

Developing Rail Freight Felixstowe - Nuneaton

02/03/2012

Developing Felixstowe - Nuneaton

1. Initial Industry Plan for 2014-2019
2. Felixstowe to Nuneaton – current upgrades ‘Phase 1’
3. Felixstowe to Nuneaton – future upgrades ‘Phase 2’

Proposed freight schemes for 2014 - 2019 'CP5'

02/03/2012

Proposed schemes 2014 - 2019

- Proposed Investment Fund of £350m
- Priority schemes as shown



Proposed schemes 2014 - 2019

Felixstowe – Nuneaton Phase 2

- Increases capacity to up to 56 trains per day (tpd) in each direction by 2030.
- Works will include signalling remodelling and double tracking schemes,
- Will help remove 750,000 lorry journeys per year by 2030.
- Diversion of freight traffic from North London lines and Great Eastern Main Line to decongest railways serving the capital.

Southampton – West Coast Main Line Capacity

- Increases capacity to meet 2030 forecasts,
- Works required include signalling enhancements and line speed improvements,
- Use of the routes via Andover, Kew, Melksham and Oxford to Bletchley to provide additional capacity and diversionary capability will also be examined,

West Coast Main Line, north of Preston capacity

- Increases capacity to 36tpd in each direction by 2019 and 48tpd by 2030,
- Extended freight loops will allow additional 775m freight trains,
- Improved interaction of freight services with higher speed passenger services to avoid potential delays,

Great Western Main Line Gauge Enhancements

- Gauge enhancement from Acton to Bristol and Cardiff to accommodate larger containers,
- Efficiencies gained from earlier enabling works by the Crossrail and GWML electrification projects,
- Works include bridge reconstructions, track lowering and slewing, modifications to platforms and canopies,

Industry Plan - timescales

**SEPTEMBER
2011**

Initial Industry Plan published, setting out plans for rail between 2014 and 2019.

**SUMMER
2012**

Government decides whether or not to fund these freight schemes.

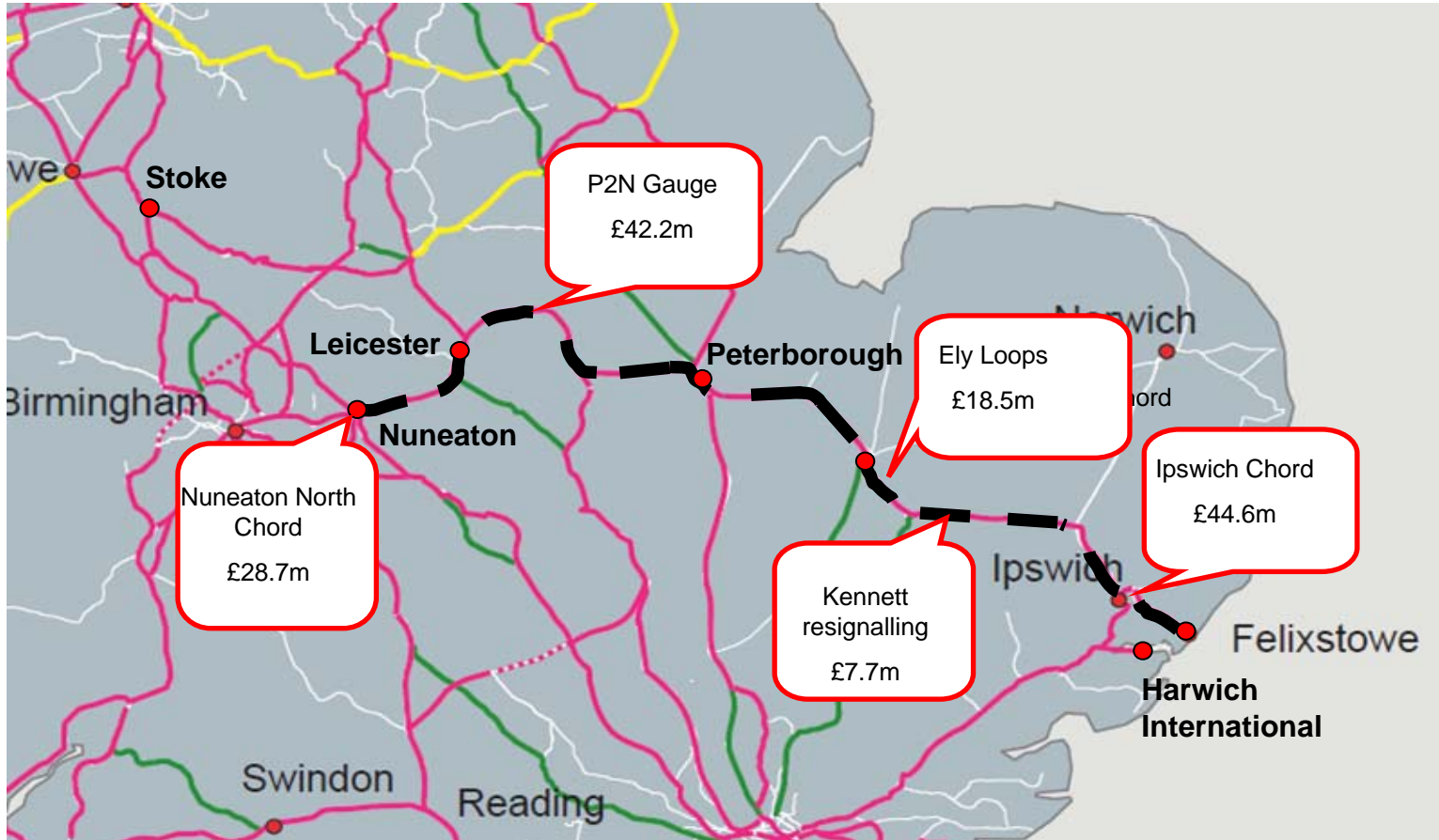
**AUTUMN
2013**

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

Felixstowe to Nuneaton - Phase 1

02/03/2012

Felixstowe to Nuneaton - Phase 1





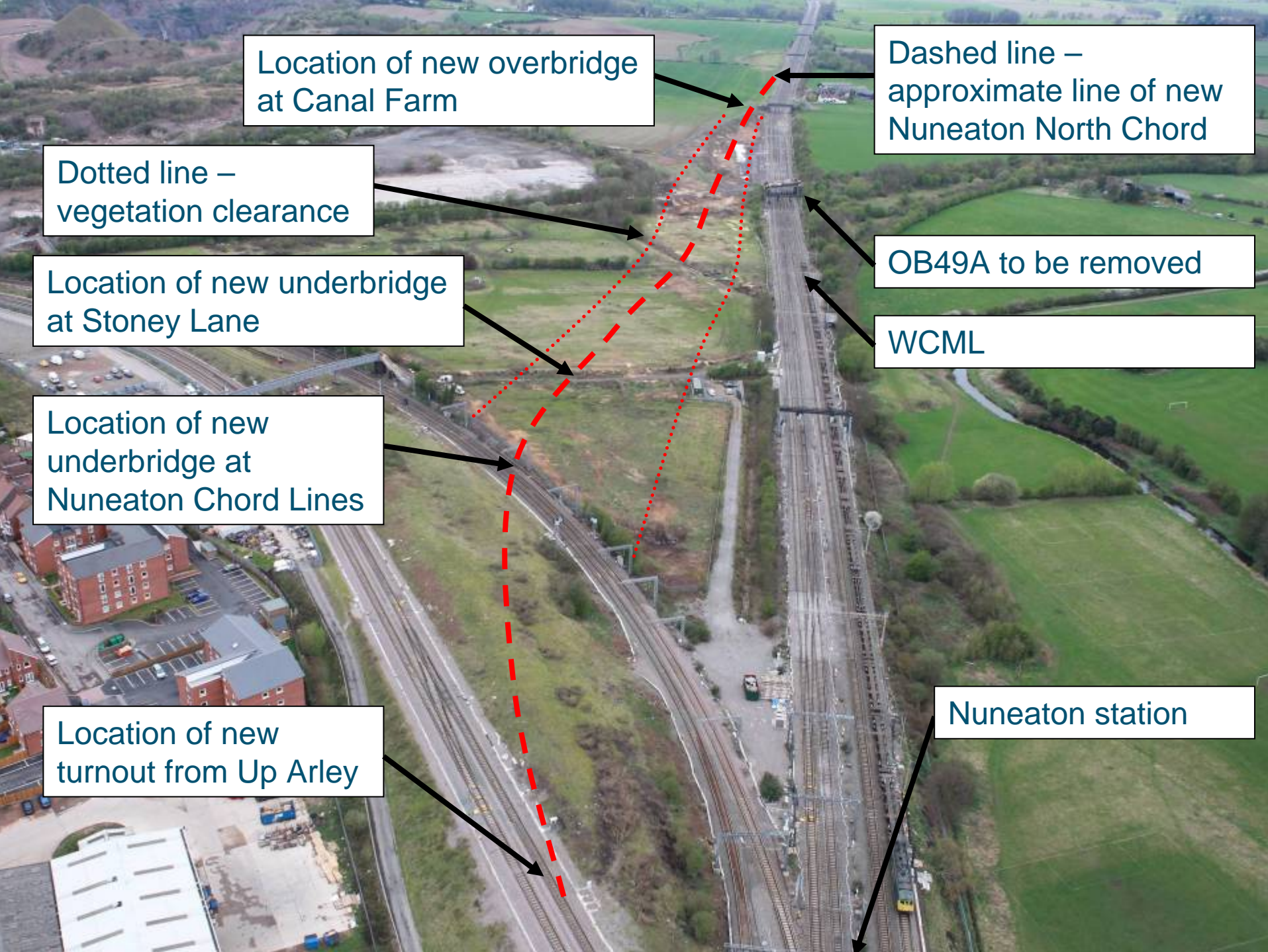




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Location of new overbridge at Canal Farm

Dashed line – approximate line of new Nuneaton North Chord

Dotted line – vegetation clearance

Location of new underbridge at Stoney Lane

OB49A to be removed

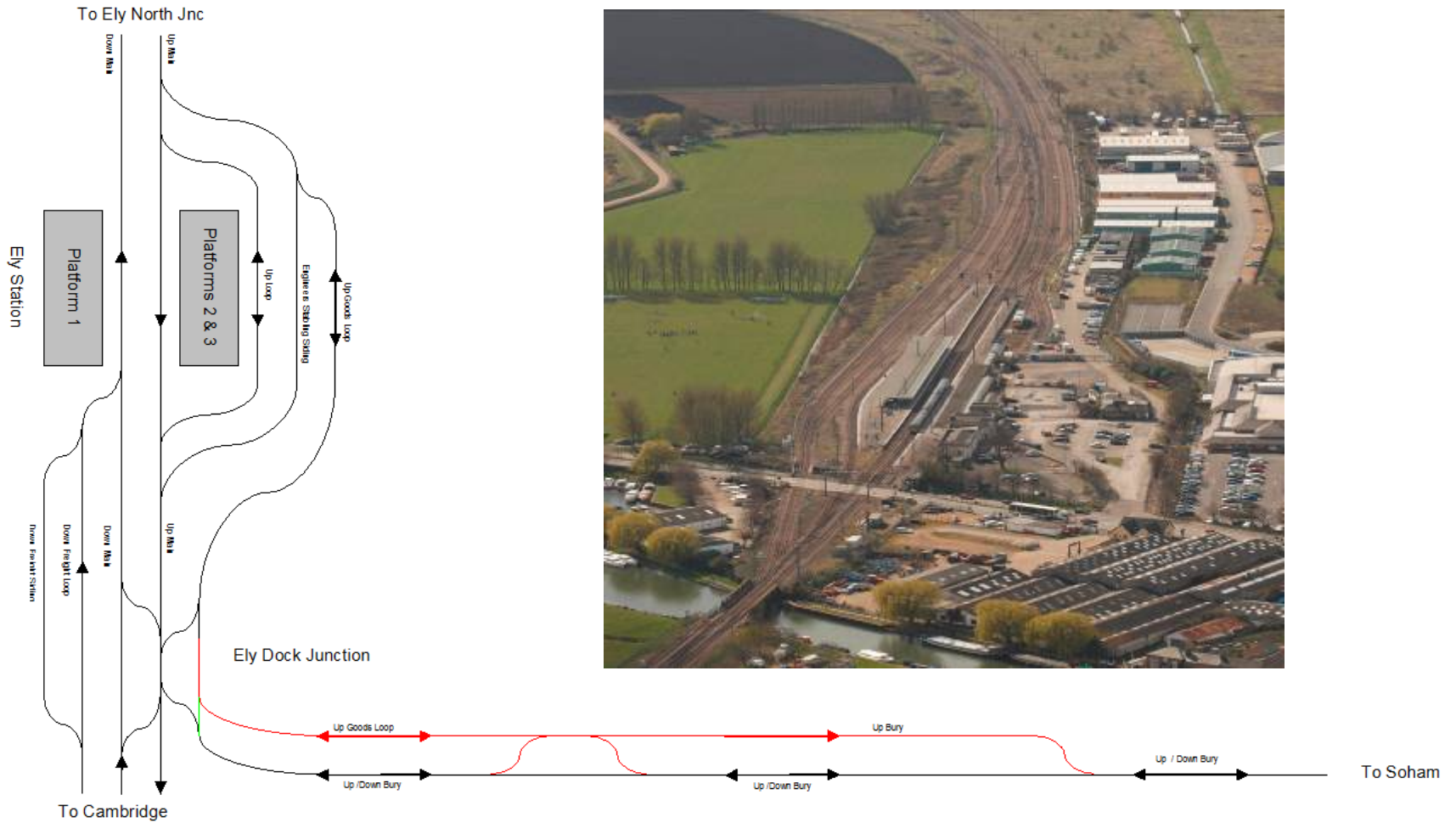
Location of new underbridge at Nuneaton Chord Lines

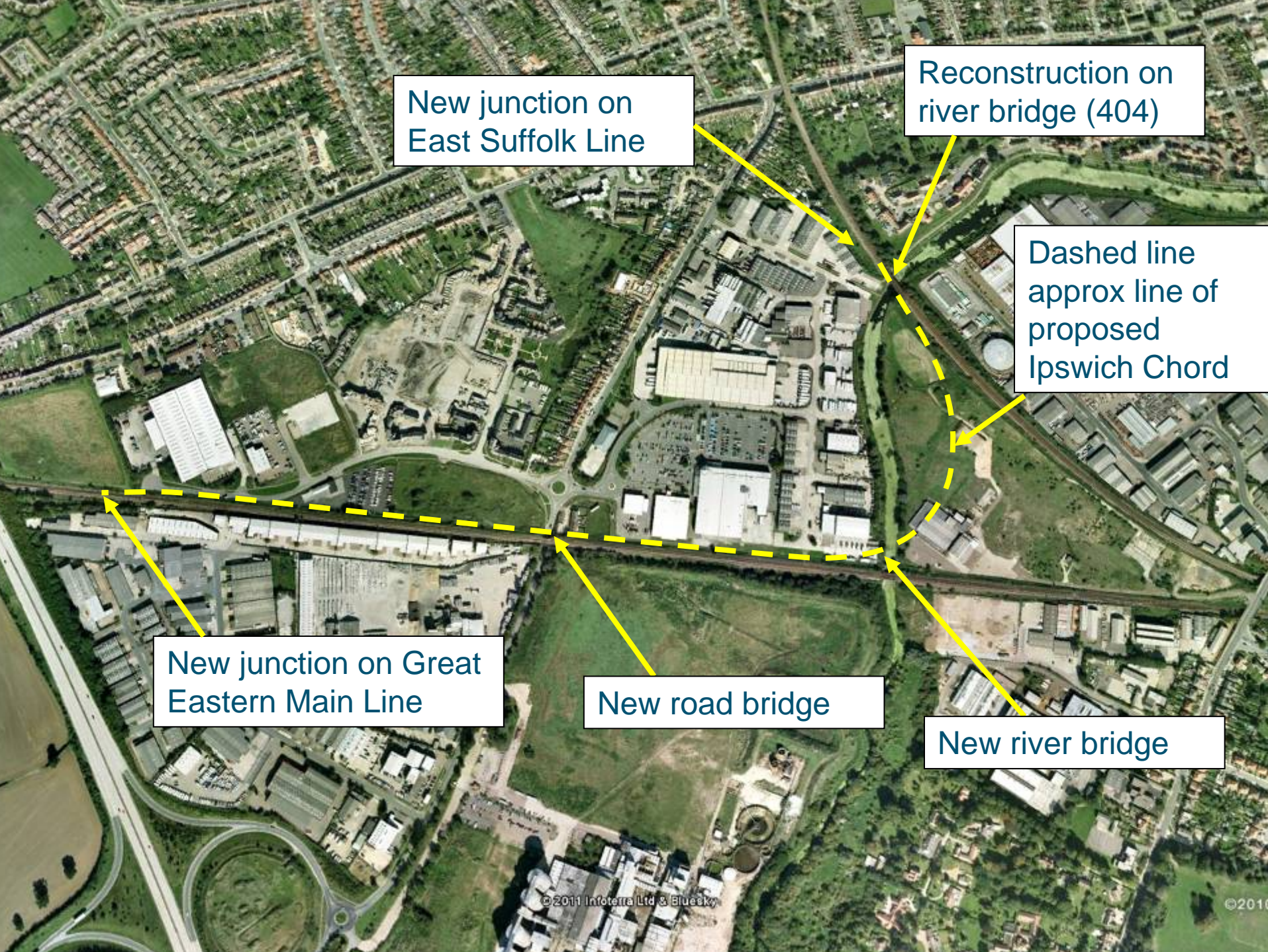
WCML

Location of new turnout from Up Arley

Nuneaton station

Ely Loops





New junction on East Suffolk Line

Reconstruction on river bridge (404)

Dashed line approx line of proposed Ipswich Chord

New junction on Great Eastern Main Line

New road bridge

New river bridge

Felixstowe to Nuneaton - Phase 2

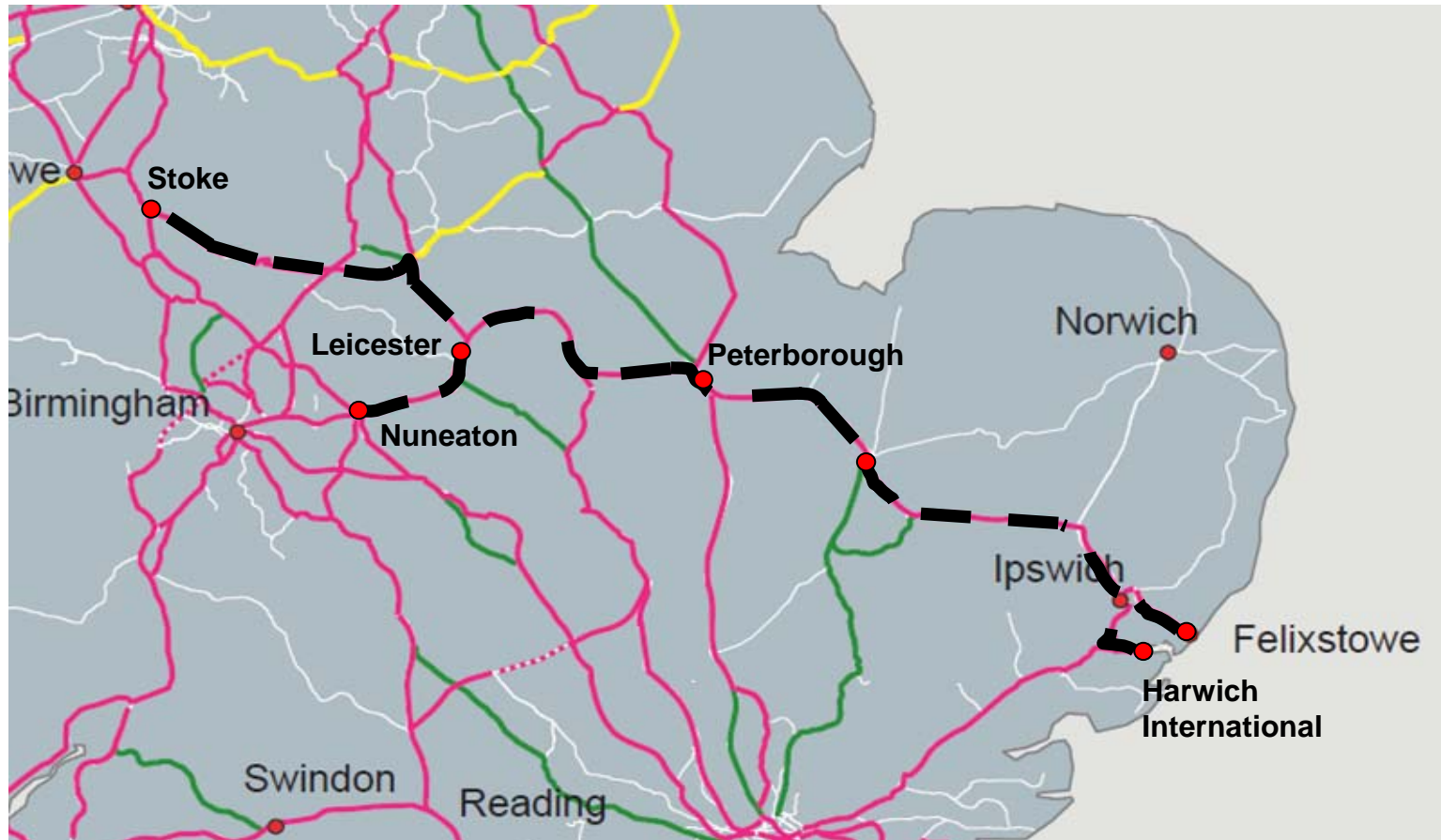
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Phase 2 Study - Context

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 – route map



Phase 2 Study – initial findings

