

**Freight on Rail TIF Priorities**
**Productivity scheme 08/09 & 09/10**

Location	Govern. Regions	Scheme	Detail	Status
<b>Channel Tunnel European gauge at Barking across London &amp; onto WCML</b>	SE/WM/NW	European gauge clearance from Barking to Wembley, Birmingham & Manchester	The opening of CTRL in 2007 will allow European gauge freight to run from Europe, through the CT and into Barking. An extension of the Down Goods line at Ripple Lane will also assist a smooth transition between European gauge and UK network.	Would transform Anglo-Continental freight if continental-sized wagons can reach further inland
<b>Willesden to Barking via Gospel Oak</b>	SE/EE/WM/NW	a) W10 clearance b) electrification c) capacity works d) structure works	Currently there is only 1 W10 cleared route across North London, this is a risk to performance as well as limiting capacity. Clearance of this route would give diversionary opportunities and capacity and performance benefits and cater for all Shellhaven traffic. GOB upgrade is required for Tilbury line traffic to avoid the crossing at Forest Gate for the GEML onto the NLL. This includes traffic from origins/destinations along the LTS, include Thames Gateway if it is built and Barking terminal. Will meet growth in TFL passengers, Olympics & Crossrail. Needs to be in place in time for 2012 so urgent. Improves reliability of passenger and freight services	Strong support in NLL RUS and TFL corridor study. Case well made..
<b>Access Hull &amp; Immingham</b>	YH/	a) Re-open Brigg line - additional capacity b) Hull Docks - line speed, capacity & train length c) Hull to Doncaster - RA10 capability d) Tackle TSRs e) Immingham to Doncaster - bi directional signalling, additional loops, remove speed restrictions, capacity improvements remodel Wrawby junction Reinstatement of Clarborough Chord.	Lack of capacity for bulk and intermodal freight now which will get worse as new rail-served capacity at ports comes on stream. These ports primarily import coal for onward rail freight movement, with investment by ABP in Hull International Terminal Stage 2 ongoing, with completion in 2006. Rail can use the route to greater effect by expanding the capacity of the two routes and providing greater route capability. The route availability should be raised to RA10 throughout and speed restrictions tackled to raise overall line speed. Improves reliability of passenger and freight services	Some analytical worked done, strong support and some funding already in place.
<b>Southampton - West Midlands</b>	SE/WM/NW	a) W10 Clearance b) capacity c) capacity d) capacity	a) To serve terminals in the conurbation and via the WCML ( already cleared for W10) beyond. b) Capacity & length enhancement to Reading West curve. c) NR is resignalling the Basingstoke area. The opportunity of remodelling must be taken to provide freight loops at this location. The freight traffic from the S'ton to the WM requires loops to match the different freight slots that are available across the route d) Longer loops between Southampton and Reading.	Much analytical work done good business case
<b>Anglo- Scottish route Settle &amp; Carlisle line &amp; Glasgow South West (GSW)</b>	NW/NE Scotland	Capacity and performance - provide additional signalling installation of IB sections. Extra capacity and performance benefits	This route forms the main trunk route for Anglo Scottish coal traffic. Scheme offers benefits to WCML. The route has long signalling sections, which restrict the number of trains which can use the route. Providing additional signalling on the line would allow more trains to operate. This would reduce the number of coal trains on the ECML and WCML, releasing capacity on these routes. Additional signalling would also aid performance as it would allow late running trains to recover which is not possible with the existing long signal sections.	Some analytical work already done, good case, strong Scottish support
<b>Merseyside Ports</b>	NW	a) Reinstatement Olive Mount chord b) W10 clearance between Seaforth & WCML	This would allow services to run direct onto the bootle branch without the need for a RR at Edge Hill, Capacity and Performance benefits. Offers benefits to WCML and local passenger services. Port handles ISO containers but line to WCML not W10. Port is close to WCML which is cleared for W10.	Much analytical work already done on Merseyside Ports enhancements, good well developed case with funding package being assembled

<b>Thamesport &amp; Grain Branch</b>	SE	Provide a loop at the mainline end of the branch & minor works to substantially increase line capacity	Grain branch links the North Kent line with the Port of Thamesport. The existing branch suffers from a lack of flexibility. This restricts capacity. Performance suffers dramatically if a single train runs late. The enhancements would considerably improve the capacity and performance of train working on the branch and is a prerequisite to further traffic growth. Doubling the first 800m of the branch will act as a loop for trains arriving onto the branch, so they can wait for their slot onto the branch away from the mainline. Also works as a loop for trains away from the branch, where the branch slot may not link with a mainline slot. Will also allow parallel movements to and from the branch.	good case. Strong chance of funding from other partners. Likelihood of growth of deep-sea container, bulk and other freight if expansion schemes go ahead.
<b>Haven ports to Nuneaton</b>	EE/WM/EM	a) W10 Clearance betw. Felixstowe & Nuneaton via Leicester and via Sutton Park b) Capacity improvements including bi-directional capability at Ely West curve & Felixstowe branch c) Capacity improvements on the NLL including Kensal Green turn-back siding for passenger trains d) electrification of the number 2 lines for AC traction	From Haven ports of Felixstowe and Harwich to Nuneaton and beyond via Water Orton, Sutton Park and Bescot to terminals in WM and beyond via WCML. Existing cleared route for W10 using NLL via London is congested. This alternative route via Ely, Peterborough and Leicester to join WCML at Nuneaton would provide a route into WM and beyond via WCML. Also important as diversion route for freight with Crossrail	This will release capacity and aid performance on the mainline. Has considerable support
<b>Stourbridge - Walsall</b>	WM	currently out of use - reopen route	This would provide a new route for freight trains to, from and across the congested West Midlands rail network and take pressure off other congested pax and freight routes in WM. Important in terms of improving rail services for city regions - represents a win/win for all rail users.	Good case benefits passenger and freight services in congested part of country
<b>Transpennine routes - Southern - a) Manchester to Leeds via Diggle b) Manchester to Sheffield Hope Valley route</b>	YH/NW	capacity and gauge enhancements	This route is congested with pax trains and M62 congested. Offers diversionary routes thus benefiting freight, NR and all rail users when maintenance work is being carried out. Important for linking major cities with passenger and freight services.	Good case
<b>Transpennine route - Northern - Tyne Valley</b>	NE/NW/Scotland	gauge clearance	Links Carlisle with Newcastle and thus a direct link between ECML & WCML. This route is not gauge cleared. Offers diversionary routes thus benefiting freight, NR and all rail users when maintenance works is being carried out and enables passenger & freight services to be more reliable.	Good case
<b>10th March 2006</b>				