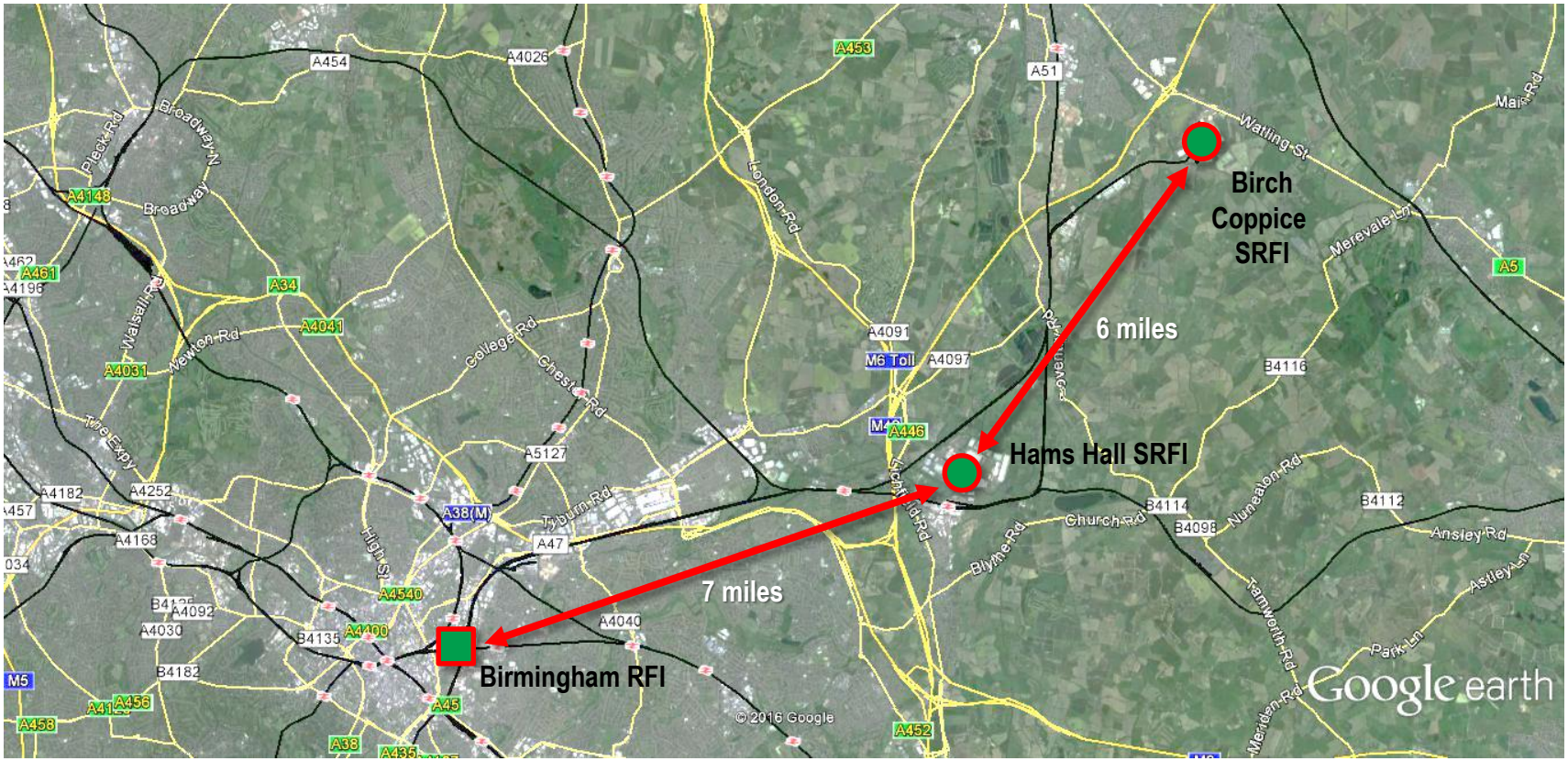

Rail Central
Northamptonshire

# What are SRFI?

- Rail is more sustainable and effective than road transport for moving large volumes of freight
- Government and business would like to see more use of rail transport for moving freight
- To make rail freight services more viable requires large volumes of freight (>30 lorry loads per train) on a daily to weekly basis
- Strategic Rail Freight Interchanges (SRFI) create opportunities to shift long-distance freight from road onto rail, by bringing large amounts of warehousing alongside the rail network – this improves the prospects for generating freight traffic in trainload quantities
- Where each SRFI has been built, occupiers and local business have brought new traffic onto rail
- SRFI can co-exist with other SRFI, RFI and road-served warehousing

# What are SRFI?

- Example of co-located SRFI and RFI in the Midlands

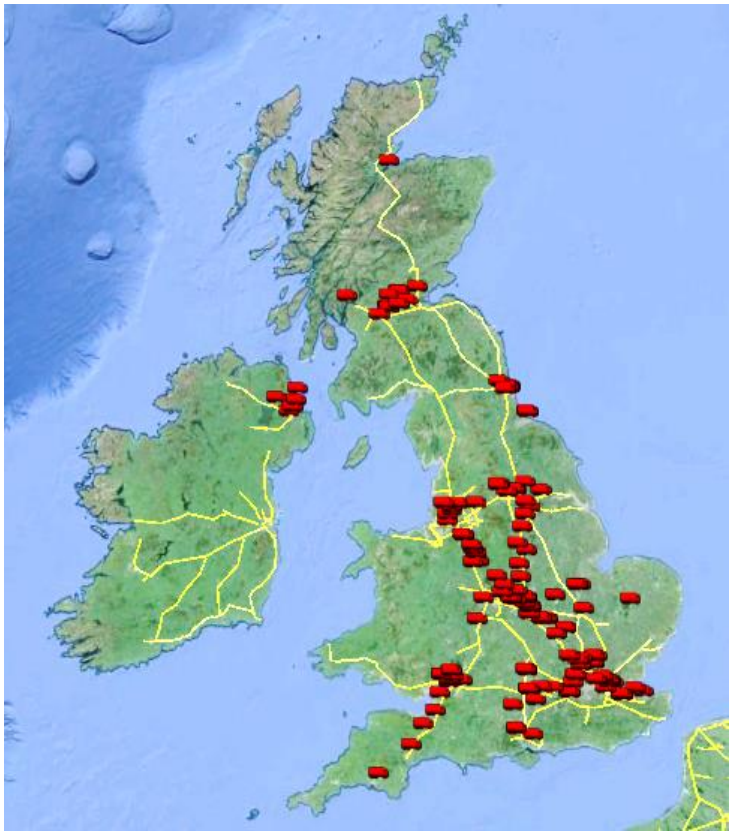


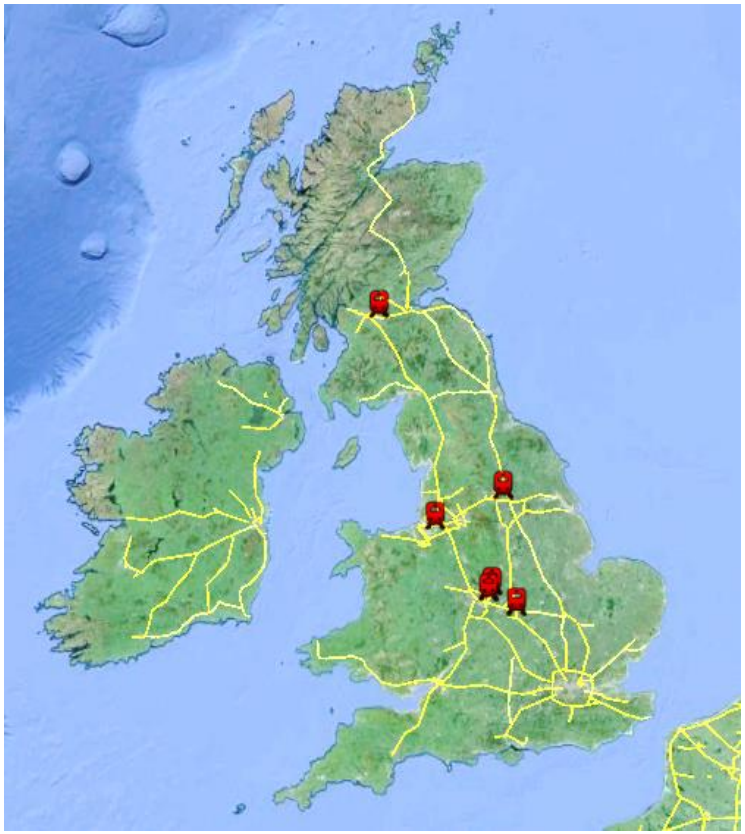
# Why do we need *more* SRFI?

- Demand for more large modern warehouses in strategic locations – driven by population and economic growth
- Demand from business and government for more of these warehouses to be rail-served:
  - Business wants to use both rail and road, for operational, commercial and environmental reasons
  - Government wants business to use rail as well as road, to reduce growth in long-distance road traffic and emissions
- The existing SRFI only have finite capacity, and do not exist in sufficient numbers to create a national network of interconnected sites, which could then facilitate more movement of freight by rail

# Why do we need *more* SRFI?

- There are numerous road-served national and regional distribution centres (left), but only 6 operational SRFI (right):





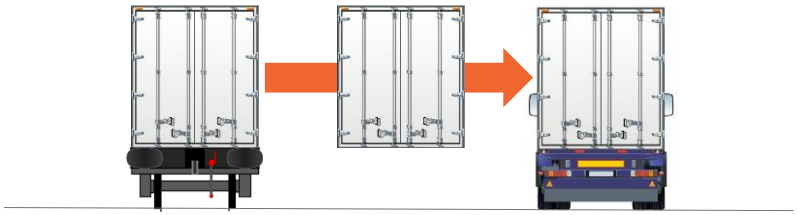
# How many more SRFI?

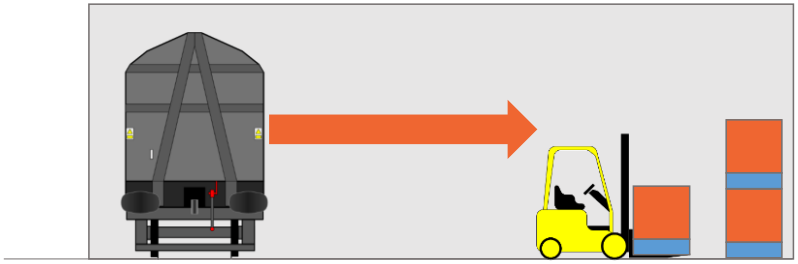
- Network Rail's long-range forecasts:
  - Current rate of warehousing development (c.1 million sq metres of large new warehousing pa) continues through to 2043
  - If the warehousing represented by all the existing and proposed SRFI was built by 2043, the supply of rail-served warehousing would grow from 1.6 million sq metres to 13.3 million sq metres
  - This would be the equivalent of 35-40% of all large warehouses in Great Britain then having access to road and rail networks
  - Traffic through this extra rail-served warehousing would then represent the equivalent of 70 million tonnes of rail freight per annum (compared to 2.8 million tonnes at present)
  - Network Rail is using these *unconstrained* forecasts to inform its long-range plans for addressing network capacity constraints

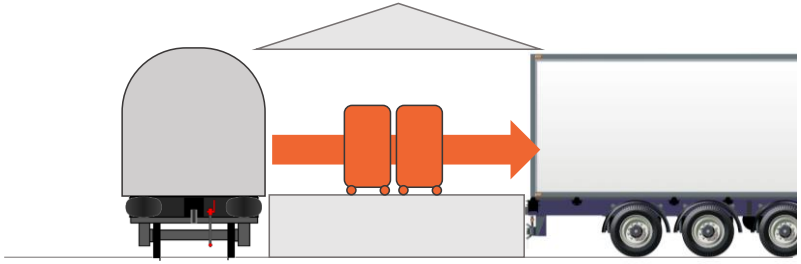

J15A
The proposals
M1
A43
West Coast Main Line
(Northampton Loop)
West Coast Main Line
(Fast Lines)

# The proposals

- 3 main types of rail freight through the site:







- **Intermodal trains**

  Intermodal trains would deliver containers to site, transferred to road vehicles for movement to warehouses on site, or to other companies off site

- **Conventional wagon trains**

  Conventional wagon trains would be taken into or alongside some of the warehouses, for freight to be unloaded by fork lift truck

- **Express freight trains**

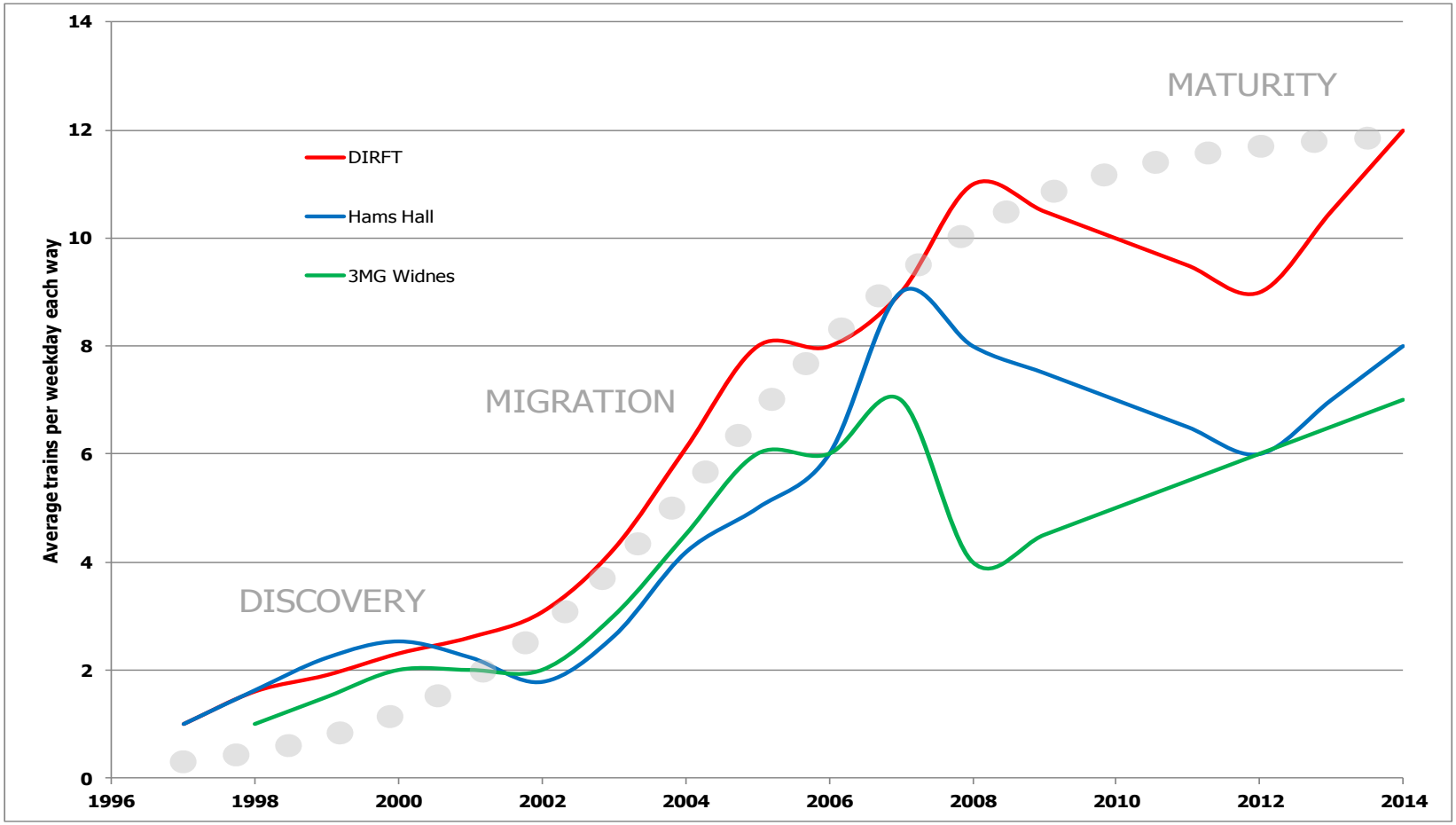
  Express trains would use a “cross-dock” platform to unload pallets or roll cages into road vehicles, for movement to warehouses on site, or to other companies off site

# Rail traffic and network capacity

- The site could process up to 16 trains per day (a mixture of intermodal, conventional and express trains)
- Existing SRFI have grown over the last 20 years from an initial small number of pilot services
- We would expect the same process to apply here:
  - "***Discovery***" stage: occupiers and local business become aware of rail opportunity and start using pilot services
  - "***Migration***" stage: growing confidence in use of rail leads to increased transfer of freight from road
  - "***Maturity***" stage: rail traffic grows towards upper limit of potential and/or the installed interchange capacity

# Rail traffic and network capacity

- Rail traffic through DIRFT1, Hams Hall and 3MG Widnes SRFI



# Rail traffic and network capacity

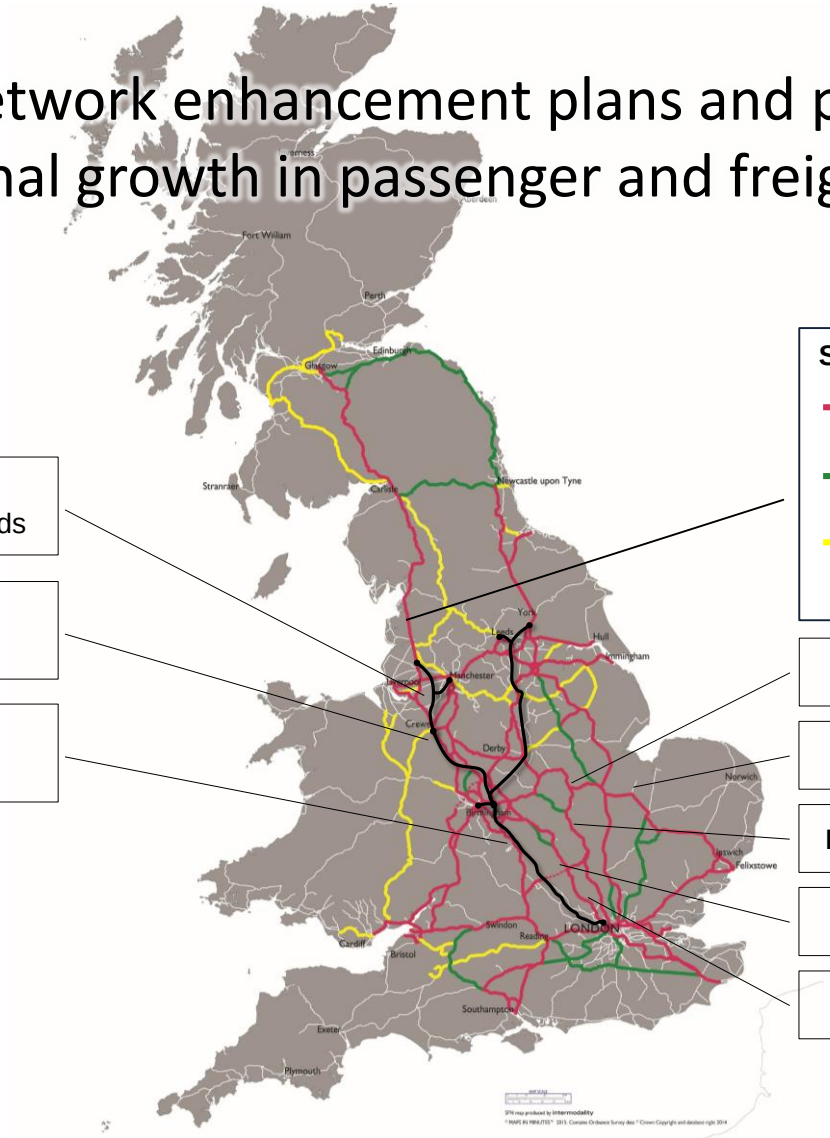
- The West Coast Main Line is a major route for rail traffic:
  - Main route via Blisworth (19th May*):
    - 369 timetabled paths per day
    - 326 passenger paths (mainly Virgin)
    - 43 freight paths, of which 21 were used on the day
  - Northampton loop route (19th May*):
    - 305 timetabled paths per day
    - 196 passenger paths (mainly London Midland)
    - 109 freight paths, of which 45 were used on the day
- With much of the network approaching capacity, Network Rail and HS2 are planning to further increase capacity, to cater for forecast growth in passengers and freight

# Rail traffic and network capacity

- Trains to/from Rail Central could comprise:
  - New services exclusively to or from Rail Central
  - New or existing services, serving Rail Central and other SRFI (eg DIRFT, Hams Hall, Birch Coppice)
  - Services transferred from other RFI
- 2021 earliest start of rail services from Rail Central, anticipated to start on a weekly / daily basis
- Scope to use any “Q” paths held by freight operators for “as reQuired” services to support the start-up phase
- Rail traffic would then grow in line with demand and network capacity

# Rail traffic and network capacity

- Current rail network enhancement plans and proposals, to address national growth in passenger and freight traffic:




**HS2 phase 2b**
Birmingham to Manchester/Leeds

**HS2 phase 2a**
Birmingham to Crewe

**HS2 phase 1**
London - Birmingham

**Strategic Freight Network (SFN):**

- Core trunk routes, cleared to at least W10 gauge
- Diversionary routes, cleared to at least W10 gauge
- Core trunk and diversionary routes, less than W10 gauge

*Dotted lines = routes to be reopened*

**East Midlands Route Study**

**Felixstowe – Nuneaton upgrade**

**Midland Main Line electrification**

**East West Rail**

**West Coast Route Study**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