



## **Response by the Chartered Institute of Logistics and Transport to the Network Rail – Anglia Route Study Consultation**

The Chartered Institute of Logistics and Transport (“the Institute”) is a professional institution embracing all transport modes whose members are engaged in the provision of transport services for both passengers and freight, the management of logistics and the supply chain, transport planning, government and administration. Our principal concern is that transport policies and procedures should be effective and efficient, based on objective analysis of the issues and practical experience, and that good practice should be widely disseminated and adopted. The Institute has a number of specialist forums, a nationwide structure of locally based groups and a Public Policies Committee which considers the broad canvass of transport policy. This submission has been prepared by the Institute’s Rail Freight Forum.

### **1. Introduction**

1.1 The Chartered Institute of Logistics and Transport (CILT) welcomes the opportunity to comment on Network Rail’s Anglia Route Study. It is a national strategic transport objective to provide conditions to promote economic growth and to facilitate modal switch of freight from road to rail. Network Rail’s Route Strategies are an important part of achieving these objectives and the Anglia Route, with pre-eminent freight locations at Felixstowe, London Gateway and HS1 at Barking, together with the nationally-important freight corridor of the North London Lines, is a crucial strategic freight artery and we welcome the Route Study’s recognition of this.

### **2. Comments**

2.1 We welcome the Route Study’s use of the 2012 Freight Market Study (FMS) to derive future freight demand - it is an excellent source, based on detailed, granular knowledge of the various markets served by the railfreight industry. In this respect it is superior to passenger forecasts which are based on more general economic trends. The downside of the 2012 FMS is that it is getting a little dated and, as the Route Study acknowledges, aggregates traffic is growing faster than forecast due to minerals policy and economic growth. However, the Study does not take this fully into account in analysing required capacity and continues to assume 1% p.a growth. In practice, there are 175 additional aggregates wagons being delivered in 2015/6, with orders likely to be placed for a further similar tranche. Clearly, not all these wagons

will be used on the Anglia route, but a significant proportion could well be, and each tranche equates to around six extra trains a day, indicating a substantial increase in rail-borne aggregates.

2.2 We welcome the prominence given to the enhancement of freight capacity from Felixstowe to Peterborough and the electrification of Gospel Oak–Barking, together with the line to London Gateway. These CP5 schemes are crucial to the provision of sufficient freight capacity for the future. The further enhancements planned for CP6 and beyond are also essential to ensure that there are sufficient paths from what are two of the fastest growing freight locations in the UK. As Fig 0.2 shows, maritime intermodal is much the biggest growth sector in the UK and, together with Southampton, Felixstowe and London Gateway will be the engines of this growth.

2.3 The Study is correct in setting out to provide sufficient capacity for forecast traffic levels on Felixstowe-Nuneaton (F2N) and on the GEML, plus cross-London. The provision of a dynamic loop(s) to sustain capacity on the GEML as passenger traffic grows is particularly welcome. It will also be important to ensure that, in the face of substantial passenger growth, sufficient paths are available on the LT&S and North London Lines for trains from London Gateway and from HS1, with its associated terminals at Barking - the Channel Tunnel is set to see a considerable revival in its fortunes as a route into the UK for freight and HS1/Barking will be a key component in this.

2.4 The Study's indication that adequate capacity will be available on these routes is encouraging, but will need to be validated and demonstrated as markets develop. As the Study recognises, the North London Lines are nationally important freight routes and form an essential part of the Strategic Freight Network - they are crucial not only to burgeoning intermodal traffic, but also to the rapidly-expanding aggregates business: both are fundamental to economic growth in the South East and nationally. The Study reflects the fact that, with substantial growth on London Overground services, it will be very challenging to provide the required five freight paths an hour on Gospel Oak-Barking, let alone the NLL, by 2043 but these - as a minimum - will be needed and enhancement schemes to achieve this end are imperative. Grade separation at Forest Gate would appear to be all but essential.

2.5 We understand that various studies are talking place to examine the West Anglia Main Line as an alternative gauge-cleared route to the north for London Gateway and HS1 traffic, but no mention is made of this in the Route Study. We would welcome clarification of NR's latest view of, and strategy for, freight along this corridor. In any event, paths will continue to be required for aggregates services to terminals such as Harlow and Bow, which are likely to increase as demand for building materials in the South East continues to rise. The remodelling of Bow Junction will need to ensure that services to the key aggregates and building materials terminals at Bow are not adversely affected.

2.6 We believe the most cost-effective solution for Felixstowe is likely to be doubling of the whole branch, other than over single track bridges, in CP5. Partial doubling now will need to be unpicked in the 2020's and will incur abortive expenditure: better to build for the long term now. We are similarly concerned that capacity enhancement options at Haughley and Soham, and particularly around Ely, have not been fully analysed - we firmly believe that the optimum long term solutions, for freight and passenger services, should be identified and implemented. We anticipate that an Ely eastern by-pass line (avoiding the station and level crossings), full double tracking Ely-Soham and grade separation at Haughley (with the Norwich line on a flyover, leaving a level gradient for heavy freights to/from Ely) will be the optimum outcome for the long term.

2.7 Electrification of the F2N route may well provide a better outcome for UK plc than the currently favoured 'Electric Spine' from Southampton. Felixstowe already generates twice as many intermodal trains as Southampton and the disparity is likely to increase.

2.8 The translation of predicted demand to paths per hour appears sound, although we would question the assumption that much of the freight from North Thameside will feed onto the Midland Main Line. This is certainly the key route for aggregates and cement traffic, but it is not gauge-cleared for intermodal trains and there are serious capacity constraints south of Bedford, which can only worsen with the full implementation of Thameslink and growth on MML services. Alternative routes, notably WCML and ECML - and the links to them from the North London Lines - will continue to be of considerable importance.

2.9 Little mention is made of freight on other routes in East Anglia, but it should be remembered that Ely-Norwich and Ely-Kings Lynn carry significant flows of freight, particularly aggregates, and that these are likely to increase in CP6 and beyond. It is important that sufficient paths are retained in the timetable to cater for predicted freight growth as passenger services become more frequent.

### **3. Conclusions**

3.1 The Anglia Route Study is a valuable piece of work and highlights the many opportunities and challenges facing the railway network in the region. It proposes a range of interventions to address the issues that emerge from rapidly increasing demand for passenger and freight transport. We believe that the Network Rail strategy should focus on identifying and implementing the optimum long term solutions for 2043, and beyond, to cater for the substantial growth likely to be seen from Felixstowe and other locations in the years to come.

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February 2015