



## **Response by the Chartered Institute of Logistics and Transport to the Network Rail South East Route – Sussex Area 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 Sussex 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, whilst the Sussex Route is not generally considered to be a prime freight corridor, the West London Line is a key strategic freight artery and we welcome the Route Study’s recognition of this.

### **2. Freight**

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 Sussex route, but a significant proportion probably will be, and each tranche equates to around six extra trains a day, indicating a substantial increase in rail-borne aggregates.

2.2 The Study's view that freight demand can generally be accommodated, using off-peak capacity required for passenger services in the peak, is encouraging. It correctly recognises that freight is important on the West London Line (WLL) and for aggregates on the Brighton Main Line (BML). However, the Freight Conditional Output (CO20) only includes reference to the WLL and omits any reference to aggregates on the BML - we consider this is crucial and such reference needs to be added.

2.3 It is essential that capacity for additional aggregates trains on the BML in particular is preserved. The proposal to end the splitting/joining of passenger services at Haywards Heath produces an additional 2 trains per hour on the main lines throughout the day. The Study acknowledges the need to ensure that the extra 2 tph will not impact on freight and still preserve some capacity for freight to grow off-peak, not least as the freight terminal at Salfords is likely to return to active use in the near future. The acknowledgement is welcome, but we would seek further assurance on this point.

2.4 The proposal to increase Wimbledon loop trains from 2 to 4 tph throughout the day is noted, along with the view that the potential impact on aggregates trains to Tolworth can be handled. The Study does not, however, appear to consider the impact on pathing through Herne Hill and Tulse Hill. While freight is generally routed via Nunhead to Kent and via Balham to the BML, this may become an issue as the Sussex side of Clapham Jn becomes even busier and Thameslink services ramp up over the next few years.

2.5 The Study recognises that freight has contractual protection on WLL for 5.2m tpa non-bulk and 2.9m tpa bulk. It indicates that path utilisation was 12% in 2012 and is forecast to grow to 38% in 2043, concluding that, as a result, no action is needed. WLL passenger services are, however, proposed to increase to 10 tph in the peaks and 6-8 tph off-peak. The Study acknowledges that the WLL is a critical interface with freight and states that, whilst the passenger expansion is theoretically possible without impacting on freight, more detailed analysis is required. It also accepts that capacity is required for new flows that emerge and, in this regard, it should be noted that reduced Eurotunnel tariffs are leading to renewed interest in the Channel Tunnel, for both intermodal and conventional traffic, e.g. the two-way aluminium flow from Neuss in Germany to Warrington. New domestic flows are also in prospect, such as the proposed Sheerness - Liverpool automotive axis. The WLL will, therefore, undoubtedly see more freight traffic in the years to come and this will need to be accommodated alongside the much-increased passenger service.

2.6 On a point of detail, Table 4.2, which purports to list Cross-Boundary freight to, from and through Sussex, omits a lot of flows. These include aggregates trains to and from Angerstein Wharf, Grain, Allington and Hothfield; gypsum trains to Mountfield; nuclear trains from Dungeness, plus Channel Tunnel services conveying mineral water to Daventry and aluminium to/from Ditton.

### **3. Conclusions**

3.1 The Sussex 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. The Study believes CO20 for Freight can be met without requiring interventions, but - by its own findings - this is not proven and, further, it may well be underestimating the freight growth that is in prospect, particularly with regard to aggregates. CILT would welcome an assurance that Network Rail will reconsider the level of freight demand on the West London and Brighton Main Lines and ensure this can be conveyed in the decades to come.

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January 2015