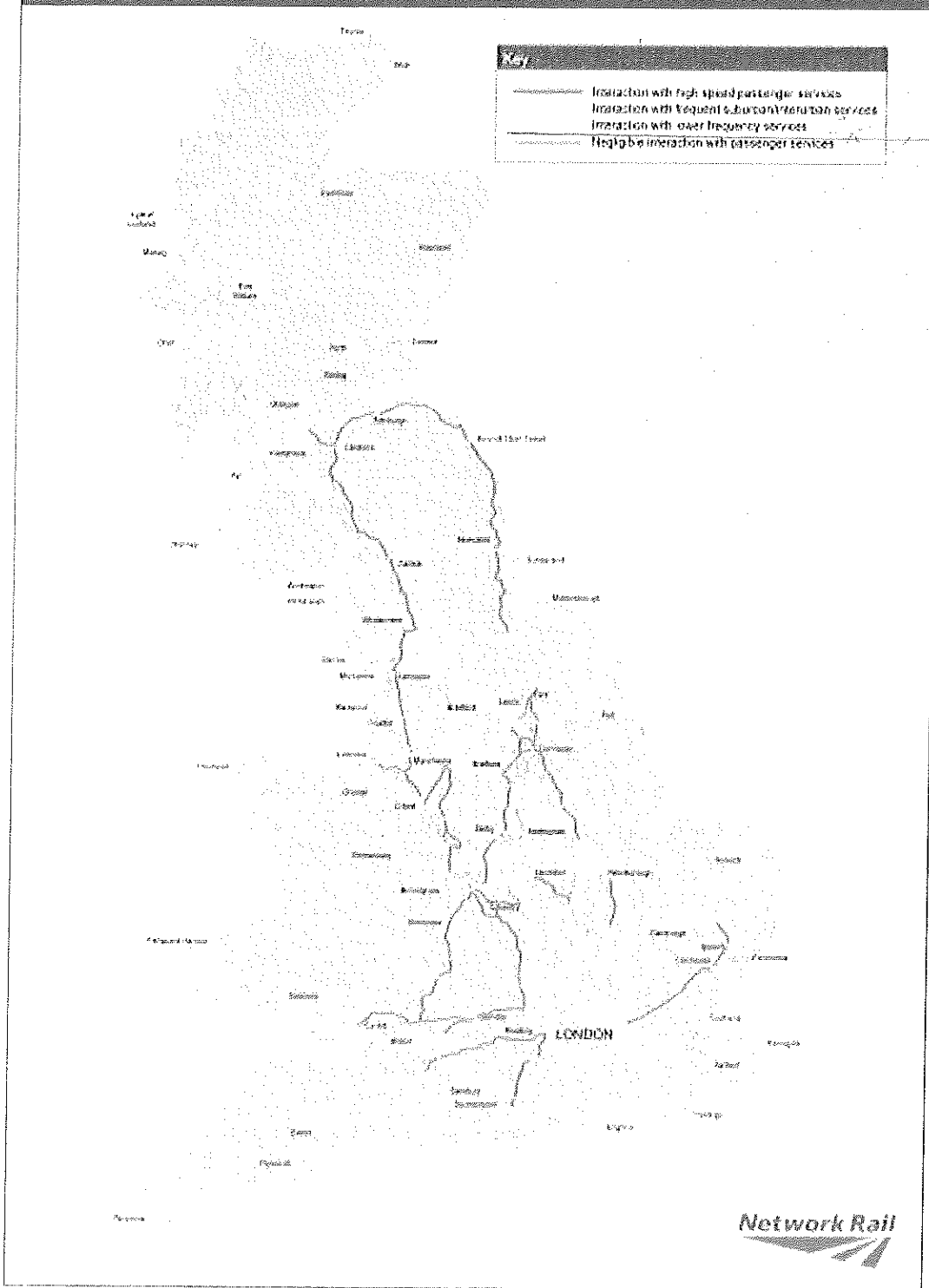
Delivering the goods – '24/7'

# Annex A

## Strategic Rail Freight Network maps

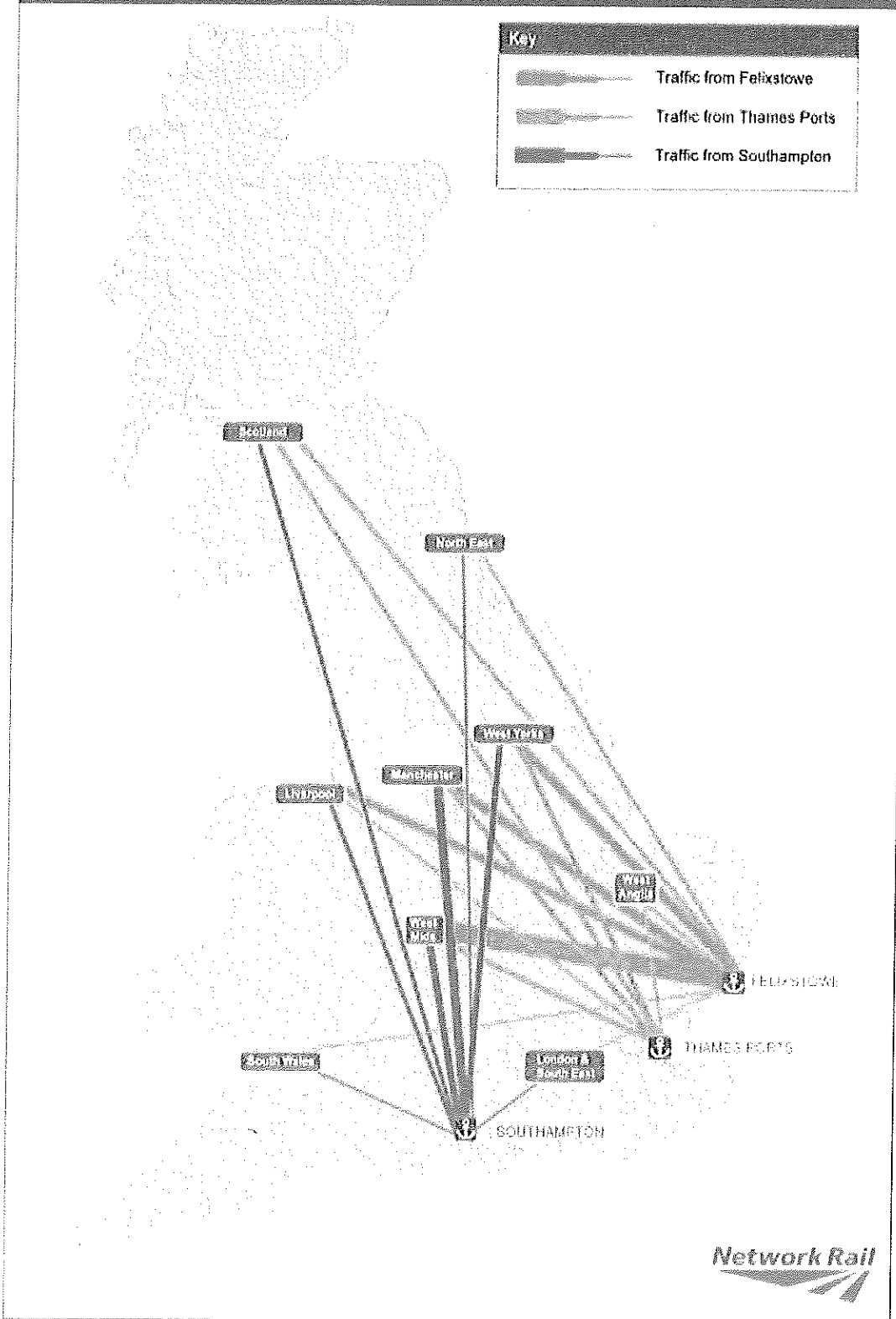


## Map 2: Freight and Passenger Network Interaction



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Map 4: Intermodal Traffic: Main Flows in 2030



## Annex B

### Strategic Rail Freight Network projects funded for delivery in Control Period 4 (2009-10 to 2013-14)

- **Ipswich to Nuneaton capacity enhancement:** £50 million for capacity and signalling enhancements – some planned for early CP5 to tie in with Leicester re-signalling.
- **W10 Gauge clearance:** £55 million for Southampton to Basingstoke diversionary route via Laverstock and Andover.
- **In-fill gauge schemes:** £40 million for schemes to be identified by the industry.
- **Train lengthening:** £40 million for schemes to be identified by the industry.
- **Channel Tunnel route:** £10 million for signalling modifications to allow trains hauled by Channel Tunnel electric freight locomotives to use the route to the south of London via Redhill.
- **Development studies:** £5 million for work to develop Strategic Rail Freight Network next stage investment proposals.

## Annex C

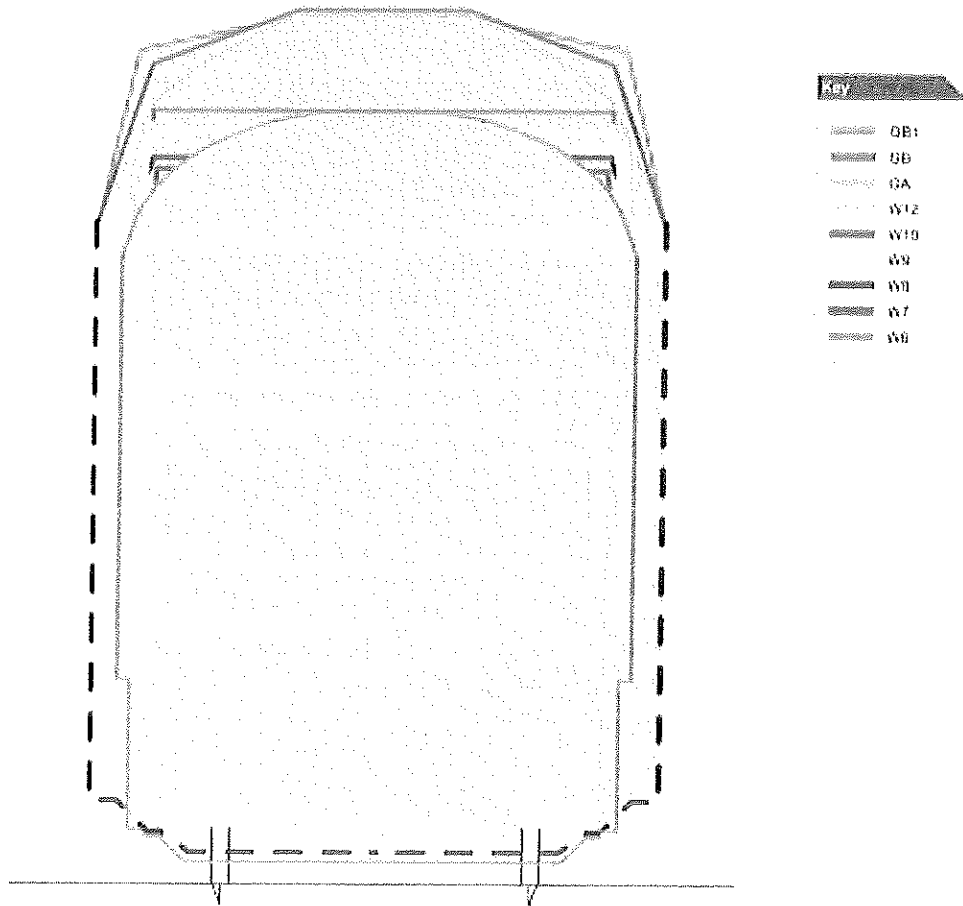
### Productivity Transport Innovation Fund projects for delivery in Control Period 4 (2009-10 to 2013-14)

- **Peterborough – Nuneaton route:** £80.0 million to enhance loading gauge and capacity, providing a crucial alternative to the busy rail routes via London.
- **Southampton – Nuneaton corridor:** £42.8 million to enhance the loading gauge to W10.
- **Humber Ports to the East Coast Main Line:** £8.0 million to increase capacity on the rail link with the port.
- **West Coast Main Line to Liverpool Docks:** £1.7 million to improve rail access to the port.
- **Gospel Oak to Barking line in London:** £18.5 million for gauge clearance and freight capacity work.
- **North London Line:** to increase freight capacity on this vital cross-London route.

# Annex E

## Rail freight loading gauges

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