

13 June 2019

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**By email only**

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Our ref:  
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Your ref:

Dear Mr Singleton

**Application for the West Midlands Interchange DCO - Network Rail response to Deadline 4**

We act on behalf of Network Rail Infrastructure Limited (**Network Rail**). We write in relation to the action list that was issued following the Accessibility and Transport Hearing on 5 June 2019.

In respect of agenda item 3, Network Rail was asked to:

*"provide a note on the implications of inclusion of WMI in the 2018 Strategic Plan"*

We enclose a copy of the above requested note.

Yours faithfully



**Womble Bond Dickinson (UK) LLP**

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## **Application for the West Midlands Interchange Development Consent Order (WMI Application)**

Following the Accessibility and Transport Hearing as part of the Examination of the WMI Application on Wednesday 5 June, Network Rail Infrastructure Limited (**Network Rail**) was asked by the Examining Authority to provide a note on the implications of inclusion of the WMI Application in the Freight and National Passenger Operators (**FNPO**) Route Strategic Plan dated February 2018 (**FNPO Strategic Plan**). The FNPO Strategic Plan can be seen here - <https://cdn.networkrail.co.uk/wp-content/uploads/2018/02/FNPO-Route-Strategic-Plan.pdf>

Network Rail makes the following comments in respect of the inclusion of the WMI Application in the FNPO Route Strategic Plan:

- Network Rail's Control Period 6 (**CP6**) settlement assumes a circa. 16% growth in rail freight volumes nationwide. For planning purposes, assuming existing funded capacity and capability, Network Rail are estimating growth of 15.6% over the seven-year time horizon.
- This traffic growth in rail freight volumes will arise principally in the bulk construction and intermodal sectors:
  - Realisation of the former will in large part be a function of Network Rail's ongoing work to develop additional receiving railheads on its freight estate. For example, dry-stone distribution facilities, and concrete batching plants in urban areas.
  - Realisation of the latter is reliant upon new intermodal interchanges (for example, Strategic Rail Freight Interchanges (**SRFI**) such as the Application) coming on stream to accommodate:
    - new maritime intermodal services; the rail haul of primary distribution import container volumes from Ports to National Distribution Centres (**NDC**); specifically the accommodation of additional services unlocked through Network Rail's network capacity and capability enhancements undertaken through the Strategic Freight Network (**SFN**) programme (for example, at Felixstowe Branch, Southampton freight train lengthening, Immingham gauging, Bootle Branch doubling); and
    - new interchange to interchange domestic intermodal services; rail haul of secondary distribution of goods from NDCs to store or Regional Distribution Centres (**RDCs**). This area is the single most significant potential growth area for modal shift with greater provision of rail connected warehousing.
- With regards to the above, the Freight and National Passenger Operators (**FNPO**) CP6 Route Strategic Plan (**RSP**) specifically references (at section 5.12) the necessity for the development of SRFIs to facilitate intermodal growth. Network Rail assumes such SRFI will come on stream in the latter half of CP6 to enable freight income forecasts to be met.
- In a similar vein, the Department for Transport's (**DfT**) Rail Freight Strategy in 2016 notes the critically of SRFIs in the development of intermodal traffics and so the realisation of modal shift is in line with the decarbonisation strategy.

Should the Examining Authority require any further information or clarifications in respect of the above, Network Rail would be happy to assist.