

Key rail interventions

Network locations recommended for further analysis

Like road, there are a number of rail freight investment schemes and programmes highlighted within the TfN Investment Programme. These include port related gauge enhancements and access for the Port of Hull, Port Salford, Liverpool and Teesport. Also reference to warehousing development sites such as Parkside. Additionally, there is reference to WCML enhancements and the need for a gauge cleared route along the East West axis across the North.

The need to understand the Castlefield corridor and the northern section of the East Coast mainline including the need for potential line re-openings to reduce congestion.

Further work to address the needs for the schemes and programmes highlighted above is referenced within the recommendations of the Strategy and will form a key part of the required work we undertake across TfN as we progress.

Specifically identified schemes within the rail network from both the TfN Investment Programme and other funders such as Network Rail include:

- TransPennine Gauge cleared East West route to the Ports
- Sheffield area capacity improvements
- Castlefield corridor and Trafford Park
- East Coast Main Line capacity
- North East freight enhancements (passing loops and port connections)
- Selby to Port of Hull gauge and journey time improvements
- Port of Liverpool to WCML enhancements
- Parkside enhanced freight connectivity
- WCML freight enhancements
- Port Salford rail freight enhancements

Rail connected terminal and warehousing development

In addition to the local capacity issues at Trafford Park there is a need for more terminals across the North. This has been strongly advocated for in the literature review and by the private sector and TfN partners.

In future, with the modelling capability we are growing at TfN we would be in a strong position to work with local authorities to advise on the best location for rail connected terminals and offer technical support. TfN may

wish to consult with local authorities so such developments are supported across the North and not just by some local authorities. Given TfN's position as a sub-national transport body and our links to partners and other private sector organisations, it would be a natural role for us to take.

There is anecdotal evidence of planning permissions for intermodal terminals being sought for sites where the rail element was challenging to deliver. TfN's technical advice could be used to support local authorities who wish to ensure that they do not grant planning permission for a rail connected terminals where the railway network cannot be easily used.

Express Logistics – Parcels on rail

The Rail Freight sector is experiencing an uplift in freight services from new market entrants and Express Logistics is a new entrant that presents an exciting opportunity to further support rail freight growth. With socio-economic trends towards urban repopulation, same-day delivery, increased online spending activity, and urban convenience grocery retail formats, demand for the delivery of consumer goods into urban areas is growing. Overlaying this with increasing concerns over urban air quality, and road congestion, there is an opportunity for the development of a rail haul offer for consignments of parcels and light cargo directly into urban areas.

Express logistics comprises the movement of parcels traffic and its operations can take various modes which can be categorised as:

- **Space on Passenger Trains:** where capacity allows, passenger services will provide dedicated space for parcels traffic directly into the station terminus.
- **Dedicated Train into Station:** passenger rolling stock will be converted to accommodate parcels traffic to provide a logistics solution directly into the station terminus.
- **Dedicated Train into Distribution Centres:** converted passenger rolling stock will operate directly between depots.

High Speed Logistics is able to use passenger stock, therefore growth within the sector should focus on opportunities to convert former and current passenger rolling stock to safely transit roll cages, parcels, mail sacks, and pallets. Express logistics traffic is often time-sensitive and therefore customer expectations dictate that next-day delivery and

delivery tracking technology must be incorporated into the rail freight offer.

A unique aspect of Express logistics in the rail freight sector is that parcel traffic can be delivered directly into stations located in urban centres; therefore any future developments of stations should consider the provision of facilities for express logistics such as: handling roll cages, or providing on-site sorting facilities. Express Logistics typically operate using electric traction, therefore continued investment in electrification of the rail network is integral to supporting growth in the market and facilitating operations to additional locations.

Ongoing investment by Freight Operators to repurpose passenger units to accommodate parcels traffic highlights the likely growth in this market. To-date various trial services have been undertaken, emphasising the opportunity to increase rail's share in this market and introduce new customers to rail freight.