

PLANNING ACT 2008

INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010

**APPLICATION FOR THE WEST MIDLANDS INTERCHANGE DEVELOPMENT CONSENT ORDER
(Reference TR050005)**

**RESPONSE TO EXAMINING AUTHORITY'S THIRD WRITTEN QUESTIONS OF
NETWORK RAIL INFRASTRUCTURE LIMITED**

7 August 2019

The Responses to the Examining Authority's Third Written Questions of Network Rail Infrastructure Limited (**Network Rail**) are contained in the following table:

| Question Number | Question: |
|------------------------|--|
| 3.3.5 | Network Rail and the Applicant are requested to provide a written response to Stop WMI Group's comments concerning the Midland Rail Hub at point 2.2.22 of the Group's Deadline 6 response to Deadline 5 submissions [REP6-029]. |
| Network Rail response | <p>The Midlands Rail Hub is primarily a rail passenger capacity scheme. Its Train Service Specification is to provide the rail infrastructure for an additional 10 passenger train paths per hour in each direction into central Birmingham, and additional services between the East Midlands and West Midlands. Work so far has identified that this is likely to be an increase in capacity on the East Midlands-Birmingham-South Wales/South-West axis, with station capacity being provided at Birmingham Moor Street station. (This complements the increase in passenger capacity and released freight capacity on other radiating routes from the West Midlands to the London area, the North West and Nottinghamshire/Yorkshire and the North East, which is to be introduced by HS2).</p> <p>The Midlands Rail Hub Train Service Specification also includes a capacity provision for freight traffic (identified as safeguarding approximately one extra freight path per hour in each direction) on the Leicester-Nuneaton-Water Orton-Birmingham axis, which equates to the goal of an extra 36 freight train paths referred to.</p> <p>The Midlands Rail Hub does not make any comment on or commitment in the area of freight terminal capacity or SRFIs. As stated in the Statement of Common Ground between Network Rail and the Applicant (Para 3.1), the existing freight interchanges in the West Midlands do not have "the quantum of distribution floorspace capable of being rail-served" and additional freight movements from such facilities can be accommodated. If concerns exist about capacity of the freight corridor from Felixstowe/East Midlands to the West Midlands, the additional capacity envisaged by the Midlands Rail Hub would contribute to addressing such capacity concerns. In so far as West Midlands Interchange delivers new freight terminal capacity, it is consistent with the freight aspirations of the Midlands Rail Hub.</p> <p>Network Rail notes that in Stop WMI Group's Response to Deadline 5 Submissions, its response to questions 2.2.22 and 2.2.23: 'The late or non-publication of several transport documents (referred to earlier) and the Network Rail response will mean that a Group response will need to be made for the next deadline.'</p> |

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| | <p>If Network Rail can be of assistance in providing information or opinion prior to deadline 8, Network Rail will be pleased to try to help.</p> <p>Network Rail notes that in Stop WMI Group's Response to Deadline 5 Submissions, its response to question 2.8.4 'Except to say that Network Rail staff do not use passenger trains as referred to in our deadline 5 response.'</p> <p>Network Rail can report that in the period between April 2018 and March 2019, Network Rail staff made 506,354 journeys by rail or air, 498,883 (98.52%) being by rail and 7,471 (1.48%) being journeys by air.</p> |
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