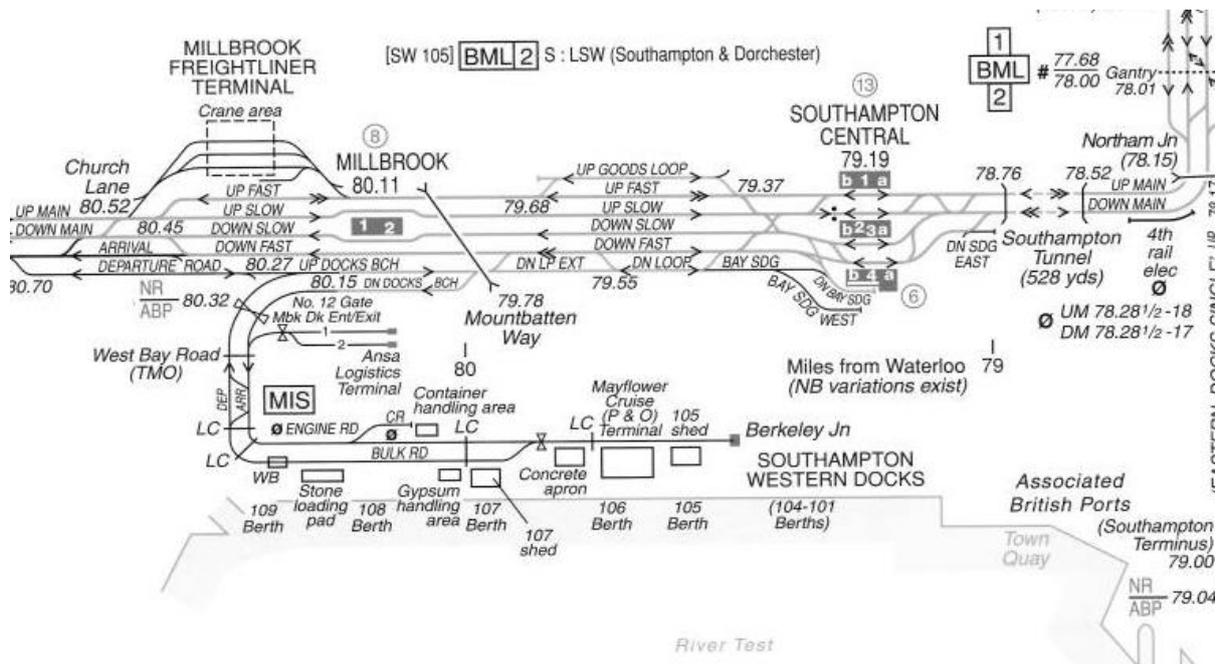


APPENDIX 7 –Strategic Freight Network investment in train lengthening at Southampton Western docks

The Grip 2 estimated price for enhancement at the Western Docks was estimated to be £3,829,672 +/- 30%.

The Southampton Western Docks area is accessed from the Up and Down Docks Branch as far as the entry gate at 80m 32ch which gives access into the area controlled by the British Port Authority – see below.



Trains of 520 metres can be accommodated at West Bay Road Crossing without fouling the junction between the Down Docks Branch line and the Up Docks Branch Line at 80 11ch.

The Freight Train Lengthening Project is a capacity enhancement project which will increase capacity of freight traffic between Southampton and the West Midlands. The remit for the project is to upgrade infrastructure to allow an increase in the length of the trains to 775 metres.

Throughout the route there are a number of locations where alternations to the tracks are required to accommodate the longer train lengths. One of these areas is at Southampton Western Docks where an extension to the existing Down Docks Branch Line is proposed – see below signalling plan.

At present, the Down Docks Branch line re-joins the bi-directional Up Docks Branch line between Millbrook Station and Mountbatten Way overbridge. The new track will be constructed adjacent to the existing Up Docks Branch Line, running beneath the southernmost span of the Mountbatten Way overbridge adjacent to the bridge abutment .

This will result in the existing path currently running under Mountbatten Way bridge being closed between Mountbatten Way and Millbrook Station with an alternative route being created. There are 3 options

Option 1 (Mountbatten Way) - £850k

Whilst it is accepted that this option presents various technical hurdles, from a legal perspective, it offers the most feasible solution.

Option 2 (Saxon Road Footbridge) - £1310k

To assess Option 2 further, a detailed topographical survey and structural assessment of the existing structure would be required. Conclusions from this may result in the requirement for a new footpath crossing. The topographical survey will also confirm if there is a sufficient area for the installation of Disability Discrimination Act (DDA) complaint ramps. From initial site visit however, it is unlikely that complaint DDA ramps could be constructed without effecting the existing road and parking provision. The ramps close position to the existing dwellings is likely to be met with some planning resistance.

Option 3 (Central Station Bridge) - £210k

Whilst this is the simplest solution from a Civil/Structural perspective, implementing this diversion route would result in complex planning considerations. This option effectively erases the overall route and uses an alternative. To enable this to take place, a legal order would be required to stop-up the public's use. This is likely to result in a lengthy public inquiry.

A high level costing exercise has been completed for each of the three options. This has been summarised in the table below:

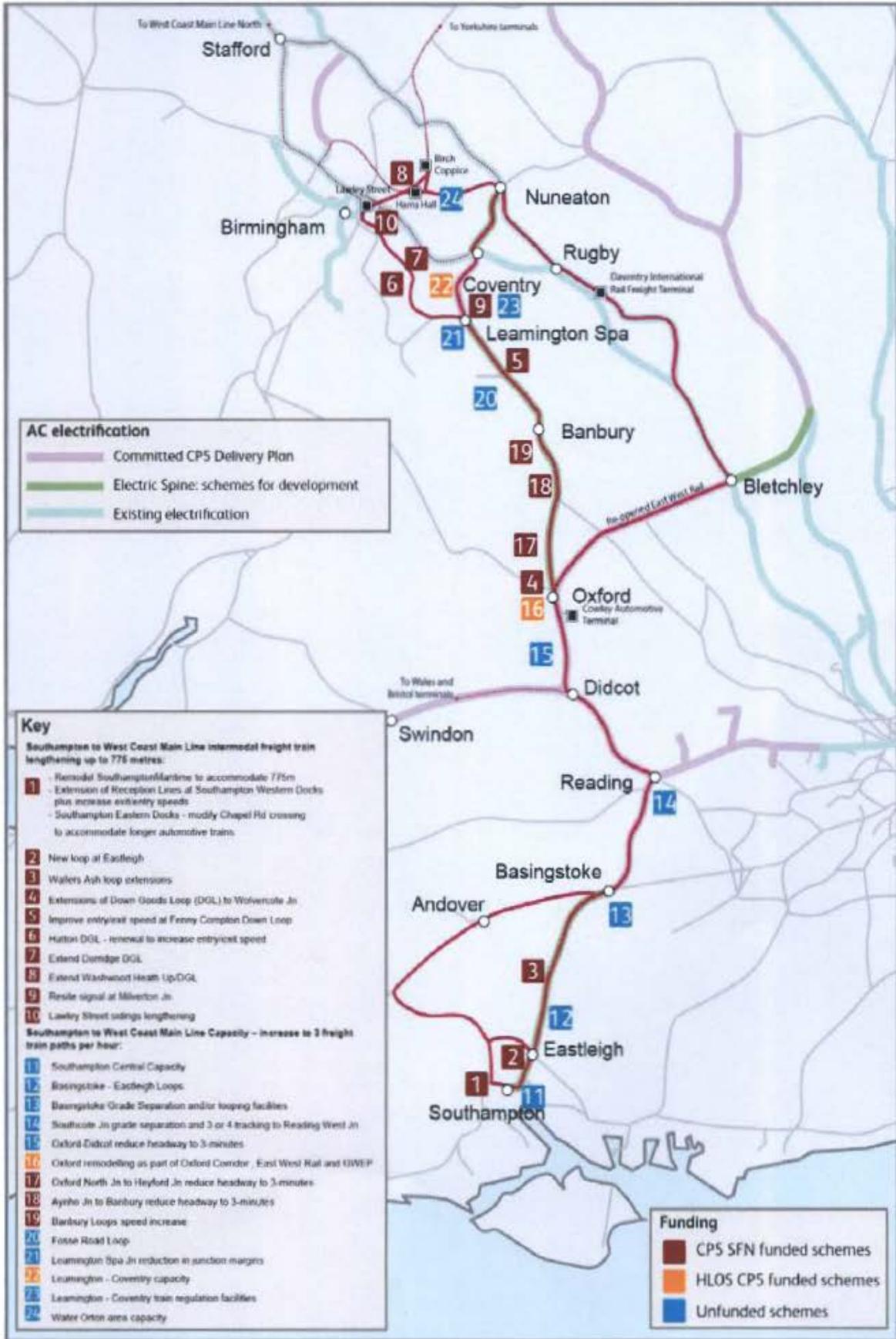
		Design/Consultation	Construction	Total
Option 1	Mountbatten Way	£260,000	£590,000	£850,000
Option 2	Saxon Road Footbridge	£340,000	£970,000	£1,310,000
Option 3	Central Station Bridge	£160,000	£50,100	£210,100

Note that these values exclude the following items:

- Land purchase costs.
- Network Rail track possession costs.
- CRMS/JV management costs.

The above also excludes the resignalling and track lengthening works.

Southampton - West Midlands and West Coast Main Line Freight Capacity and Train Lengthening Schemes



Letter dated 5th January 2015 from South West Trains to Southampton City Council

Dawn Baxendale
Southampton City Council
Civic Centre
Southampton SO14 2HT

SOUTH WEST TRAINS

South West Trains
Floor 6, Friars Bridge Court
41-45 Blackfriars Road
London SE1 8NZ

5th January 2015

Reference: Southampton Freight Train Lengthening Project

Dear Ms Baxendale,

I am contacting you in regards to a rail project Network Rail and South West Trains are developing in the Southampton area. The project is addressing rail freight constraints from Southampton Port to the Midlands and North West of England. Southampton City Councils strategic support for this project is essential to its success. The project is dependant on the purchasing of land and granting of planning permission.

This project is in line with the Government Policy to grow freight on rail. The Freight Utilisation Strategy of March 2007 identified the Port of Southampton to various destinations in the West Midlands and North West of England as a capacity gap as a consequence of the projected growth in intermodal traffic. The purpose of this scheme is to facilitate an enhancement to the train length for intermodal services from the Port of Southampton which will enable freight train operating companies to meet future demand.

Currently the average length of freight trains from Southampton is 520m. This project will enable 775m trains to operate without any adverse effect on current and future passenger train performance. The benefits are initially a reduced amount of trains required to haul the same traffic but in the medium term freight growth will be achieved as a result of reduced unit costs and more efficient use of freight train paths.

As part of this programme of works there are ten enhancement sites nationally. The Southampton enhancement works are at Southampton Maritime/Redbridge and Southampton Western Docks/Millbrook. At Southampton Maritime the track and signalling will be remodelled and two sidings extended to accommodate 775m trains, for these works to be completed additional land needs to be purchased and planning permission granted at the park land to the South of Redbridge Station. An ecological appraisal has been conducted and the land was found to be of low ecological importance. As this scheme will reduce the area of park land we are contacting local stakeholder groups to discuss suitable enhancements that could be implemented once the project has been completed. At Southampton Western Docks the arrival/departure line will be extended. To enable this extension the footpath at Millbrook requires extinguishment, a census has been conducted on the footpath and it was found to have low usage. Southampton City Councils Transport Policy Manager has suggested that to mitigate the impact to Southampton cycling enhancements on Central Road Bridge should be investigated; a feasibility study is underway.

A socio-economic appraisal has been carried out in accordance with DfT guidance and found that the scheme has "high" value to both rail freight operators and the wider community. The main benefits of this scheme are associated with a reduction in freight movements by road, lengthening each 520m freight train to 775m will remove 20 lorries from the road on each pass. Further benefits are in the form of decongestion benefits to consumers and private users, infrastructure savings to government, a loss of indirect taxation revenues, and the associated environmental benefits (reduced noise emissions, air borne emissions and greenhouse gas emissions). Additionally there will be direct local economic benefits as it will facilitate the growth of Southampton Port.

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www.southwesttrains.co.uk



Stagescoach South Western Trains Limited
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I hope you are in agreement that it is in both of our interests to support this project. We have been developing the proposal in conjunction with assistance from the Council officers. Please contact me if you require any further information.

Yours sincerely



Sam McCarthy
Commercial Director
(Network Rail and South West Trains)

