



|||| OXFORDSHIRE ||||  
STRATEGIC RAIL FREIGHT INTERCHANGE

# RAIL REPORT

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Regulation 5 (2) (q)

On behalf of  
Oxfordshire Railfreight Limited

Prepared by Intermodality  
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# 1 Introduction

## 1.1 Purpose of the report

- 1.1.1 Oxfordshire Railfreight Limited (the Applicant) is proposing the development of a Strategic Rail Freight Interchange (SRFI) on the Chiltern Main Line, near to Junction 10 of the M40 in Cherwell District, Oxfordshire (OxSRFI). This report provides an overview of the rail freight market context, the operational and design considerations influencing the proposed SRFI development, and the engagement with Network Rail as the licenced manager of the national rail network.
- 1.1.2 This report should be read alongside the reports produced by GB Railfreight (GBRf), a licenced rail Freight Operating Company (FOC), which has a commercial agreement with the Applicant to operate the SRFI rail facilities.<sup>1</sup>

## 1.2 Structure of the report

- **Section 2** considers the public policy context within which a small number of SRFI have and continue to be developed, looking in turn at the evolution of the rail freight market and the public policy framework, the latter defining the compelling need and encouragement for SRFI development as a material contributor to the Government's growth target for rail freight;
- **Section 3** reviews the evolution of the overall surface freight transport market in Great Britain, with a focus on the rail freight sector and, within it, the intermodal (containerised) segment which now forms the largest part of the sector and is most aligned with SRFI development. The wider benefits of rail freight and rail freight interchanges are also described;
- **Section 4** considers the specific role of SRFI in supporting growth in intermodal rail freight to date and into the future;
- **Section 5** addresses the significant latent opportunities, and recognised challenges, for achieving rail freight growth and SRFI development in London and the South East;
- **Section 6** describes the specific proposals for the OxSRFI development, drawing on lessons learned from preceding SRFI schemes in the approach to design, operation and phasing;
- **Section 7** sets out the engagement with Network Rail from inception through to the present day, in accordance with Network Rail's in-house governance process for new third-party investment projects, in particular on the appraisal of the design and operational aspects of the proposed SRFI;
- **Section 8** provides closing conclusions.

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<sup>1</sup> GBRf Supporting Statement, document reference 7.2B, GBRf Freight Capacity Report, document reference 7.2C

## 2 Policy overview

### 2.1 Government policy and growth targets

2.1.1 The growth in intermodal traffic moved by rail since privatisation reflects both the substantial private-sector and public-sector investment, as well as the evolving public policy framework. These policies have created conditions favourable to the planning and development of rail freight services and infrastructure, to which industry has responded with further investment and traffic captured to rail. The policies have included:

- **A New Deal for Transport: Better for Everyone, DTLR 1998:** Sought a real increase in the use of rail freight, through measures including strengthened planning arrangements to secure integration between transport and land use planning, with revised planning guidance to facilitate more freight to be moved by rail;
- **A New Deal for the Railways, DTLR 1998:** Reiterated A New Deal for Transport, seeking to develop targets for both the freight and passenger railway in order to secure the maximum benefit from the rail network. Government would ensure that freight was never again turned away from the rail network. The railway as a whole would in future be at the centre of decisions on transport planning and operation;
- **Sustainable Distribution, DETR 1999:** The policy stated that better utilisation of the railway had a vital role to play in building a sustainable distribution system. When intensively used, railways could offer a substantially more energy-efficient means of distribution and help to reduce congestion on the road network, with a better safety record. Reiterated the Government's desire to see more freight moved by rail;
- **Transport 2010, The 10 Year Plan, DETR 2000:** Further developed the themes of the previous policies into quantifiable targets, and again re-affirmed support for rail freight;
- **SRA Strategic Agenda, 2001:** The Strategic Rail Authority (SRA), whose responsibilities were subsequently incorporated into DfT and Network Rail, responded to the Government's 10 Year Plan for transport with a Strategic Agenda to set the framework for the delivery of the rail component of the 10 Year Plan. The agenda adopted the "challenge of freight" as one of its nine guiding principles. The agenda highlighted the decline in British heavy industry as putting a limit on further growth in the bulk sector and concluded that the focus of the strategy must be placed on switching non-bulk traffic from road to rail, particularly but not only, for traffic to and from Britain's major ports or the Channel Tunnel;
- **SRA Freight Strategy, 2001:** This document developed the objectives of the Strategic Agenda, providing a detailed strategy designed to promote the development of rail freight. It reiterated previous Government pronouncements, highlighting the benefits of rail freight, particularly with regard to reducing congestion and bringing about environmental improvements, notably but not only, via reductions in CO2 emissions. Provided a growth target for rail freight;
- **PPG13 Transport, 2001:** Since replaced by the National Planning Policy Framework, PPG13 set out the Government's priorities for the development of transport, highlighting the key role of land use planning in delivering an integrated transport strategy. The document identified key objectives and detailed guidance, including the promotion of more sustainable transport for both people and

moving freight. In order to deliver these objectives, local authorities were advised that in the preparation of development plans, consideration should be given to a series of factors that included a need to protect sites and routes which could be critical in developing infrastructure, transport choices for both passengers and freight movements. Required the land use planning system to promote sustainable distribution, including where feasible, movement of freight by rail;

- **Strategic Rail Freight Interchange Strategy, SRA 2004:** the first definitive national policy on interchanges, creating SRFI as a new class of nationally-significant interchange development. SRFI would optimise the use of rail in the freight journey and minimise the secondary distribution leg by road. Strategically located interchanges would be required to allow the best use of rail in national freight movements, without which longer term growth and development of an efficient rail freight distribution network would not be achieved. SRFI would be key features in encouraging a gradual conversion of freight from road to rail. They were not simply seen as locations for freight to access the railway, but also as sites for the accommodation of businesses capable now or in the future of supporting their commercial activities by rail. To this end, SRFI would normally accommodate both rail and non-rail served businesses at the outset, with an expectation of increasing the proportion of rail servicing over time. Accommodation only of existing commercial rail users would fail to present the opportunity and encouragement for wider business conversion to rail;
- **The Planning Act 2008:** included SRFI within the scope of Nationally Significant Infrastructure Projects (NSIP) enabling schemes meeting the threshold to be considered directly by the Planning Inspectorate on behalf of the Secretary of State, rather than by local planning authorities.

2.1.2 In the intervening years between the SRA Interchange Strategy and the DfT Rail Freight Strategy (see below), the DfT produced a series of policy documents reiterating the role of rail within freight transport for reducing road traffic and associated congestion and emissions. These included:

- Future of Transport / Future of Rail 2004;
- Delivering a Sustainable Railway 2007;
- Towards a Sustainable Transport System 2007;
- Delivering a Sustainable Transport System 2008;
- Low Carbon Transport: A Greener Future 2009;
- Reforming our Railways: Putting the Customer First 2012.

2.1.3 A key output during this period was the Strategic Freight Network (SFN) in 2007, defined as:

A core network of trunk freight routes, capable of accommodating more and longer freight trains, with a selective ability to handle wagons with higher axle loads and greater loading gauge,<sup>2</sup> integrated with and complementing the UK's existing mixed traffic network.<sup>3</sup>

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<sup>2</sup> The maximum permitted cross-section of a railway vehicle and its load, ranging from W6A (smallest) to W12 (largest)

<sup>3</sup> Delivering a sustainable railway: a strategic direction for the rail industry, Department for Transport, July 2007, paras 9.26 – 9.37

2.1.4 The Government subsequently expanded on this definition, noting that:

An ideal freight network would accommodate optimum size freight train travelling at appropriate line speed, without checks, over optimum routing to commercially preferred timings. In practical terms this suggests that the SFN should:

- optimise the pattern of freight trunk routing to minimise passenger/freight conflicts. This may lead to fewer, higher capacity trunk routes/diversionary routes but also to the definition of 'new' trunk routes. This would provide potential gains in reliability, environmental performance and operating cost savings;
- develop appropriate diversionary routes and implement a standard network-wide possessions regime with general use of single line working (SLW) to provide 24-hour / 365 day network availability;
- upgrade an optimised pattern of freight trunk routes to eliminate conflict/pinch points. This may require construction/reinstatement of chords, avoiding lines, investment in grade separated junctions etc;
- upgrade trunk freight routes to meet requirements of traffic, which may include any (or all) of the following: measures to increase the number of freight train paths; provision for increased train length; increased gauge (including the longer term objective of securing a UIC [gauge] route from High Speed1 (HS1) to the North); increased axle-load and infill electrification.

The SFN will continue to evolve over time to reflect emerging national and international logistics and freight network requirements and therefore we should consider safeguarding strategic disused freight alignments, etc.<sup>4</sup>

2.1.5 Policies produced over the last decade then provide the context for the OxSRFI proposals, these policies include:

- **Rail Freight Strategy, DfT 2016:** the first dedicated rail freight strategy document, which produced a range low / medium / high growth forecasts, noting the constraints on growth, including the slower than anticipated delivery of new SRFI developments. Most growth would be achieved from the intermodal and construction sectors;
- **Williams-Shapps Plan for Rail, DfT 2021:** to support a green recovery, railways need to encourage a shift away from planes, cars and lorries, [to] become the best option for long-distance travel and improve the whole journey experience. This includes... improving freight connectivity through interchanges and creating links with freeports. This will help rail fulfil its role as a public service that supports achieving net zero across the whole economy and transport system. Proposed a significant restructuring and consolidation of the rail industry through a new integrated Great British Railways (GBR) organisation, albeit with the rail freight operators (apart from Direct Rail Services) remaining outside of government ownership. Proposed a new growth target for rail freight (see below).
- **Decarbonising Transport: A Better, Greener Britain, DfT 2021:** noted that rail is currently the only means of transporting heavy goods in a low-carbon way using existing, proven technology

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<sup>4</sup> Strategic Freight Network: The Longer-Term Vision, Department for Transport, July 2009, paras 5-6

through electrification. Proposed investment in electrification, batteries and hydrogen to achieve a net zero emission rail network by 2050. Supported development of an expanded network of SRFI;

- **The Future of Freight: A Long Term Plan, DfT 2022:** set out how government and industry would work together towards a sector that is cost-efficient, reliable, resilient, environmentally sustainable and valued by society. Rail freight estimated to have resulted in 6.4 million fewer lorry journeys in 2019/20, reducing congestion on the road. A cross-modal approach to freight was most visible in work to facilitate modal shift through investment in rail freight interchanges. SRFI have been built across the country, and not only meet the needs of the freight sector but also support wider government objectives around decarbonisation and congestion. However, the lack of awareness of the value of end-to-end freight journeys has also made it harder for vital warehousing and distribution centres and rail freight interchanges to get through local planning systems. The Plan would therefore ensure that the planning system provides appropriate support to enable logistics developers seeking to grow operations in all regions of the country to locate them where they need to be – near to the strategic road and rail network and close to an employment market;
- **Rail Freight Growth Target, DfT 2023:** The government fully recognises the critical role that rail freight plays in improving supply chain resilience and helping to secure economic, social and environmental benefits. Freight trains reduce road congestion, connect markets over long distances and are much less carbon-intensive than road freight. Rail freight can also play a big role in wider governmental priorities. The government has established a rail freight growth target of at least 75% in freight moved. The target is also not a ceiling and the industry should be ambitious for growth beyond the target. The Government does not consider a higher target, or setting out an action-by-action delivery plan up to 2050, is credible. Nor is it the responsibility of one party to do so. Rail freight and linked businesses such as terminals (i.e. interchanges) are an outstanding example of a vibrant private sector industry that has a long record of investing to support its growth and development. It is critical that the full industry, as well as Network Rail (and the future GBR), plays its role, collaborating where appropriate and taking the necessary steps to deliver rail freight growth. By setting the target, the Government is providing confidence for industry to take ambitious steps and to further invest. Rail freight continues to be a feature in plans to upgrade the rail network, subject to normal considerations of business case and affordability. However, it has been assumed that the primary facilitator of growth in the option selected will be through identifying network efficiencies and terminal (interchange) development, with additional services on the key main lines primarily accommodated within existing freight paths / opportunities. Government departments (transport and planning) will continue to collaborate so that the enhanced evidence base can help to underpin any new or amended planning policies and guidance to ensure sufficient land is allocated to service the needs of freight and logistics. Furthermore, the government is currently reviewing the national networks national policy statement, which recognises the importance of rail freight and provides an updated needs case for the development of SRFI (see below);
- **National Planning Policy Framework (NPPF), Ministry of Housing, Communities and Local Government (MHCLG), December 2024:** The NPPF sets out the government’s planning policies for England and states how these should be applied to the planning process. The NPPF provides a framework within which locally prepared plans can provide for housing and other development in a sustainable manner. Planning policies should pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as

laboratories, gigafactories, data centres, digital infrastructure, freight and logistics.<sup>5</sup> Planning policies and decisions should recognise and address the specific locational requirements of different sectors, including provision for storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation;<sup>6</sup>

- **National Networks National Policy Statement, DfT 2024:** as an update of the original 2014 statement, the NNNPS reiterates the importance of SRFI and the compelling need to create an expanded network. Existing operational SRFIs and other IRFI are situated predominantly in the Midlands and the North. Conversely, in London and the South East, away from the deep-sea ports, most IRFI and rail-connected warehousing is on a small scale and can be poorly located in relation to the main urban areas. This means that SRFI capacity needs to be provided at a wide range of locations, both in regions where they are currently located and, more broadly, to provide the flexibility needed to match the changing demands of the market, possibly with traffic moving from existing Rail Freight Interchange to new larger facilities. The NNNPS notes that there is a particular challenge in expanding rail freight interchanges serving London and the South East.

2.1.6 Government policy continues to seek a greater role in freight for rail transport, to help reduce the burden on the highway network and help with decarbonisation of the transport industry. The 75% growth target represents the equivalent of around 500 extra freight train services per day or over 14,500 Heavy Goods Vehicle (HGV) trips removed from the road network.<sup>7</sup>

## 2.2 Opportunities for further SRFI development

2.2.1 In order to achieve the Government's growth target, the capacity and capability of the rail network and operations will need to significantly improve, not least in the provision of access points onto the network, the majority of which were lost in the post-war period leading up to privatisation. Without additional and/or expanded rail freight interchanges, particularly but not exclusively for the intermodal sector, prospects for growth will be significantly lower, as in recent years.

2.2.2 In this regard the NNNPS notes that:

The government has been clear on the benefits of rail freight and its commitment to growing the sector, both through the Plan for Rail where the creation of a freight growth target was outlined, and the Call for Evidence from Great British Railways Transition Team to develop this target. The Government has set a target of at least 75% growth in rail freight by 2050 and is committed to meeting this figure. To be able to successfully achieve that growth target, the right infrastructure needs to be in place, providing the necessary capacity and capability to support growth. SRFIs are crucial to rail freight growth.

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<sup>5</sup> Para 86c

<sup>6</sup> Para 87b

<sup>7</sup> Based on average freight train payload (all sectors) of 365 tonnes (ORR 2025) divided by 12.6 tonnes average HGV payload (DfT 2023)

To facilitate this modal shift, a network of SRFIs is needed across a broad range of regions, to serve regional, sub-regional and cross-regional markets. In all cases, it is essential that these have good connectivity with both the road and rail networks, in particular the strategic rail freight network. The enhanced connectivity provided by a network of SRFIs should, in turn, provide improved trading links with our international trading partners and improved international connectivity and enhanced port growth.

Following the designation of the National Networks NPS in 2015, there have been several applications which have received development consent and are operational. This has gone some way towards facilitating an expanding network; however, to meet government's ambitions for rail freight growth there remains a need for appropriately located SRFI across all regions where there is demand or potential demand, to enable further unlocking of benefits.

The government has therefore concluded that there is a compelling need for an expanded network of SRFIs throughout the country. It is important that SRFIs are located near the markets they will serve – major urban centres, or groups of centres – and are linked to key supply chain routes. Given the locational requirements and the need for effective connections for both rail and road, the number of locations suitable for SRFIs will be limited, which will restrict the scope for developers to identify viable alternative sites.

SRFI capacity needs to be provided at a wide range of locations, both in regions where they are currently located and, more broadly, to provide the flexibility needed to match the changing demands of the market, possibly with traffic moving from existing Rail Freight Interchange to new larger facilities,

Consideration should be given to ensuring existing SRFI locations are taken into account when making an application, to ensure that SRFIs are strategically located and thus enable a more extensive cross-country network which unlocks the full range of benefits that an expanded network of SRFIs can provide. Whilst there is likely to be a natural clustering of SRFI proposals in the distribution heartland of the nation (and further SRFI proposals in this area will continue to be important), consideration should be given to proposals for SRFIs in areas where there is currently lesser provision.<sup>8</sup>

### 2.2.3 The NNNPS also notes the wider interdependency between SRFI and other parts of economy:

Recently consented SRFIs are expected to create thousands of jobs on site, with additional roles created in the wider economy through indirect and supply chain links at a range of skills levels. Expansion at existing SRFI sites is also expected to create numerous new roles, supporting local economies and levelling up.

Global seaborne trade is predicted to grow. As the UK is an island nation and 95% of its imports and exports transit our ports, these ports are also predicted to grow to meet that economic demand and facilitate those increased volumes of goods and trade for UK businesses and consumers. While ports continue to invest in their own infrastructure growth, it is vital that this is mirrored in the growth in national network capacity and connectivity.

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<sup>8</sup> NNNPS paras 3.99 - 3.106

Effective, efficient and environmentally friendly links for freight to and from ports are key enablers for UK economic productivity and competitiveness. Therefore, it is important that there is a mix of freight options for movement of goods from ports, with safe, direct and efficient freight routes for road-based journeys and with rail freight acting as a key factor in securing sustainable modal shift, and many ports noting demand for rail freight and seeking enhanced rail connectivity. Port diversification and co-location of logistics and warehousing for the processing of freight can also reduce the miles travelled by our goods.

Such connectivity links need to be considered as a system with key routes from ports to major logistics hubs and SRFIs being upgraded to confer the full benefits of rail freight and to not build in bottlenecks. Without parallel growth in national networks, ports' own growth can be constrained, along with an increase in the economic, amenity, and congestion disbenefits.<sup>9</sup>

#### 2.2.4 The NNNPS also notes the environmental benefits of SRFI:

Supporting the effective development of strategic rail freight interchanges (and other rail freight interchanges) in the right locations as well as other key enablers, will be a critical element of realising the full range of environmental benefits that rail freight can offer.

... rail is a low-carbon transport mode, comprising only 1% of 2019 domestic carbon emissions. Rail is also currently the only means of transporting heavy goods in a low-carbon way using existing, proven technology.<sup>10</sup>

#### 2.2.5 SRFI have been developed as both geographically discrete sites and as clusters, sometimes co-located with other SRFI and/or Intermodal RFI (IRFI<sup>11</sup>) sites (see section 4.1). The NNNPS notes in this regard:

Judgement of viability will be made within the market framework and take account of government strategies, including the Future of Freight Plan, any identification of a National Freight Network, the Rail Freight Growth Target and interventions such as investment in the strategic rail freight network and Great British Railway Strategic Plans. The radial proximity of a proposed site from existing SRFI will be considered to ensure SRFI are strategically located and do not abstract traffic from an extant SRFI and are strategically and technically viable. Additionally, the number of SRFI connections on any section of the route should not adversely affect the operational reliability of the wider network or impact performance of other services.<sup>12</sup>

### 3 Market overview

#### 3.1 Market evolution

##### 3.1.1 The UK logistics sector provides critical support for the rest of the economy, as well as being a significant component of the economy in its own right. In 2023, the sector generated over £1.2 trillion in revenue, contributing £170 billion to the UK economy and generating £24.3 billion for the Exchequer in fuel duties alone, with 2.7 million employees representing 8% of the UK workforce.<sup>13</sup>

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<sup>9</sup> Paras 3.90 to 3.93

<sup>10</sup> Paras 3.95 – 3.96

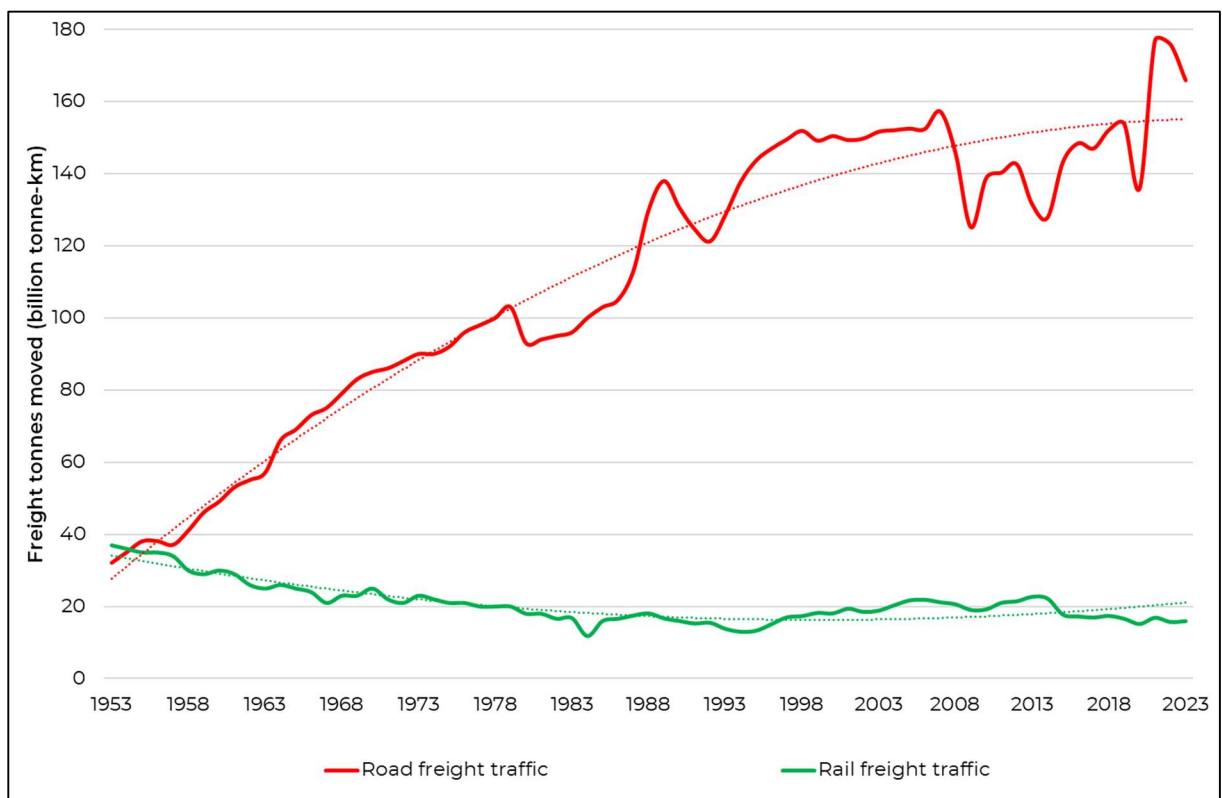
<sup>11</sup> A type of rail freight interchange operated as a standalone facility without the associated warehousing found on SRFI

<sup>12</sup> NNNPS para 4.10

<sup>13</sup> The Logistics Report Summary 2025, Logistics UK

- 3.1.2 The transport of domestic freight across Great Britain is dominated by road haulage, with 81% of domestic freight moved by road, 12% by water and 8% by rail. Despite fluctuations in overall trends, the relative proportions of these modes of transport have remained stable since data comparisons began in 2000.<sup>14</sup>
- 3.1.3 Modern freight and logistics distribution services operate across a sequence of transport links in the supply chain, with the nodes between each link being represented by an interchange between different transport modes or vehicles (e.g. articulated lorry to rigid lorry, or ship to train), sometimes with intermediate storage at these interchange points.
- 3.1.4 Figure 1 below shows the changing fortunes of road and rail freight transport during the post-war period. Road haulage has grown from a 50% share of surface freight in the 1950s to a position of dominance today at 81%, a reflection of the greater flexibility of, and investment in, road transport and the highway network. Rail's declining share to 8% over the same period reflects the corresponding lack of investment in modernising the rail network, which has shrunk by 50% in length,<sup>15</sup> along with most of the former rail freight interchanges and rail-served industrial sites.

**Figure 1 Road and rail freight moved, 1953 to 2023<sup>16</sup>**



- 3.1.5 Yet the road haulage industry is now facing its own set of challenges, from cost pressures driven by labour and fuel, traffic congestion and labour shortages.

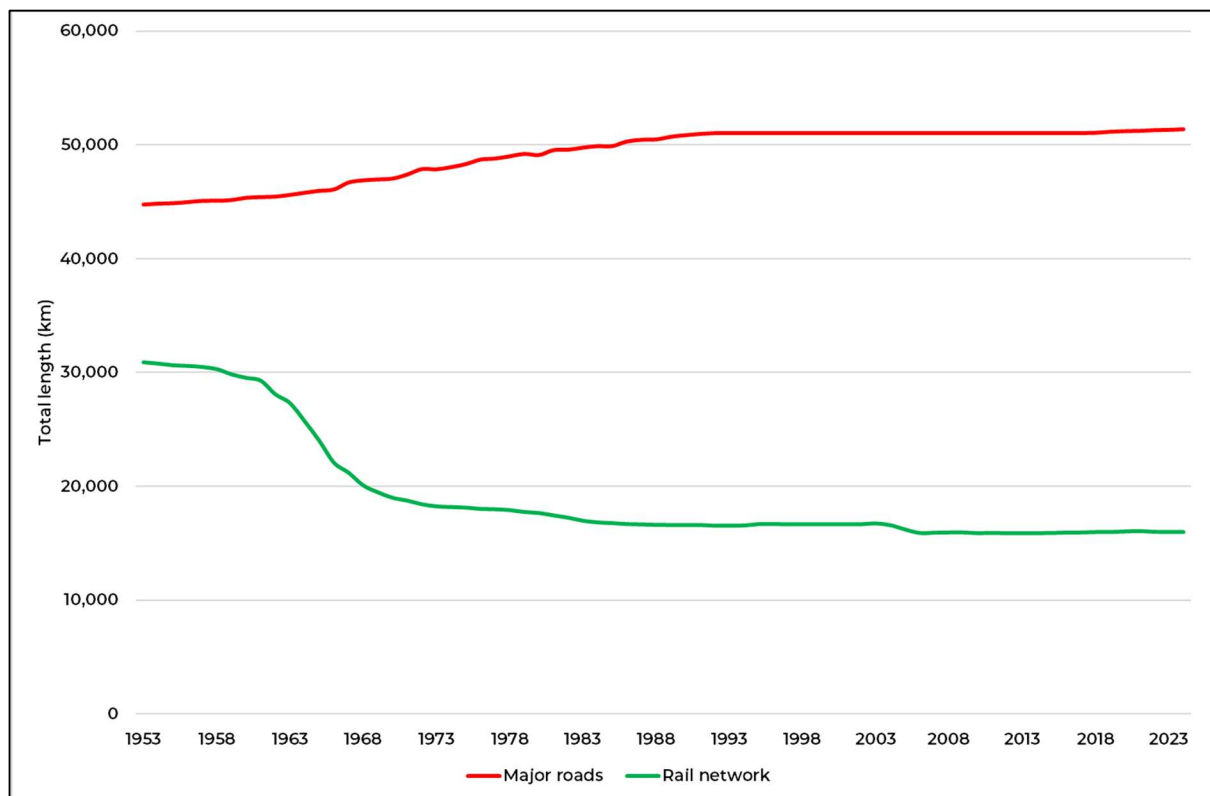
<sup>14</sup> Transport Statistics Great Britain, Department for Transport

<sup>15</sup> Transport Statistics Great Britain, Department for Transport, Office of Rail & Road

<sup>16</sup> Department for Transport / Office of Rail & Road statistics

3.1.6 Figure 2 below shows the comparative size and growth of the major road network and the rail network from 1953 to date, and whilst the two networks have seen contrasting fortunes between the 1960s and 1990s, both have now levelled out. As the primary infrastructure for movement of freight, the road network may therefore increasingly struggle by itself to cater for additional growth in traffic.

**Figure 2 Major Road and National Rail network length UK<sup>17</sup>**



3.1.7 There is also a demographic challenge approaching the road haulage industry. A 2025 report from the Road Haulage Association (RHA) warned that the UK’s logistics industry will require 40,000 new HGV drivers annually for the next five years to meet growing demand and to avoid any potential future driver shortages. RHA notes significant structural issues with the driving labour force including driver retention, narrow diversity and an ageing workforce. In the case of the latter, the average age of HGV drivers in the UK is 51, and 55% of drivers are between 50 and 65. This means many experienced HGV drivers could retire in the short term, leading to a sharp decline in the driver pool.<sup>18</sup>

3.1.8 Government and business therefore wish to see more freight moved by rail, as much to reduce the overall level of emissions produced by transport, as to relieve pressure on the road network and road haulage services.

### 3.2 Rail freight market structure and growth potential

3.2.1 Rail transport can provide a more efficient alternative to road haulage for movement of materials at scale (e.g. aggregate trains from quarries in the Mendips, carrying up to 3,200 tonnes per train, the

<sup>17</sup> Department for Transport / Office of Rail & Road statistics

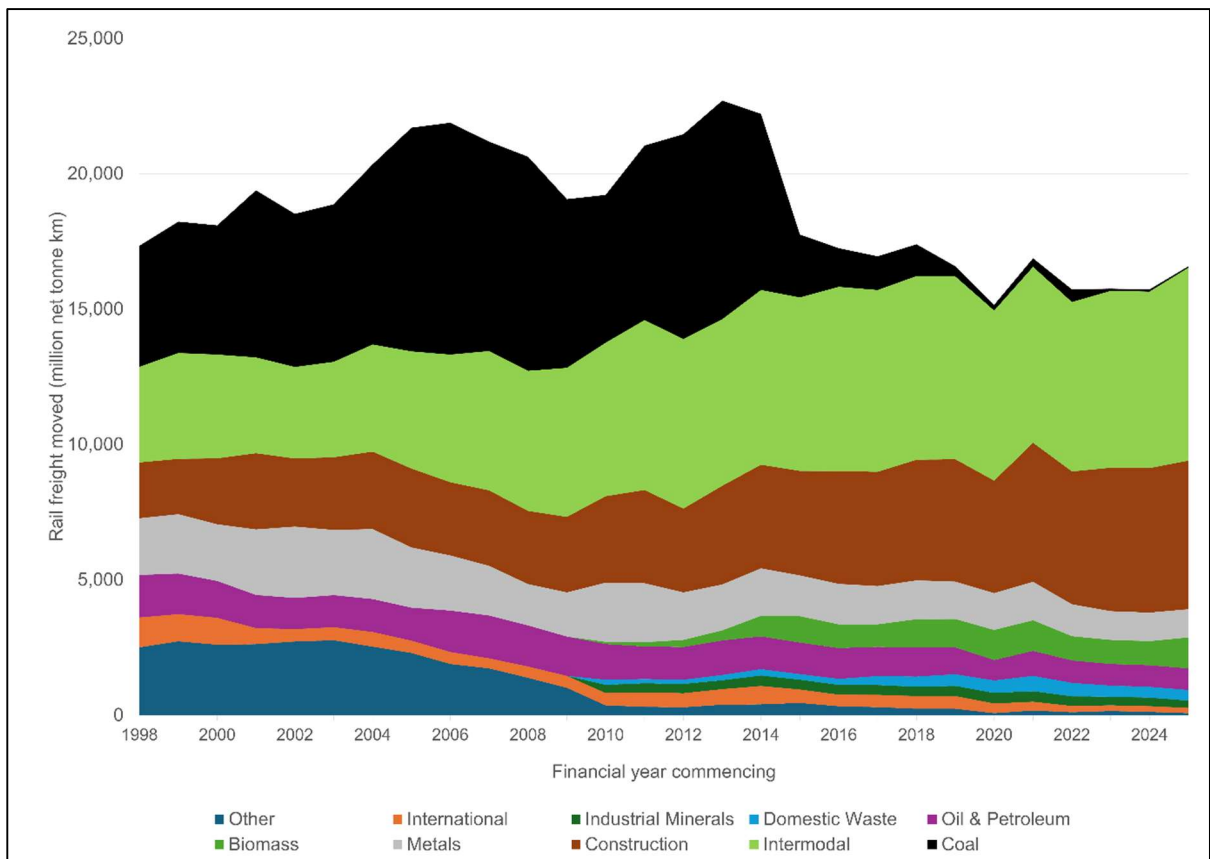
<sup>18</sup> Lorry drivers – the vital link – attracting, training and retaining key workers in the UK supply chain, RHA 2025

equivalent of 110 articulated heavy goods vehicles) or at speed (up to 125mph, more than twice the legal speed limit for heavy goods vehicles) and, per tonne-km, 63% less emissions.<sup>19</sup> Running around 680 train services per day across the network, the rail freight industry supports companies such as British Steel, Danone, Drax, Jaguar Land Rover and Tesco, who rely on rail transport within their supply chains, helping keep the lights on and the shelves stocked.

3.2.2 The market for rail freight has changed considerably (Figure 3 below), in particular the elimination of coal traffic which previously accounted for a third of all traffic, the result of decarbonisation of the electricity supply industry, combined with structural decline in heavy industry. The rail industry has compensated by capturing a higher level of intermodal (containerised) traffic through the ports in response to globalisation of trade, together with increased use of rail for construction traffic and, to a lesser extent, biomass and domestic waste feedstock for power stations.

3.2.3 The rail freight market is now dominated by services for intermodal (containers) and construction traffic, at 43% and 33% respectively. Intermodal traffic is the largest single sector of traffic moved by rail, growing from 29% in 2010-11 to 43% in 2024-25, tonnes moved increasing from 5.5 to 7.1 billion net tonne km over the same period.<sup>20</sup>

**Figure 3 Rail freight tonnes moved 1998-2025<sup>21</sup>**



<sup>19</sup> UK Government GHG Conversion Factors for Company Reporting 2024, emissions for rail freight against all HGVs with average payload

<sup>20</sup> Office for Rail & Road statistics

<sup>21</sup> Department for Transport / Office of Rail & Road statistics, July 2025

3.2.4 In terms of forecast growth, industry and Government have refined the approach in the years leading up to the latest growth target, as noted below:

To support the rail industry's long-term planning process, in 2013 Network Rail, in consultation with the rail freight industry and DfT, published its Freight Market Study (FMS) which developed forecasts for future freight volumes in 2023, 2033 and 2043. This forecast an overall growth in rail freight of 2.9 per cent per year (in total tonne kilometres) from 2011 to 2043.

These forecasts have been invaluable in planning what new investment may be needed on the network to accommodate future freight growth. However, because these forecasts were "unconstrained" – that is, they considered the potential growth of rail freight based on demand but did not consider how this growth might be affected by available capacity on the network – they are less useful for understanding how in practice various constraints may limit the level of rail freight growth and how these constraints could be overcome.<sup>22</sup>

3.2.5 Since 2016, forecasts have sought to apply various market, industry and infrastructure constraints from which to achieve a more robust approach. Notably, in the domestic sector of the intermodal market, the Government has identified the key constraint to unlocking potential traffic being the availability and/or construction of suitable rail-connected terminal facilities, including SRFIs.<sup>23</sup>

3.2.6 Network Rail, in turn, has responded with its most recent forecasts (which predated the 75% growth target being announced):

Industry established and endorsed forecasts by the consultants MDS Transmodal (MDST) indicate that very strong long-term growth in demand for rail freight services should be expected between now and 2043/44, even when allowing for a wide range of possible market scenarios. These scenarios included factors that favour, and disfavour rail compared to road and considered both low and high market growth. The study forecast the tonnage of rail freight per commodity sector for 2033/34 and 2043/44, using 2016/17 as the baseline year... All modelled scenarios depict growth in the rail freight sector. However, the MDST study found that the two most considerable growth markets for rail freight are Intermodal and Construction materials...

Established rail freight forecasts were developed prior to the 2019 legislation (on Greenhouse Gas / GHG targets) and therefore do not account for this impact. This only adds to the expectations of growth, as a step change in rail's modal share of surface freight appears essential for the net-zero commitment to be upheld. The forecasts depict unconstrained rail freight growth and provide a useful starting point for understanding the requirement for daily trains and hourly paths on any given section of railway geography. However, a forecasting model will never be able to precisely reflect actual traffic volumes and all the market opportunities or changing consumer trends that will impact the rail freight sector. The GB Freight Model, used in the MDST forecast report, did not capture entirely new market entrants, traffic derived from significant civil engineering schemes or the impact new terminal developments may have on future traffic flows. As well as changing consumer trends and expectations, these all represent opportunities to realise rail freight growth beyond what is displayed in the industry endorsed forecasts.<sup>24</sup>

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<sup>22</sup> Rail Freight Strategy 2016, para 56 and 57

<sup>23</sup> Rail Freight Strategy 2016, page 21

<sup>24</sup> Source: Network Rail Freight Strategy 2021

3.2.7 The National Networks National Policy Statement 2024 (NNNPS) then endorsed the approach to forecasting, stating:

Additionally, prior to COVID-19, Network Rail has published future freight demand forecasts, estimated using a range of different scenarios. Even when accounting for a wide range of market scenarios, industry-endorsed forecasts indicate strong long-term rail freight growth on key freight corridors between now and the 2040s. This overall growth reflects forecast growth and an improvement in the competitiveness of the rail industry.

Government strongly supports growth in these sectors as they are predicted to have the greatest ability to transfer goods from road to rail, supporting the wider modal shift agenda and decarbonising our transport network. With the correct infrastructure in place, modal shift can be facilitated at pace, unlocking the benefits of rail freight.<sup>25</sup>

3.2.8 As the biggest single source of rail freight traffic at present, and as the focus for this study, intermodal services carry the widest range of products amongst all the sectors of the rail freight market. Intermodal rail services operate over average distances of around 360km each way between origins and destinations, together with relatively short collection and delivery trips by road at either end.

3.2.9 To set the scale of the potential “addressable market” for rail, Table 1 below shows a breakdown of the current road freight market by commodity and average length of haul, against the equivalent for all rail freight and for intermodal rail freight.

3.2.10 Table 1 indicates that tonnes moved by road haulage is over 11 times greater than that moved by rail, and 28 times greater than that moved by intermodal rail services. The road haulage market also operates over an average length of haul which is less than half that of all rail freight, and less than a third that of intermodal rail freight.

3.2.11 At first sight, this would suggest only limited prospects for capturing more freight from road haulage to intermodal rail services. However, the 360km average length of haul for intermodal rail services reflects the *current* mix of traffic and network of inland intermodal rail freight interchanges, rather than a notional fixed breakeven distance. In practice, intermodal rail services currently operate over much shorter distances, including:

- Tesco contracts up to 12 trains per day through SRFI, including up to two trains per day between the SRFI at DIRFT and Tilbury (165km) and Cardiff (222km) and a daily train to iPort (180km);
- iPort has received up to two trains a day from Teesside (145km);
- East Midlands Gateway and Hams Hall SRFI have both received trains from Liverpool (185km).

3.2.12 Such distances would be within range of most of the current road haulage market (around 77% or 129 billion tonne km from Table 1). This suggests significant room for growth where competitive services and additional interchange capacity and/or sites can be provided.

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<sup>25</sup> NNNPS paras 3.55 – 3.56

**Table 1 Tonnes moved in GB-registered road vehicles, 2023<sup>26</sup>**

<b>Commodity</b>	<b>Tonnes moved (billion net tonne km)</b>	<b>Average length of haul (km)</b>
Groupage (hauliers combining small loads into full-truck loads)	48.1	122
Food products, including beverages and tobacco	30.2	138
Metal ore and other mining and quarrying	15.8	68
Waste related products	12.6	65
Empty containers, pallets and other packaging	11.1	128
Agricultural products	9.7	118
Glass, cement and other non-metallic mineral products	6.7	74
Chemical products	5.3	151
Coke and refined petroleum products	4.6	105
Wood products	4.3	139
Metal products	3.9	133
Transport equipment	3.5	132
Mail and parcels	3.1	181
Household and office removals and other non-market goods	2.5	73
Machinery and equipment	2.3	120
Unidentifiable goods	1.1	164
Furniture and other manufactured goods	1.0	157
Textiles and textiles products, leather and leather products	0.8	139
Coal and lignite	0.2	152
Other goods not elsewhere classified	0.1	108
<b>All commodities (GB-registered road vehicles)</b>	<b>167</b>	<b>107</b>
<i>Rail freight (all commodities)</i>	<i>15</i>	<i>160</i>
<i>Rail freight (intermodal)</i>	<i>6</i>	<i>340</i>

### 3.3 Wider benefits of rail freight and rail freight interchanges

3.3.1 Efficient freight and logistics have long been recognised as key drivers of economic growth, as well as contributing to decarbonisation of supply chains and the wider transport sector. A 2021 industry study quantified the user and social benefits of rail freight to be in the order of £2.45 billion.<sup>27</sup>

3.3.2 However, in the context of Government policy on SRFI (see later in this report), the study found that only 8% of these benefits accrue to users and society in London and the South East. Table 2 below shows how London and the South East compares to other regions, which can be attributed to current rail service patterns, as well as the limited availability of rail freight interchanges and associated rail-served warehousing.

<sup>26</sup> Domestic road freight statistics, Department for Transport, 2023 / Office of Rail & Road statistics

<sup>27</sup> Assessing the Value of Rail Freight, Deloitte for Rail Delivery Group 2021, page 8

**Table 2 Rail freight economic contribution across the UK<sup>28</sup>**

<b>Region</b>	<b>Total benefits (£m, 2018/19)</b>	<b>% share (of total)</b>	<b>User benefits (£m, 2018/19)</b>	<b>Social benefits (£m, 2018/19)</b>
North East	100	4%	65	35
North West	225	9%	125	100
Yorkshire & Humber	860	35%	735	125
East Midlands	375	15%	300	75
West Midlands	95	4%	35	60
East of England	190	8%	45	145
<b>London</b>	<b>75</b>	<b>3%</b>	<b>35</b>	<b>40</b>
<b>South East<sup>29</sup></b>	<b>120</b>	<b>5%</b>	<b>45</b>	<b>75</b>
South West	45	2%	10	35
Wales	260	11%	200	60
Scotland	105	4%	45	60

3.3.3 Key regional concentrations of benefits are currently observed in:

- Power stations and industrial centres in Yorkshire and the Humber and North West England;
- Logistics and manufacturing hubs in the Midlands and Wales; and
- Container traffic flowing from deepsea ports to inland domestic terminals across the country, from the ports of South / East England to the Central Belt of Scotland.

## **4 The role of Strategic Rail Freight Interchanges**

### **4.1 Overview**

4.1.1 Most freight and logistics operators do not generate sufficient volumes of freight per day or week to warrant their own dedicated rail freight services, and even if they could, most do not have factories or warehouses adjacent to existing rail freight interchanges which could facilitate movement by rail. This then creates two major challenges in trying to encourage use of rail for freight movement:

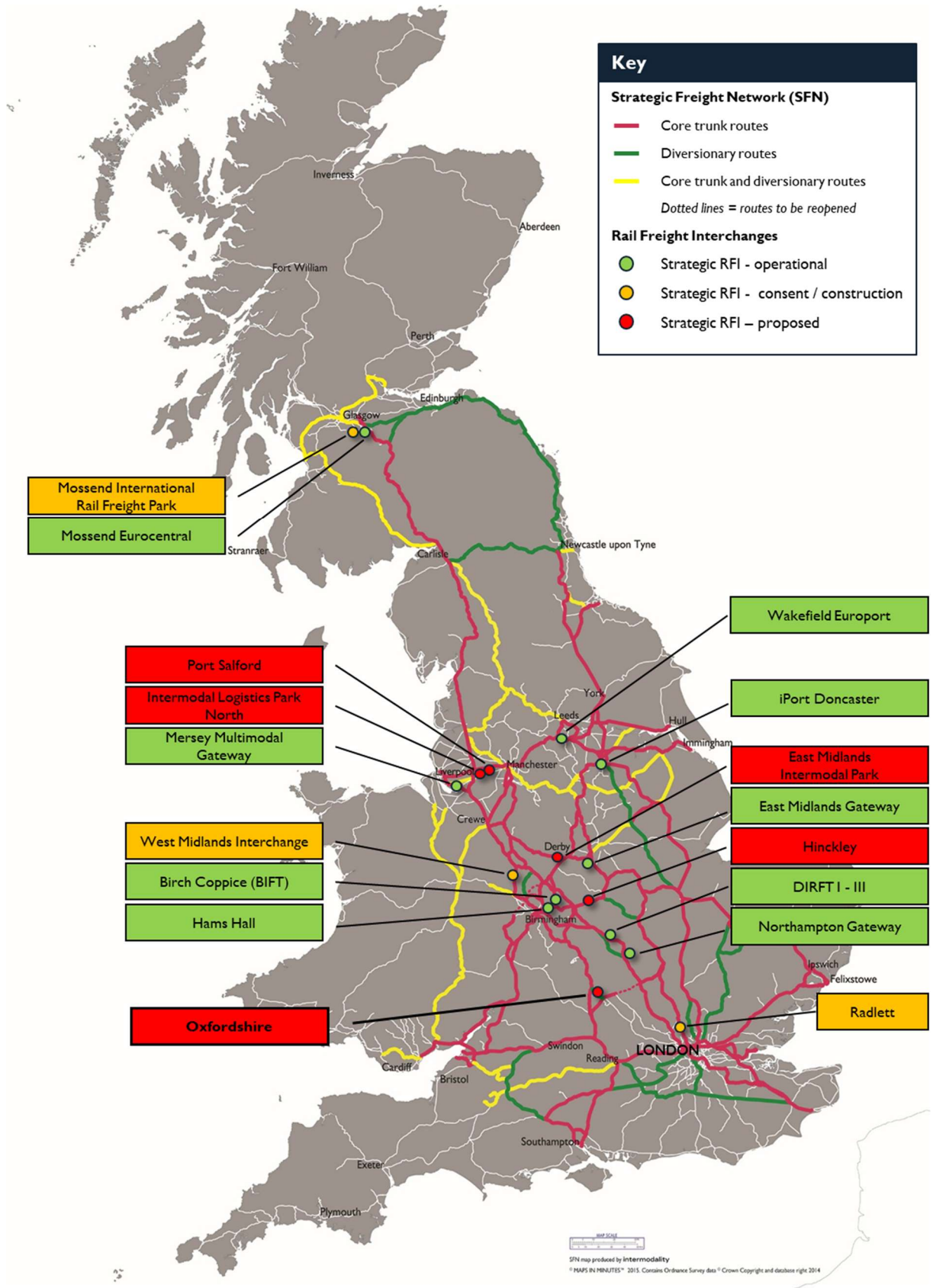
- Firstly, road haulage is usually still needed to make trips at either or both ends of the rail haul. Road haulage adds cost and time, which may then constrain the size of the freight market where a competitive alternative exists to traditional “door-to-door” road haulage.
- Secondly, a “critical mass” of freight volume is needed to make rail freight services competitive against door-to-door road haulage (typically in excess of 30 x 40’ length container loads per intermodal train in each direction). Without this level of regular business, trains then either cannot be operated commercially, or have to run less frequently (i.e. weekly rather than daily), to allow volumes to build up to trainload quantities). A less frequent service may then be less desirable to an end user, particularly one relying on daily replenishment for a production line or store network.

<sup>28</sup> Assessing the Value of Rail Freight, Deloitte for Rail Delivery Group, April 2021

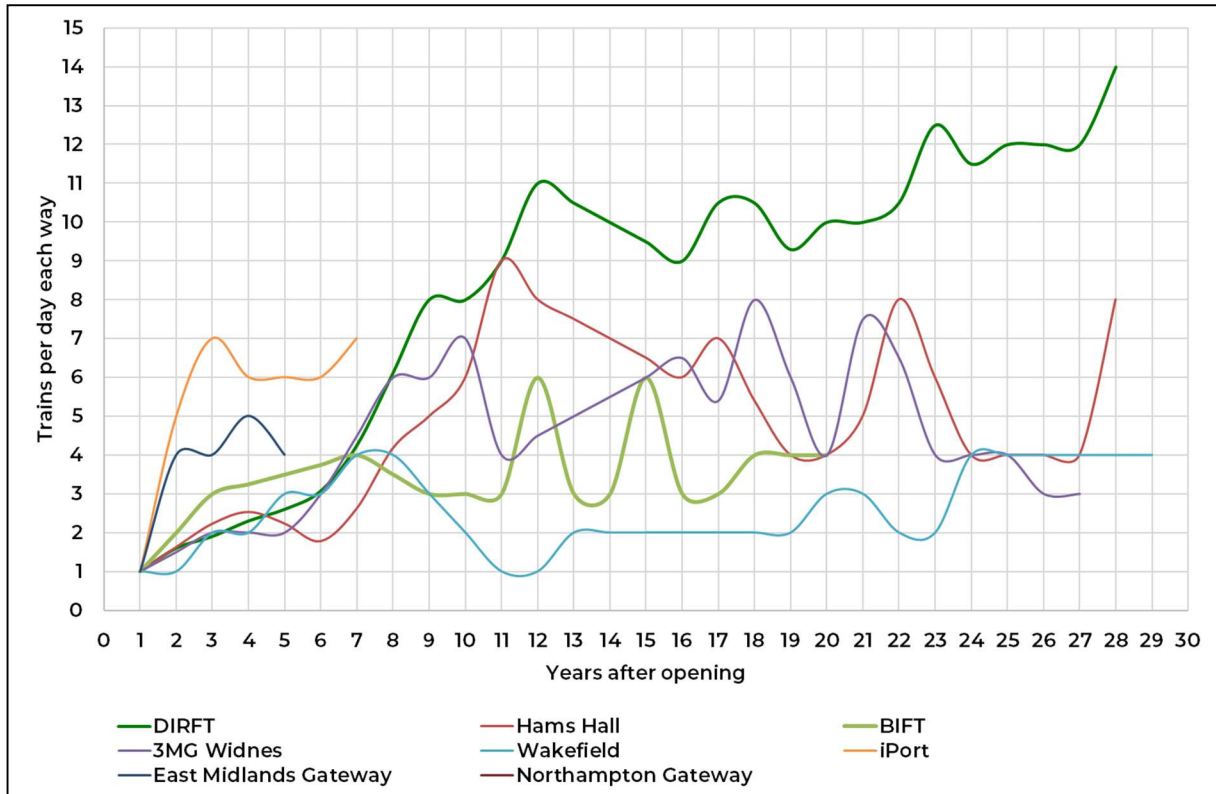
<sup>29</sup> South East region plus Buckinghamshire and Oxfordshire

- 4.1.2 For rail to maximise its competitiveness, the time/distance of road haulage needed at one or both ends of the rail haul needs to be minimised, and/or the volume of freight available every day for movement by rail needs to be maximised. Interchanges are therefore critical to addressing these challenges, where these can be provided in the right locations and with suitable facilities.
- 4.1.3 The SRFI commercial development model of integrating warehousing, road and rail interchange facilities into a single site has been demonstrated to help increase the use of rail transport for movement of freight and, by so doing, minimise the level of road transport activity that would otherwise be involved. SRFI not only provide a catalyst for generating rail freight traffic, but also for generating sufficient value from the land and warehousing to fund the significant costs of the rail and road connections to the transport network.
- 4.1.4 Such interchange developments increase the level of rail-served floorspace available to business. They also help consolidate local freight traffic activity into the critical mass needed to make trainload rail services, bringing together traffic from on-site occupiers, as well as from other companies in the hinterland who may not wish to relocate to site, but still want access to rail services.
- 4.1.5 Figure 4 below shows the current position on SRFI facilities. This highlights the lack of interchanges within London and the South East. Over half of the nine operational SRFI in Great Britain are all based in the Midlands, reflecting the concentration of National Distribution Centres (NDCs) and optimal geographic position for such activities towards the centre of the country.
- 4.1.6 The remaining SRFI are based in Scotland and the North of England, providing locations more tailored towards regional distribution and associated Regional Distribution Centres (RDC). The network of SRFI therefore includes sites with national and/or regional distribution activities. In addition, three other SRFI are under development in the North West at Port Salford (2 million sq ft), in the Midlands at West Midlands Interchange (8 million sq ft) and at Radlett in the East of England (3.3 million sq ft).
- 4.1.7 Some of the SRFI / IRFI sites are in close proximity, with “binary pairs” including:
- Garston (IRFI) and Mersey Multimodal Gateway / 3MG (SRFI);
  - Leeds Stourton (IRFI) and Wakefield Europort (SRFI);
  - Doncaster Railport (IRFI) and iPort Doncaster (SRFI);
  - BIFT (SRFI) and Hams Hall (SRFI);
  - Hams Hall (SRFI) and Birmingham Lawley Street (IRFI);
  - DIRFT (SRFI) and Northampton Gateway (SRFI).
- 4.1.8 These pairings are all within 16 km of each other. In addition, sites such as Trafford Park (IRFI) and DIRFT (SRFI) have two or three intermodal terminals co-located, each having distinct operators, rail services and customers.
- 4.1.9 Figure 5 below shows the growth in traffic from each of the operational SRFI in England from year of opening. It is notable that the most recent SRFI at iPort and East Midlands Gateway have seen much faster growth in the years following opening than the older, first-generation SRFI. This suggests increasing penetration of intermodal rail services into the wider freight market, with less initial inertia in converting users to rail.

Figure 4 Map of Strategic Rail Freight Interchanges



**Figure 5 Evolution of rail traffic through operational SRFI in England**



- 4.1.10 The occupiers at the established SRFI include logistics companies and retailers who would otherwise locate at road-served distribution parks. As anticipated by government policy over two decades ago,<sup>30</sup> the first companies to occupy warehouses included those with little or no use of or exposure to rail freight services (e.g. Eddie Stobart and Tesco at DIRFT). Over time, an increasing number of occupiers on SRFI and in the surrounding hinterland have started using rail on a regular basis. Rail services are used to connect SRFI to the ports and mainland Europe, as well as between SRFI and IRFI.
- 4.1.11 The relatively small number of SRFI built to date (9) have not only generated 45 trains each way per day of new-to-rail business (around 3,400 long-distance lorry loads removed from the road network) but have also created over 34 million sq ft of floorspace and employment in the order of over 33,000 employees.<sup>31</sup> Each site represents between £0.5 billion and £1 billion of initial investment into local economies during construction and once operational.
- 4.1.12 SRFI projects have grown in scale since the arrival of the “freight village” concept in the approach to opening of the Channel Tunnel during the late 1980s and early 1990s, as shown in Table 3 below. This reflects the latent scale of demand for high-quality, rail-served floorspace in strategic locations as provided by SRFI. The total consented floorspace across all SRFI built or under construction totals around 72 million square feet, but this only represents around 10% of total warehousing floorspace in Great Britain and less than one-fifth of larger warehouses over 100,000 sq ft.<sup>32</sup>

<sup>30</sup> Strategic Rail Freight Interchange Policy, Strategic Rail Authority March 2004, NNNPS 2014/24

<sup>31</sup> Based on 1 employee per 1009 sq ft (1 per 95 sq metres), Critical Infrastructure: Driving Employment Growth Within The UK’s Logistics Sector, Prologis 2023

<sup>32</sup> UKWA Report 2024: The Size and Make-Up of the UK Warehousing Sector, Savills for UK Warehousing Association, April 2024

**Table 3 Evolution of SRFI**

Generation	Consented / delivered	Proposed / abandoned	Average floorspace (million sq feet)
1 <sup>st</sup> (to 2000)	Birch Coppice DIRFT I Hams Hall Mossend Wakefield		3.3
2 <sup>nd</sup> (2001-2010)	DIRFT II Port Salford Howbury Park (Prologis) <sup>33</sup>	Alconbury LIFE (Argent) Kent International Gateway Radlett (1 <sup>st</sup> application) Parkside (Prologis)	3.3
3 <sup>rd</sup> (2011-2020)	DIRFT III East Midlands Gateway iPort Doncaster Mossend International Northampton Gateway Radlett (2 <sup>nd</sup> application) West Midlands Interchange	SIFE (Goodman) Howbury Park (Roxhill)	4.9
4 <sup>th</sup> (2021 to date)		East Midlands Intermodal Park Hinckley NRFI Intermodal Logistics Park North Oxfordshire	5.7

## 4.2 SRFI and rail freight growth

4.2.1 Setting this in further context, the Government's 75% growth target<sup>34</sup> would represent an increase in traffic from 680 to 1,180 trains per day. With around half of the extra 500 trains expected to be generated by intermodal traffic, this suggests the equivalent of 21 new SRFI the size of OxSRFI (i.e. with capacity to handle 12 trains in and out per day) delivered across Great Britain over the next 25 years, assuming no further growth was achieved through existing SRFI and other IRFI.

4.2.2 To consider further the role and growth potential of interchanges, in 2022 the GBR Transition Team (GBRTT) commissioned a national study on behalf of DfT which suggested that, based on the relationship between IRFI/SRFI provision and regional indices (population, warehousing, road freight traffic) in regions with well-developed provision (e.g. the Midlands, North West and Yorkshire & Humberside), the remaining regions with little or no interchange provision (including the South East) should by comparison generate around 100 extra intermodal trains per day each way.<sup>35</sup>

<sup>33</sup> Consent granted on Appeal but scheme not progressed due to 2008 global recession

<sup>34</sup> NNNPS paras 2.3 and 3.99

<sup>35</sup> Intermodal rail freight interchanges: levelling up regional provision, Intermodality May 2022

## 5 London and the South East regional perspective

### 5.1 The scale of potential rail freight growth

- 5.1.1 As noted above, the NNNPS highlights the particular challenges associated with delivering enhanced interchange capacity in London and the South East. These include constraints on land availability, competing demands for land use, and the failure of all previous SRFI proposals to secure consent. Within the UK, London and the South East account for 37% of Gross Domestic Product (GDP), 27% of population<sup>36</sup>, 20% of warehousing<sup>37</sup> and 13% of road freight traffic.<sup>38</sup>
- 5.1.2 However, unlike regions such as the West and East Midlands, Yorkshire & Humberside and the North West, which have much lower shares of GDP and population and similar levels of warehousing and road freight, London and the South East has no operational IRFI or SRFI outside of the ports, either operational or seeking planning consent. Radlett, the closest SRFI site to London and the South East, is relatively small (3.3 million sq ft) and located in the East of England region.
- 5.1.3 Currently, rail freight services linking the ports and the Channel Tunnel with the rest of the country transit across London and the South East. These services relieve the regional road network in the order of 2,300 HGV loads per day.<sup>39</sup> The region therefore benefits from the operation of these rail freight services and the inland interchanges which they serve, but currently has no means to load or unload non-port traffic to and from London and the South East.
- 5.1.4 Sources of demand for intermodal rail freight to and from London and the South East could include:
- Deepsea and shortsea ports with established rail services, such as Felixstowe, London Gateway, Tilbury, Southampton, Liverpool Seaforth and Teesport;
  - Inland IRFI and SRFI typically more than 160km distant, connecting NDC in the Midlands and beyond with RDC in and around the South East region. Examples include Birch Coppice SRFI, West Midlands Interchange SRFI, East Midlands Gateway SRFI, iPort Doncaster;
  - Mainland Europe via the Channel Tunnel, linking areas latterly generating rail traffic to/from GB e.g. the Ruhr (>500km), Northern Italy (>1,100km) and Spain (>1,600km).
- 5.1.5 To quantify the potential scale of the opportunity, the GBRTT study in 2022 indicated that, based on intermodal traffic in regions with more established IRFI/SRFI provision, London and the South East should proportionately (against population, warehousing, road freight traffic and intermodal rail services) generate around 43 intermodal trains per day each way to and from (rather than through) the region.

### 5.2 The need for SRFI capacity

- 5.2.1 In terms of interchange capacity, the above estimate of 43 trains per day each way would equate to around 4 SRFI the size of OxSRFI (i.e. with capacity for handling up to 12 trains per day each way) and associated investment and employment, increasing accessibility for businesses to the rail network.

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<sup>36</sup> Office for National Statistics 2022

<sup>37</sup> Savills 2024

<sup>38</sup> Department for Transport 2022

<sup>39</sup> Analysis of timetable data for intermodal trains which ran on 7<sup>th</sup> January 2026 across a cordon around London and the South East

- 5.2.2 Therefore, there is considerable untapped potential for intermodal rail freight to and from London and the South East, exemplified by the scale of the addressable market represented by inter-regional traffic currently moved by road haulage to and from the area.
- 5.2.3 The scale of the potential opportunity is reflected in the interest shown by promoters and their prospective end users in developing SRFI in London and the South East. Three attempts have been made to secure consent for SRFI in Bexley and Kent, along with two attempts in Slough, all of which ultimately failed on Appeal.
- 5.2.4 A further study was undertaken in 2025 by Transport for the South East (TfSE), the sub-regional transport body comprised for the South East of England.<sup>40</sup> This referenced the 2022 GBRTT study and identified potential sites for intermodal rail freight interchanges in and around the TfSE area, including the OxSRFI proposals, stating (our highlighting):

As interchanges and associated supply chains do not recognise arbitrary boundaries defining local authority areas, it is expected that some of the interchange capacity capable of serving the TfSE area could also be located in the wider South East region, and possibly on the margins or adjoining regions/Sub-national Transport bodies. This might then affect the level of interchange capacity needed to be provided within the TfSE area. However, as noted in section 2.4 earlier the ability of multiple sites can co-exist in an area. Additional sites have therefore been noted where these could provide such a role [including]:

- **Oxfordshire SRFI** (Oxfordshire): proposals being developed for a Development Consent Order (DCO) application for a SRFI north west of Bicester with highway access to the M40 Junction 10 and rail access to the Chiltern Main Line (SFN diversionary route). Loading gauge is currently W7, the route was previously used by W9 gauge intermodal services and is proposed for clearing to W8 gauge.<sup>41</sup>

- 5.2.5 The study went on to note:

The need for more rail freight interchanges in the South East is primarily because planning policy, land availability or distribution space demand/value has not supported the developer-led SRFI model in the past. **It is not due to a lack of private investment or customer interest.** This means that there is:

- a scarcity of land and road / rail network capacity;
- a lack of suitable locations where road and rail networks meet in order to site an interchange;
- a lack of sites where both road and rail networks provide suitable capacity and capability for freight haulage and interchange services and where the development of the land needed for these facilities align with local community and authority aspirations;
- the lack of awareness within local authorities of the needs of rail freight and the potential of SRFI/IRFIs and the lack of engagement between local planning authorities; and
- local opposition to proposals when they have been put forward.

<sup>40</sup> TfSE represents local authorities in Berkshire, Brighton & Hove, East Sussex, Hampshire, Isle of Wight, Kent, Medway, Portsmouth, Southampton, Surrey and West Sussex

<sup>41</sup> Intermodal Rail Freight Interchange Study, Report for TfSE, Steer / Intermodality, 2025, page 59

Therefore, national and regional needs and benefits have tended to be overshadowed by a focus on local issues. As observed by the local authorities consulted as part of this study, local authorities are not resourced or structured to gain insights into the nature, opportunities and challenges facing the freight sector. This is despite its role in supporting the wider economy and as a major component of economic activity in its own right. This means that there is not enough understanding of the needs of rail freight and the potential of IRFI/SRFI in particular.<sup>42</sup>

In order to achieve the government's 75% rail freight growth target, the capacity and capability of the rail network and operations will need to significantly improve. This includes the provision of access points onto the network. In addition, without additional and/or expanded rail freight interchanges, particularly but not exclusively for the intermodal sector, prospects for growth will be limited.<sup>43</sup>

- 5.2.6 Without expansion of SRFI provision, businesses in and around London and the South East will continue to rely on road haulage (with higher emissions) for movement of goods across the highway network. They will continue to locate on sites without rail access, perpetuating the lack of growth in new rail freight services. Growth in SRFI / IRFI in other parts of Britain and prospective connecting rail services will also be constrained to an extent by the lack of traffic to and from London and the South East, together with growth in employment and port activity.<sup>44</sup>

## 6 OxSRFI rail proposals

### 6.1 Introduction

- 6.1.1 OxSRFI represents a rare opportunity to expand the network of existing SRFI, to significantly enhance access to the rail network for local business, fully in line with the objectives of Government through the NNNPS and those in business seeking additional transport options for their goods.
- 6.1.2 OxSRFI is situated at the intersection between nationally-significant road and rail corridors, linking London and the South East with the Midlands:
- The M40 motorway, part of the strategic road network and close to the A34 trunk road
  - The Chiltern Main Line, part of the strategic rail / freight network, and close to the Cherwell Valley Main Line;
- 6.1.3 No other SRFI facilities exist or are being promoted in the area, the nearest existing sites being Northampton Gateway (44km to the north east, intermodal terminal operational, warehousing under construction) and Radlett (75km to the east, site under construction). OxSRFI would therefore serve an area with no immediate access to SRFI facilities, responding to the desire of the NNNPS to see further proposals come forward where there is lesser provision, alongside anticipating further natural clustering around the main areas of demand.<sup>45</sup>
- 6.1.4 Users of the OxSRFI site would therefore benefit from access to a main line route capable of providing W8 loading gauge and rail freight facilities capable of handling 775m length trains, key criteria for SRFI sites, with onward connectivity across the trunk road network.

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<sup>42</sup> Intermodal Rail Freight Interchange Study, Report for TfSE, Steer / Intermodality, 2025, page 67

<sup>43</sup> Page 69

<sup>44</sup> NNNPS paras 3.90 to 3.93

<sup>45</sup> Para 3.106

- 6.1.5 OxSRFI would also provide a geographically distinct location relative to other existing and proposed SRFI, providing access for companies otherwise remote from SRFI in the Midlands and East of England. It would also provide the only proposed SRFI located in London and the South East, responding to the delivery challenge already identified in the NNNPS as far back as 2014.
- 6.1.6 Main line access into OxSRFI is facilitated by the double-track formation of the Chiltern Main Line as it passes the site, enabling at-grade connections to be achieved in both directions of travel.

## **6.2 Alignment with NNNPS and lessons learnt from other SRFI**

- 6.2.1 The established small number of existing SRFI share the following rail-related features which respond to the NNNPS, namely:
- Located alongside the major rail routes, close to major trunk roads as well as near to the conurbations that consume the goods.<sup>46</sup> In all cases, essential good connectivity with both the road and rail networks, in particular the strategic rail freight network;<sup>47</sup>
  - Sidings, hardstanding and handling equipment capable of processing multiple trains per day, currently up to 14 per day (i.e. 14 trains are received, processed and despatched). The NNNPS reiterates the Planning Act 2008 in requiring sites to be capable of handling 4 trains per day and, where possible, capable of increasing the number of trains handled;<sup>48</sup>
  - Handling trains up to the maximum 775m total train length (including locomotive) with appropriately configured on-site infrastructure and layout to minimise the need for on-site rail shunting;<sup>49</sup>
  - Main line access which ideally allows for trains from either direction on the main line (this is not the case for the Birch Coppice, East Midlands Gateway and iPort Doncaster SRFI);<sup>50</sup>
  - Appropriate provision for the receipt of HGVs using the SRFI, both for general site accessibility, including the capability of the local road network to accommodate large vehicles, and for providing adequate and secure HGV parking provision with associated proportionate services and facilities to support driver wellbeing and legal requirements to rest;<sup>51</sup>
  - Accepting trains of at least W8 loading gauge, enabling carriage of 8', 8'6" and 9'6" high shipping containers on suitable rail wagons;<sup>52</sup>
  - Capability to expand in future (e.g. DIRFT phase 1-3, iPort / East Midlands Gateway phase 1-2);<sup>53</sup>
  - Ability to operate on a 24/7 basis as and when required, as per the NNNPS;<sup>54</sup>
  - Yard area for temporary storage of containers on site, commensurate with customer needs;

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<sup>46</sup> Para 3.85

<sup>47</sup> Para 3.100

<sup>48</sup> Para 4.89

<sup>49</sup> Para 4.89

<sup>50</sup> Para 4.89

<sup>51</sup> Para 4.89

<sup>52</sup> Para.4.82

<sup>53</sup> Paras 4.86 – 4.88

<sup>54</sup> Para 4.83

- Facilities for fuelling / charging and servicing of locomotives, wagons and handling equipment;
- Optional passive provision for future electrification of reception sidings (i.e. those sidings where trains are stabled between main line arrivals and departures, rather than being processed).

6.2.2 The overall design philosophy for OxSRFI is set out in the Design Approach Document.<sup>55</sup> The design of the rail freight interchange facilities on site and associated operations have been developed by the Applicant with input from GB Railfreight, the latter operating trains to and from several of the existing SRFI.

6.2.3 In terms of rail access and operations and the relationship to the design, a review of third- and fourth-generation SRFI (see Table 3) has highlighted the provision of direct main access from both directions of travel, as well as the capability for trains to be capable of direct access between the main line and the handling sidings. In combination, this can reduce the time taken to process trains and hence improve the capacity of the site, in line with the guidance in the NNNPS.<sup>56</sup>

6.2.4 Designing in passive provision for electrification, through segregation of some of the sidings within the interchange from the main handling sidings, future-proofs sites for access by the widest pool of locomotives in future. This is then accompanied by provision of a “headshunt siding”, allowing trains to move between the reception and handling sidings as required, preferably with the siding being at least 775m in length to minimise the number of shunting manoeuvres required, again reflecting the guidance in the NNNPS.<sup>57</sup>

6.2.5 In terms of warehouses with direct siding access to the buildings themselves, there is currently only one example of this in operation on any of the 9 SRFI in operation, at DIRFT II. The warehouse is operated by Eddie Stobart and receives conventional railway wagons carrying bottled water from France, the pallets of bottles being unloaded by fork lift truck directly into the building. No other SRFI has any similar warehouses operating in this manner, as the other three occupiers at DIRFT which do receive trains (Malcolm Group, Sainsburys and Tesco) have intermodal terminals set away from the warehouses horizontally and/or vertically.

6.2.6 With regard to rail services, the range which use (or could use) SRFI has expanded in recent years and now includes:

- Intermodal (container) services linking SRFI with the ports and other inland IRFI/SRFI, with future scope for direct continental services via the Channel Tunnel;
- Conventional wagon services, which at present use traditional covered railway wagons for moving bottled water between France and DIRFT, directly linking bottling plants with the distribution warehouse;
- Bulk materials in containers (e.g. recyclates) and open box wagons (e.g. aggregates);
- Express freight services in converted passenger trains and able to operate in bi-mode configuration (diesel or electric depending on availability of overhead catenary).

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<sup>55</sup> Design Approach Document, document reference 5.5A

<sup>56</sup> NNNPS para 4.89

<sup>57</sup> Para 4.89

### 6.3 Rail network capability – loading gauge

6.3.1 The NNNPS is clear that SRFI should be located on routes with a gauge clearance of W8 or more, or a route capable of enhancement to W8 or more (our highlighting):

Adequate links to the rail and road networks are essential. Rail access will vary between rail lines, both in the number of services that can be accommodated, and the physical characteristics such as the train length and, for intermodal services, the size of intermodal units that can be carried (the 'loading gauge'). As a minimum, a SRFI should ideally be located on a route with a gauge clearance of **W8** or more, or capable of enhancement to a suitable gauge.<sup>58</sup>

6.3.2 The provision of a suitable loading gauge (see Appendix B) is important for the following reasons:

- The majority of freight trains which operate to and from SRFI are “intermodal” in nature, i.e. they carry shipping containers which are moved to and from SRFI by rail and/or road transport;
- The majority of containers moved to and from SRFI are deepsea shipping containers built to International Organization for Standardisation (ISO) dimensions, defined in imperial measurements (feet and inches). There are the equivalent of 51 million 20' long containers in the global fleet;<sup>59</sup>
- These containers have increased in height since first being introduced in the 1950's, from the original 8' height to 8'6" height during the 1970's and 1980's, to the 9'6" height “high cube” containers from the 1990's onwards, the latter now representing at least half of the global pool;
- Most of Britain's railway network was built in Victorian times so was never designed to carry these types of container. Since the development of the global container industry, the railway industry has responded to the increasing height of containers in two ways:
  - Infrastructure solutions, by increasing the permitted height and width of railway vehicles and their loads (known as the loading gauge) through overline and lineside structures such as bridges, tunnels and station platforms, and/or;
  - Wagon solutions, by introducing rail wagon designs with a lower deck height, allowing a taller container to be carried through a given loading gauge than would be possible with a higher-deck wagon (Table 4 below);
- The greater the capability of these combined infrastructure and wagon solutions, the greater the range of containers which can then be moved on the rail network to and from SRFI.

6.3.3 The greater the loading gauge, the smaller its extent across the national rail network, and of the 15,900km of route, around two-thirds is cleared to W8 loading gauge, and one-fifth for the tallest W10/W12 loading gauges (see Figure 6 below).<sup>60</sup> Train operators and their customers will therefore determine the appropriate mix of railway wagons to meet the operational requirements.

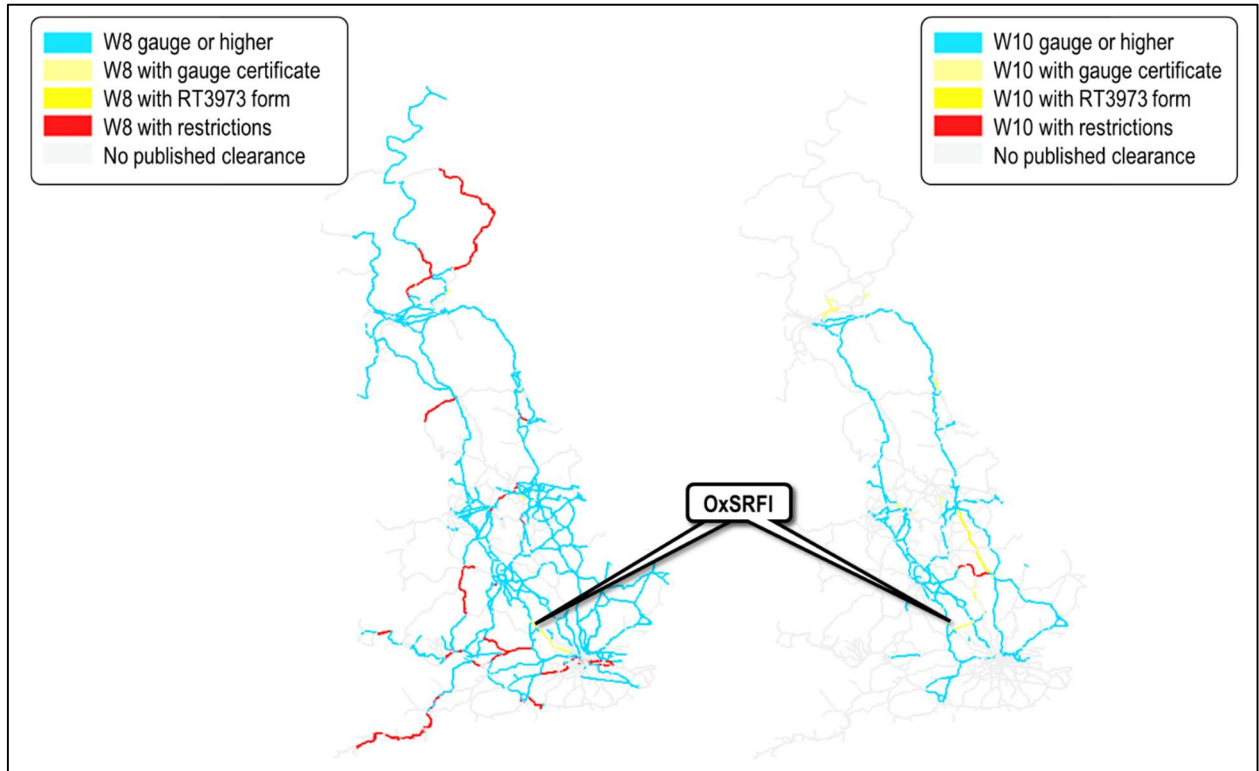
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<sup>58</sup> Para 4.82

<sup>59</sup> Drewry 2023

<sup>60</sup> Railmaps

**Figure 6 Current network coverage of W8 (left) and W10 (right) loading gauge (source Railmaps)**



6.3.4 In terms of capacity, the IDA and FLA low-height wagons can not only carry 9'6" height high-cube containers through W8 gauge, they can also accommodate similar or more 40' and 45' length containers per train compared to standard-height wagons (Table 6 below).

6.3.5 20' length containers represent around a quarter of global traffic<sup>61</sup> and are normally only available in 8'6" standard-cube height (as they tend to be used for heavier payloads<sup>62</sup> with consequently less need for higher cubic capacity), which can be carried through W8 gauge on standard-height wagons.

**Table 4 Comparison of container capacity in standard (FEA/FWA) and low-height wagons**

Wagon	Deck height mm	Length m	Number of containers per 750m length train		
			20' long	40' long	45' long
FEA	980 (standard)	40.5	108	36	36
FWA	980 (standard)	40.8	162	54	0
IDA	720 (low)	31.7	92	46	46
FLA	715 (low)	28.9	100	50	50
FAA	712 (low)	19.9	74	37	0
KTA	475 (low)	20.5	72	36	0

<sup>61</sup> Sources Drewry and DfT Port Statistics 2022 Table PORT0202

<sup>62</sup> DfT Port Statistics 2022 Table PORT0202 shows average tonnage per 20' container to be 20% higher than for a 40' container

6.3.6 DRS, the Government-owned freight operating company which operates the network of domestic intermodal services for Tesco (Figure 7 below) notes:

As part of our drive for technical innovation, DRS has developed a fleet of IDA 'Super' Lowliner twin platforms. Offering an ultra-low platform height, these deliver 3 key advantages:

- Reduced CO2 and increased fuel efficiency;
- More containers for any given train length;
- Increased network access and the ability to carry higher height ISO containers across the network.<sup>63</sup>

6.3.7 The 12 trains a day each way operated by DRS for Tesco from their campus at DIRFT (W10 gauge) link to locations such as Cardiff (W8) and Inverness (W8), and working with logistics companies such as Eddie Stobart, have focussed on wagons and containers compatible with W8 gauge (our annotation):

The hard work of planning the service paid dividends, as the robust performance regime assisted in achieving a reliable operation. Contingency plans were tested in February 2007 when a Virgin Trains Pendolino unit derailed on the West Coast Main Line at Grayrigg; whilst most of the freight trains to and from Scotland were cancelled over the following days, the DIRFT – Grangemouth service remained in operation, our careful choice of containers allowing them to operate via a **[W8 gauge]** diversionary route.<sup>64</sup>

**Figure 7 Train operated for Tesco conveying 8'6" and 9'6" high containers on low-height wagons (source Network Rail)**



<sup>63</sup> DRS website "About Us" page

<sup>64</sup> Our Railway's Future, Network Rail 2014, Section 5, Trucks, Trolleys and Trains, William Stobart

- 6.3.8 Similarly, services operating to and from Felixstowe and London Gateway (both W12 gauge) include those operating to and from Cardiff (W8 gauge), and some of the services operating between London Gateway and Sheffield (both W12 gauge) are routed via the W8 gauge West Anglia Main Line. In all these examples the wagons and containers carried comply with W8 gauge. The first-generation SRFI (Table 3) were first developed on routes that were themselves cleared to less than W10 gauge. Railtrack's Network Management Statement for 1998 noted that in 1997, 71% of the network was cleared for 8' or 8'6" high containers (up to W8 gauge), 17% was cleared for swap bodies (W9 gauge) and no routes were yet cleared for 9'6" high containers (W10 gauge).<sup>65</sup> These SRFI have since benefited in the intervening years from the SFN programme delivering W10 or W12 gauge. In turn, the onward progress of the SFN programme has then allowed a greater number of low-height rail wagons to be cascaded onto other W8-gauge routes as each route has been upgraded to W10/W12.
- 6.3.9 The clarity provided on loading gauge in the NNNPS therefore supports the expansion of the network of SRFI onto a much larger part of the rail network at W8 gauge than would be the case at W10 or W12 gauge. This not only expands the geographic coverage across the SRFI network, it also avoids concentrating intermodal traffic to and from SRFI onto a smaller number of routes, which could then restrict create capacity and availability of diversionary routes (para 6.3.4 above).
- 6.3.10 For OxSRFI, the site is located alongside the Chiltern Main Line (ChML), part of the SFN forming a diversionary route which connects to core SFN routes at Banbury and West London. The route has provided a diversionary role for the West Coast Main Line core SFN route during major engineering works on the latter in 2007 and 2008, when W9-gauge Channel Tunnel services operated along the ChML between Banbury and West London.
- 6.3.11 Today the ChML is cleared to W7 loading gauge between the Cherwell Valley Main Line (W10 gauge) at Banbury (Aynho Junction) and South Ruislip (Northolt Junction), where it joins the Greenford branch (W8 gauge) to connect with the Great Western Main Line (W12 gauge).
- 6.3.12 Intermodal trains have latterly used the ChML under derogation to operate beyond W7 loading gauge, either to allow 8'6" (2.6m) high waste containers to deliver material to a landfill site at Calvert,<sup>66</sup> or to allow containers up to 9'6" (2.9m) high carrying equipment to and from a military railhead at Bicester.<sup>67</sup>
- 6.3.13 The Applicant and Network Rail have undertaken a series of gauging assessments since 2019 using asset data on clearances between the main line tracks and lineside / overline structures, as recorded by special rail-mounted scanning equipment. This assessed the availability of W8 loading gauge clearance across 84 km of route between London and Banbury and over 1,300 individual lineside structures.
- 6.3.14 From these surveys, the focus is now on a single structure (Ardley Tunnel) located north of the site. On the southbound running line, a deposit of limescale (calcite) has built up from water draining down the tunnel lining, creating an infringement into W8 gauge over a short (20m) section of the 1km long tunnel. It is anticipated that minor remediation works, e.g. mechanical removal ("scabbling") of the deposit, would be procured through Network Rail as part of its maintenance and enhancement duties, using the existing engineering access arrangements, or as part of the works to connect OxSRFI to the main line. The Applicant has included the clearance works within the DCO to ensure their deliverability.

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<sup>65</sup> Network Management Statement 1998, Railtrack, page 93

<sup>66</sup> Network Rail derogation PAD041CON 24.05.21

<sup>67</sup> Network Rail derogation PAD136CON 29.01.21

6.3.15 Based on the work to date, the Chiltern Main Line is capable of enhancement to W8 loading gauge as proscribed by the NNNPS. GB Railfreight, the proposed operator of the SRFI, is completely satisfied that W8 loading gauge provides sufficient capability to enable a commercially-viable operation.<sup>68</sup>

#### 6.4 Rail network capability – capacity

6.4.1 The NNNPS states in regard to rail network capacity that:

Great Britain has a very intensively used rail network. The National Infrastructure Commission's Rail Needs Assessment (2020) identified existing capacity, frequency, and speed shortfalls on the existing network. There are capacity constraints where two-track lines carry a mix of passenger and freight traffic, with few opportunities for fast trains to overtake slow trains. This is a particular issue in the North and the Midlands. Government has invested in resolving capacity constraints in recent years, with programmes such as the Transpennine Route Upgrade increasing capacity on congested lines.

As passenger demand changes, some previous capacity constraints will abate but others will remain, with the possibility that new pressures could arise in response to the shift in location of demand and the type of demand (e.g. towards leisure). Moreover, some capacity challenges around accommodating both rail freight and passenger services in some areas could remain.

There will therefore be a need to reallocate network capacity and capability, as well as to expand that capacity, to meet this demand for rail freight, particularly given the need to accommodate this growth alongside changing passenger demand.

As freight trains share the railway with passenger services, any improvement in the network has the potential to lead to an improved service for freight users and customers. To continue to meet the needs of freight customers as a result of modal shift and forecast increase in demand for rail freight, and particularly to address the critical challenge of ensuring sufficient capacity for freight, alongside passenger services, the network will need to reallocate its capacity and support modal interchanges – as well as to expand capacity to meet challenges in particular areas.

This could enable more capacity for freight trains, alongside passenger services, to run, and lead to the market opening up to more customers and maximising the broader benefits of rail freight, whilst improving the current service and punctuality customers receive.

There will therefore be a need to improve the network to support economic growth through better passenger and freight connections and improved capacity to meet demand.<sup>69</sup>

6.4.2 So far as Network Rail's ability to accommodate the anticipated rail traffic from the SRFI, a number of factors will apply, including:

- The particular time and day that operators bid for paths;
- The Working Timetable (WTT) including the speed and frequency of trains on the relevant routes;
- The destinations selected;
- The match between network paths and terminal access on site and at origin / destination;
- The primary routing and acceptable alternatives;

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<sup>68</sup> GBRf Supporting Statement, document reference 7.2B

<sup>69</sup> Paras 3.51, 3.52, 3.57, 3.59, 3.65

- The type of equipment (e.g. locomotives) in use and related train speed / acceleration;
- Maintenance and project requirements.

- 6.4.3 As proposals for SRFI are progressed through Network Rail’s development process, greater design detail and definition are undertaken on the underpinning Timetable Planning Rules (sectional running times, headway, and junction margins<sup>70</sup>), alongside the proposed Method of Working and associated track layout and signalling functionality. The objective is to achieve the most effective means of pathing trains on and off the main line, co-ordinating Network Rail / on-site signalling and interfaces.
- 6.4.4 The licenced passenger Train (TOC) and rail Freight (FOC) Operating Companies have access rights on the national rail network to apply to Network Rail for timetable paths. New or modified paths may be applied for in various forward planning horizons, from Very Short Term Planning (VSTP) in a matter of hours ahead, Short Term Planning (STP) for days or weeks ahead, through to the rolling 18-month national Working Timetable (WTT) which produces the national timetable published in May and December of each year.
- 6.4.5 The process will typically involve the TOC or FOC producing an initial proposal through in-house timetable planning resources, which may involve proposing minor alterations (“flexing”) of other TOC/FOC services as required to meet the Timetable Planning Rules. Network Rail and other operators will consider these proposals, with negotiation with the proposer to achieve an agreed position, with the ability to escalate to the industry Regulator the Office for Rail & Road (ORR) to make a determination. These negotiations happen in real time every day across the whole rail network, in the order of hundreds of applications for additional (or modified) paths against the c.21,000 passenger and 700 freight trains which operate every day.
- 6.4.6 For SRFI, FOC acting on behalf of the SRFI operator and/or end users will typically apply to Network Rail several months or weeks in advance for the initial paths needed to start operations from a SRFI once operational. As with other new paths, trains may operate on an initial “probationary” period to prove reliability and robustness, with further amendments then made as required. Note that, unlike passenger services, FOC may have paths which share a common origin or destination but then have multiple alternative origins or destinations. Some paths may operate only when end users request the services (known as “Q” or “as required” paths) and may not operate on every day, or on the same times every day.
- 6.4.7 Rail freight demand through SRFI tends to grow incrementally (see Figure 5). Therefore, the ultimate capacity on the main line for new SRFI would not be made available by Network Rail from the outset, as this would be premature by several years. This has been acknowledged by the Secretary of State in decisions on previous SRFI such as Northampton Gateway.<sup>71</sup>
- 6.4.8 In practice, growth of services to and from SRFI take place within the wider context of rail network development, where the Government and Network Rail have already built in further expansion of SRFI capacity in the 75% growth forecasts.

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<sup>70</sup> Sectional Running Times describe standard transit times for trains between a series of fixed Timing Points on the rail network, such as stations and junctions. Headway is the minimum time required between successive train movements in the same direction on the main line, dictated by the number, spacing and type of signals installed. Junction Margins describe the minimum time permitted between trains crossing or passing over a junction to allow points and signals to be reset between train passes.

<sup>71</sup> Northampton Gateway DCO decision letter, Secretary of State for Transport, 9<sup>th</sup> October 2019, paras 30 - 39

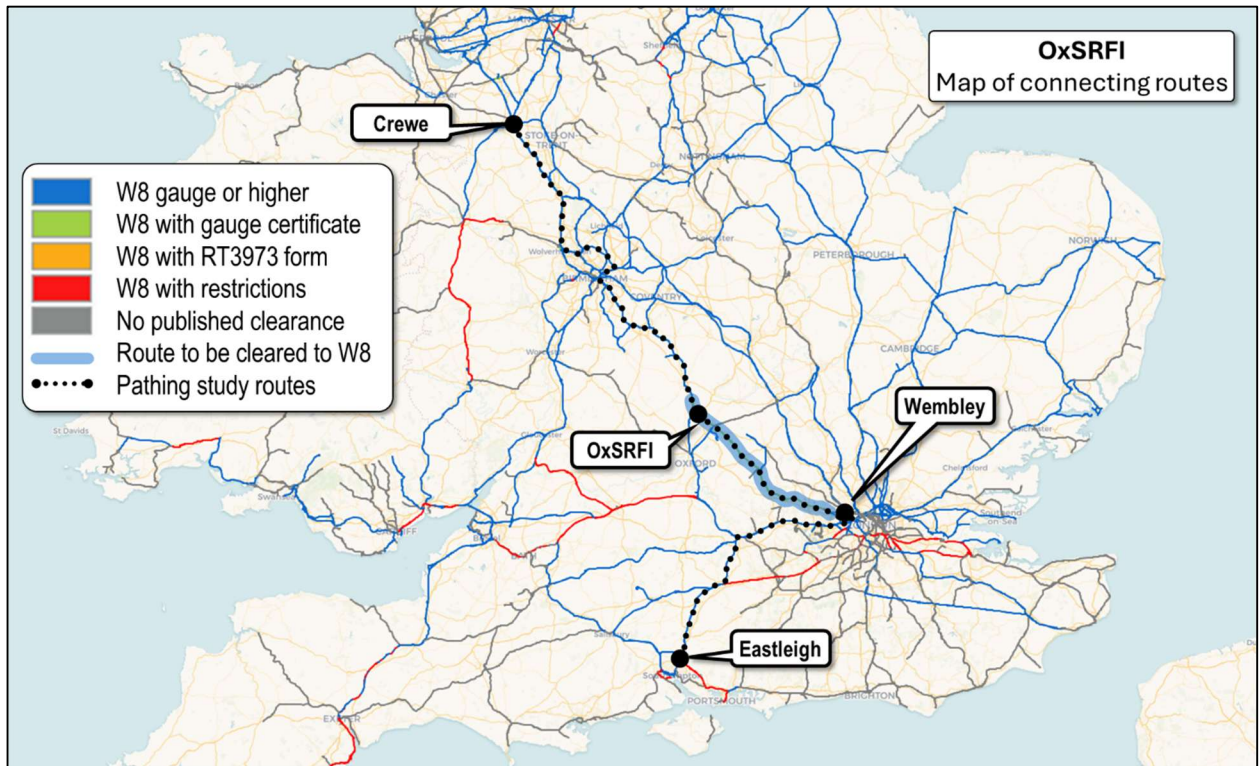
- 6.4.9 For OxSRFI, the proposed SRFI would connect into the adjacent Chiltern Main Line (ChML) at either end of the rail freight facilities. The ChML is one of the main line routes radiating from London, a mixed-traffic, twin-track main line running from London Marylebone to Banbury. Linespeed passing the site is 100mph in both directions for self-propelled diesel multiple unit (DMU) trains, otherwise 70mph for passenger and freight trains hauled by diesel locomotives. The ChML is not electrified and there are no committed plans at present to electrify the route.
- 6.4.10 The current ChML midweek Working Timetable (WTT) covering the period from May to December 2025 shows a total of 89 scheduled train paths passing the site, with all but 2 of these being passenger train services operated by Chiltern Railways, the remainder being paths for Network Rail engineering trains which run on an “as required” basis in terms of timing and frequency. As an example, during the Autumn, Network Rail operates a small number of Railhead Treatment Trains (RHTT) to keep the main lines clear of leaf fall deposits which can affect rail wheel adhesion. Trains pass the site between around 05:26 AM through to 01:12 AM the following day, the period between then used by Network Rail for “engineering access” for track inspections and maintenance work.
- 6.4.11 It is important to note that the level of traffic on the ChML has reduced considerably during the development of the OxSRFI proposals. Across the three separate timetable pathing studies undertaken by the Applicant and Network Rail, traffic levels have fallen from 127 per day in December 2019 (i.e. pre-COVID), to 78 in May 2020 (i.e. during COVID), increasingly slightly to 86 in December 2021 and to 89 in the current (December 2026) WTT. This in part reflects post-COVID changes in passenger travel patterns, as well as reductions in traffic serving the temporary HS2 construction works via the ChML.
- 6.4.12 Pathing studies have been undertaken by the Applicant and Network Rail pre- and post-COVID using the December 2019, May 2020 and May 2025 timetables (Appendix C). Software was used to model the effect of introducing additional freight trains to and from OxSRFI, using the existing Working Timetable data from Network Rail, across a geographic area extending to London and the North West and involving several thousand existing passenger and freight services.
- 6.4.13 In each case, the studies have identified that there are at least four compliant return paths per day for intermodal rail services to and from the SRFI (i.e. 4 paths into the site and 4 paths out of the site per day). Additional compliant paths have also been found that could be used. The paths identified have been subject to external peer review by GB Railfreight, an external licenced rail freight operating company working on behalf of the Applicant<sup>72</sup>, as well as by Network Rail.
- 6.4.14 Beyond the initial threshold of 4 paths into and out of the site per day, the most recent study has identified additional opportunities to path trains to and from the site, including:
- A number of the existing freight paths on the ChML operating via West Ealing (e.g. those used for construction of HS2) will no longer be running by the time OxSRFI is operational and, therefore, could form the basis of further Wembley to OxSRFI paths via the southern main line connection;
  - Services could also be pathed between Wembley and OxSRFI via Nuneaton and Birmingham Landor Street Junction, using the OxSRFI northern main line connection;

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<sup>72</sup> GBRf Freight Capacity Report, document reference 7.2C

- An additional return path has also been identified via the southern main line between OxSRFI and Eastleigh, which could then connect to the Port of Southampton if required.

**Figure 8 Geographic extent of pathing studies**



6.4.15 Based on this work and having regard to the Governments ambitions for increases in rail freight and Network Rail's obligations to manage the working timetable to accommodate both passenger and freight services the OXSRFI scheme will be capable of being served by at least four trains a day, in line with the NNNPS, the number of trains increasing in future in line with customer demand.

## 6.5 Main line access

6.5.1 The proposed SRFI would connect into the adjacent ChML at either end of the rail freight facilities. The ChML is one of the main line routes radiating from London, a mixed-traffic, twin-track main line running from London Marylebone to Banbury. Linespeed passing the site is 100mph in both directions for self-propelled diesel multiple unit (DMU) trains, otherwise 70mph for passenger and freight trains hauled by diesel locomotives. The ChML is not electrified and there are no committed or funded plans at present to electrify the route.

6.5.2 The ChML is currently crossed by various highways and footpaths, including (from south to north) the M40 motorway, a level crossing (Bucknells Farm) carrying a public right of way, an accommodation bridge, the B430 station road and utility bridge, a footpath overbridge and finally Somerton Road. The ChML is also crossed by watercourses at either end of the area of interest.

- 6.5.3 The proposed rail facilities on site would connect into the ChML at the southern and northern extremities of the site, bounded by the M40 and Somerton Road overbridges respectively. New 40mph main line crossovers and connections would be provided to maximise the opportunity for trains to arrive and depart as close to line speed as possible, to assist with pathing trains amongst other services.
- 6.5.4 The southern main line connection would cross over the existing Bucknells Farm level crossing, therefore the proposal would be to divert the Public Right of Way (PROW) onto the adjacent accommodation bridge. This would enable the permanent closure of the level crossing, eliminating the safety risks to users of the crossing and of the railway. The connection would occupy part of the formation of the former freight sidings which served the adjacent quarrying operations to the west of the main line until the 1970s, some of the former sidings still visible alongside the existing main line tracks.
- 6.5.5 From both southern and northern main line connections, single-track chord lines would extend into the site to reach the main rail freight interchange facilities. The proposals therefore align with the NNNPS in providing for a configuration which will allow main line access for trains from either direction.<sup>73</sup>
- 6.5.6 Network Rail's main line signalling (controlled from Marylebone at present but due to transfer to the West Coast South Regional Operations Centre at Rugby) would extend into site and interface with the on-site signalling. A "slotting" signalling system would allow routes to be set between the main line and the handling and reception sidings, reducing the time taken to set routes. Additional signalling capability would be created between the Cherwell Valley Main Line at Aynho Junction and Bicester, providing wider benefits to other rail services by reducing "headway," the minimum time required between trains passing along the same section of line.

## **6.6 On site facilities**

- 6.6.1 The internal rail track layout is focused on five sidings, each capable of stabling a full-length (775m) freight train, the outer two sidings closest to the main line being used as "reception" sidings for stabling trains on site away from the handling area, where the remaining 3 sidings are then used for the transfer of containers to and from the adjacent hardstanding. Trains could move between the main line and any of the 5 sidings, minimising the need for shunting in line with the NNNPS.<sup>74</sup>
- 6.6.2 Any trains which then need to be moved between the reception and handling sidings would use a southern headshunt siding, also 775m in length, aligned parallel with the southern main line chord. Provision is also made in the layout for the installation of an additional pair of sidings to provide access to the rear service yards of warehouse units along the eastern boundary of the site.
- 6.6.3 Passive provision is made within the track layout for future electrification, the southern and northern chords, reception sidings and southern headshunt all provide with suitable clearances to permit overhead 25 kV AC catenary to be installed in future if required. In the interim, the layout is fully accessible by diesel, bi-mode (diesel and electric via catenary) and tri-mode (diesel, battery and electric via catenary) locomotives.

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<sup>73</sup> Para 4.89

<sup>74</sup> Para 4.89

6.6.4 The intermodal terminal would provide the following facilities:

- 1 x maintenance siding for fuelling of locomotives, minor repairs to rail wagons and for occasional access by Network Rail personnel and on-track or rail-mounted plant;
- Extensive Intermodal terminal apron for handling and temporary storage of containers up to 5 high;
- HGV parking, fuelling and washing facilities;
- Gatehouse and offices with parking and amenities for staff and visitors;
- “Reachstacker” mobile container handling vehicles for moving containers between trains, HGVs and temporary storage areas, as used on most of the other existing SRFI, and able to unload trains from either of the two sidings nearest to the apron;
- Overhead gantry cranes as and when required to supplement the reachstackers, capable of spanning all three handling sidings and/or adjacent container storage areas;
- Maintenance facilities for on-site equipment;
- High-security fencing, gates, lighting and access control, as the terminal is intended to be designated as a Restricted Zone (RZ) governed by the provisions of the Channel Tunnel Security Order 1994.

6.6.5 It is intended that the rail freight interchange facilities would be operated by GB Railfreight (GBRf), one of the largest and fastest-growth rail Freight Operating Companies in Britain, which operates intermodal and bulk services and is currently undertaking trials of express freight services. GBRf manages a network of rail freight facilities across the country, including at London Gateway. The Applicant has secured an exclusivity agreement with GBRf to operate the OxSRFI site as a fully open-access facility.

## **6.7 Proposed phasing of development and operations**

6.7.1 The initial phase of operations would deploy reachstackers handling containers across the nearest two of the handling sidings to the handling apron. Two full-length trains could be processed simultaneously in this way, each train taking around 5 hours to process from arrival to departure, equating to a maximum capacity on site of 4 trains per siding or 8 in total. A third handling siding would then provide a “run round” capability, enabling an inbound train locomotive to detach on arrival from one end of its train, travel around the train to the other end, in order to couple up prior to departure. The southern headshunt siding would be installed at the same time, to provide additional operational flexibility.

6.7.2 The second phase would then add the two outer reception sidings, providing further stabling capacity, with the reachstackers supplemented if required by overhead gantry cranes spanning all three handling sidings and part of the adjacent apron as required. The maximum capacity of the site would then increase to 12 trains per day (3 sidings x 4 trains per day per siding). The two warehouse sidings would also be added when required, either to provide direct rail access to the warehouses and/or to provide additional train stabling capacity on site.

6.7.3 The proposals for OxSRFI would therefore align with the NNNPS and build on the established small number of existing SRFI in the following key areas of design and operation:

- Located alongside the major rail routes (Chiltern Main Line, Cherwell Valley Main Line), close to major trunk roads (M40, A34) Good connectivity with both the road (M40 J10 enhanced access) and rail networks, in particular the SFN (direct connections in both directions to ChML);
- Main line access will allow for trains from either direction on the main line;
- The scheme can handle trains up to the maximum 775m total train length (including locomotive) with appropriately configured on-site infrastructure and a layout that will minimise the need for on-site rail shunting;
- Sidings, hardstanding and handling equipment capable of processing up to 8 trains per day initially and capable of increasing the number of trains handled to 12 per day;
- Accepting trains of W8 loading gauge, the design future-proofed for W12 gauge and electrification;
- Ability to operate on a 24/7 basis as and when required;
- Appropriate provision for the receipt of HGVs using the SRFI, both for general site accessibility, including the capability of the local road network to accommodate large vehicles, and for providing adequate and secure HGV parking provision with associated proportionate services and facilities to support driver wellbeing and legal requirements to rest;
- Optional passive provision for future electrification of reception sidings (i.e. those sidings where trains are stabled between main line arrivals and departures, rather than being processed);
- Rail infrastructure and buildings capable of rail connection with further rail infrastructure provided to allow more extensive rail connection within the site in the longer term;
- Provide for a number of rail connected or rail accessible buildings, plus rail infrastructure to allow more extensive rail functionality within the site in the longer term, in conjunction with the wider development.

## 7 Network Rail engagement

### 7.1 Overview

- 7.1.1 Network Rail has maintained engagement with The Applicant on the proposals since 2016, at the earliest stage of development of the proposals. In 2020 Network Rail and The Applicant signed a commercial agreement for Network Rail to undertake a number of technical workstreams commensurate with this stage of development of the SRFI proposals. The parties have worked continuously together during the period to date.
- 7.1.2 In line with Network Rail's approach on similar exercises undertaken for other SRFI schemes, the proposals have been progressed through Network Rail's "PACE" governance<sup>75</sup> which replaced the previous "GRIP" governance in 2021. This process spans both the pre- and post-consent stages of a project, with greater design detail and definition undertaken through successive stages. Work has been undertaken to Stage 2 of Network Rail's governance which the Secretary of State has accepted to be a suitable level of design development for projects of this nature.<sup>76</sup>
- 7.1.3 Beyond the new rail freight facilities and rail services, the proposals would deliver wider operational and maintenance benefits to the main line. These improvements would include:
- Signalling headway, increasing the number of trains which can be operated on the section of route;
  - Loading gauge, creating another route accessible by intermodal trains between the Midlands and London;
  - Drainage of the surrounding land, reducing the risk of flooding of the main line; and
  - Maintenance access points for Network Rail staff and plant, reducing the time taken to access and exit engineering possessions.
- 7.1.4 Work undertaken by and with Network Rail during this time is summarised below and described further in the agreed position statement with Network Rail (Appendix E):
- **Pathing** (the ability to schedule additional freight trains to and from the site amongst other scheduled services). Pathing studies have been undertaken pre- and post-COVID using the December 2019, May 2020 and May 2025 timetables. In each case, the studies have identified that there are at least four compliant return paths per day for the SRFI (i.e., 4 paths into the site and 4 paths out of the site per day). The paths identified have been subject to external peer review by GB Railfreight, an external licenced rail freight operating company working on behalf of Oxfordshire Railfreight Limited, as well as by Network Rail. Additional compliant paths have also been found by GB Railfreight that could be used. Based on the work to date, the SRFI can be served by at least four trains a day, which aligns with the qualifying criteria in the Planning Act 2008 and in the NNNPS for SRFI;
  - **Gauging** (the ability to move shipping containers by rail to and from the site through existing lineside and overline structures). Network Rail and The Applicant have undertaken a series of

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<sup>75</sup> Project Acceleration in a Controlled Environment, replacing the previous Governance for Railway Investment Projects (GRIP) in 2020

<sup>76</sup> Northampton Gateway DCO decision letter, Secretary of State for Transport, 9<sup>th</sup> October 2019, para 27

gauging studies, using asset data on clearances between the main line tracks and lineside / overline structures. The studies have looked at the availability of W8 loading gauge clearance across 52 miles of route and over 1,300 individual lineside structures currently cleared to W7 loading gauge, which previously accepted trains up to W9 gauge. The studies are now focussed on a single structure where minor remediation works would be needed to achieve W8 gauge. Based on the work undertaken, the main line is capable of enhancement to W8 loading gauge, in line with the NNNPS;

- **Design and operations** (the feasibility of the proposals to be constructed and operated). Network Rail has been working with Oxfordshire Railfreight Limited to review and refine the illustrative proposals for the scheme. Based on the work undertaken, the SRFI is capable of being connected to the main line from both directions with the capability to handle 775 metre trains, in line with the NNNPS. The site can accommodate trains using diesel or bi-mode traction (as the Chiltern Main Line is currently not electrified), and electric traction in the event that the main line is electrified in future. The proposals would provide operational and maintenance benefits to the main line as noted above;
- **Highway and footpath crossings** (the ability to retain existing crossings of the main line in the vicinity of the site). Network Rail supports in principle the proposals from The Applicant to divert an existing footpath crossing of the ChML which would otherwise be severed by the scheme. The at-grade crossing would be diverted onto a grade-separated overbridge with long approach ramps on either side. Removal of the at-grade crossing would reduce the number of such crossings on the ChML, in line with Network Rail's policy of closing as many level crossings as possible, to reduce the risks of accidents and casualties amongst pedestrians, staff and passengers.

## 8 Conclusions

- 8.1.1 Since 2004, the Government has stressed the importance of SRFI development to fostering growth in rail freight traffic, the NNNPS reiterating the crucial connection between the two and the compelling need to expand SRFI capacity, including in new locations where currently there is lesser provision. In this regard, the NNNPS singles out London and the South East as a particular challenge.<sup>77</sup>
- 8.1.2 The proposed Oxfordshire SRFI (OxSRFI) represents a rare opportunity to expand the small network of existing SRFI, to significantly enhance access to the rail network for business, fully in line with the objectives of Government through the NNNPS and those in business seeking additional transport options for their goods.
- 8.1.3 OxSRFI is situated on the M40 / Chiltern Main Line (ChML) corridor, where no other SRFI facilities exist or are being promoted within a 40km radius. OxSRFI would therefore provide a geographically distinct location relative to other SRFI, providing access for companies otherwise remote from SRFI and so responding to the desire of the NNNPS to see further proposals come forward where there is lesser provision. It would also provide the only proposed SRFI located within the South East region, responding to the delivery challenge identified above in the NNNPS.
- 8.1.4 Users of the OxSRFI site would benefit from access to a main line route capable of providing W8 loading gauge and rail freight facilities capable of handling 775m length trains, key criteria within the NNNPS for SRFI sites, with onward connectivity across the trunk road network.
- 8.1.5 Main line access into OxSRFI would be facilitated by the double-track formation of the Chiltern Main Line as it passes the site, enabling at-grade connections to be achieved in both directions of travel.
- 8.1.6 The on-site rail layout is designed to facilitate fast turnaround of freight trains within the intermodal terminal, including fast and direct access for trains between the main line and the handling area.
- 8.1.7 Provision is then made for additional sidings to permit direct rail access to warehousing on site, as well as additional stabling and the ability to handle electrically-hauled freight trains in the future.
- 8.1.8 Beyond the new rail freight facilities and rail services, the proposals would deliver wider operational and maintenance benefits to the main line, with improvements to signalling, loading gauge, drainage and engineering access. These improvements would benefit other passenger and freight services and their customers, and assist Network Rail with its maintenance and enhancement duties..
- 8.1.9 Engineering and timetable assessment work undertaken with Network Rail through its in-house project governance has confirmed the ability to achieve the main line connections on which to commence operations, along with capacity within the timetable to accommodate the rail freight services associated with those operations. The site has a capacity to handle up to 12 trains per day at a mature level of operation, growth being determined by end user demand within available network capacity.
- 8.1.10 As an open-access SRFI, OxSRFI can therefore be delivered and operated in a manner entirely aligned with the objectives of the NNNPS. OxSRFI will help expand the small number of existing SRFI into a much larger interconnected network of facilities, assisting with modal shift of freight as evidenced by the existing SRFI and the associated benefits.

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<sup>77</sup> Para 3.98 – 3.106

**Appendices**

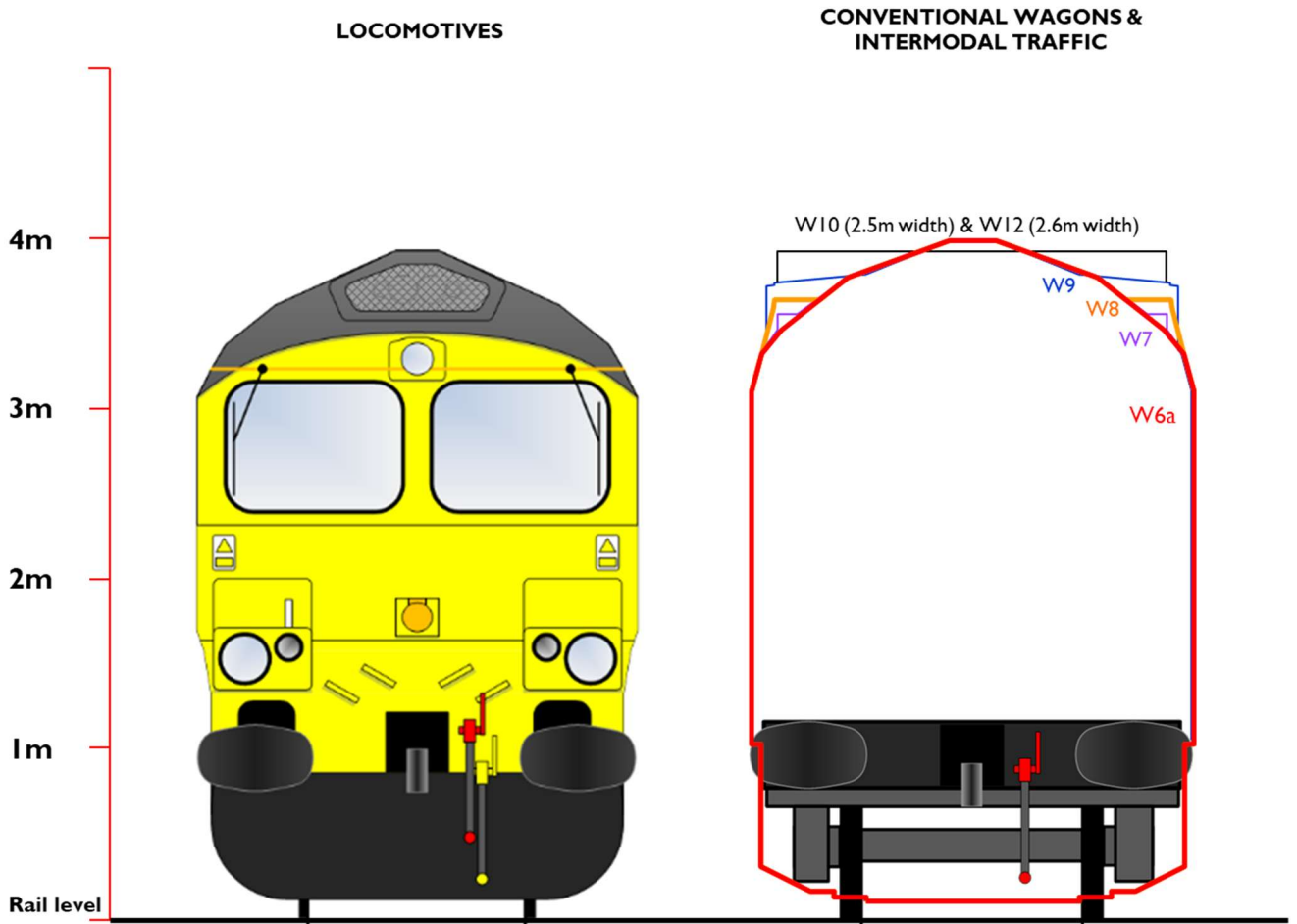
## A. Glossary

Term	Description
3MG	Mersey Multimodal Gateway, an existing SRFI in Widnes
BRB	Former British Railways Board
Catenary	A system of overhead electrification used to feed power to trains
ChML	Chiltern Main Line, a radial main line from London linking to the West Midlands
DETR	Former Department of the Environment, Transport and the Regions
DfT	Department for Transport, Government body with responsibility for the English transport network and other non-devolved transport matters in Scotland, Wales & Northern Ireland
DIRFT	Daventry International Rail Freight Interchange, an existing SRFI near Rugby
DMU	Diesel Multiple Unit
DTLR	Former Department for Transport, Local Government and the Regions
EWR	East West Rail, a reinstated / new route linking Oxford and Cambridge
FMS	Freight Market Study, produced by Network Rail in 2013
FOC	Rail Freight Operating Company licenced to operate on the national rail network
GB	Great Britain
GBR	Great British Railways, a new organisation proposed to integrate Network Rail and passenger train operator franchises
GBRf	GB Railfreight, a licenced rail Freight Operating Company
GBRTT	Great British Railways Transition Team, an interim organisation set up to plan a future structure for Great British Railways
GHG	Greenhouse Gas emissions
GVA	Gross Value Added, a measure of economic activity
Headshunt	An intermediate siding into which trains can be moved when transferring between other sidings
Headway	The minimum time required between successive train movements in the same direction on the main line, dictated by the number, spacing and type of signals installed
HGV	Heavy Goods Vehicle, defined by the DfT as any goods-carrying vehicle in excess of 3.5 tonnes
HS1	High Speed 1, an existing railway line linking the Channel Tunnel with London St Pancras International
HS2	High Speed 2, proposed railway lines linking London Euston with Birmingham, Manchester, Leeds and connecting Network Rail lines
Intermodal	Movement involving at least 2 modes of transport from road, rail, sea and air

<b>Term</b>	<b>Description</b>
IRFI	Intermodal Rail Freight Interchange, a type of rail freight interchange operated as a standalone facility without the associated warehousing found on Strategic Rail Freight Interchanges
Junction Margins	The minimum time permitted between trains crossing or passing over a junction to allow points and signals to be reset between train passes
NDC	National Distribution Centre, a warehouse which distributes goods across the entire country, either to other Regional Distribution Centres or direct to customers
NNNPS	National Networks National Policy Statement
NPPF	National Planning Policy Framework
NR	Network Rail, licensed to operate the national rail network in Great Britain
ORR	Office of Rail & Road, a non-ministerial government department responsible for the economic and safety regulation of Britain's railways, and the economic monitoring of National Highways
PPG	Former Planning Policy Guidance
PROW	Public Right of Way
Q	A timetable path used when reQuired
Railtrack	Former national rail network infrastructure manager
RDC	Regional Distribution Centre, a warehouse which distributes goods to customers within a defined regional catchment area
Reachstacker	A vehicle equipped with container handling equipment, able to lift containers between trains, HGVs and container stacking areas, typically stacking up to 3 deep and 6 high depending on type
RFI	Rail Freight Interchange, typically smaller in size and/or catchment areas than SRFI, but which can operate with and alongside SRFI as part of an intermodal shipment
RHA	Road Haulage Industry, a trade association
RZ	Restricted Zone (RZ) governed by the provisions of the Channel Tunnel Security Order 1994
Scabbling	Mechanical removal of material from a structure
Sectional Running Times (SRT)	Standard transit times for trains between a series of fixed Timing Points on the rail network, such as stations and junctions. Used for timetable planning purposes
SFN	Strategic Freight Network, a core network of strategic main line routes identified by the DfT and NR to cater for 775m length trains operating within W10/12 loading gauge, linking with inland SRFI and RFI, ports and the Channel Tunnel
SLW	Single Line Working, a method of operation on multi-track railways allowing use of one line for train operations whilst the remainder are closed for engineering works

<b>Term</b>	<b>Description</b>
sq ft	Square feet
SRA	Former Strategic Rail Authority
SRFI	Strategic Rail Freight Interchange, a class of Nationally-Significant Infrastructure Project as defined in the Planning Act 2008
STP	Short Term Planning
TEU	Twenty-foot Equivalent Unit, a measure of container capacity / throughput
Timetable Planning Rules (TPR)	Used as part of the timetable planning system to set out the criteria by which trains should be operated along sections of the main line
Timing Points (TP)	Fixed points on the rail network, such as stations and junctions, used as part of the timetable planning system
TOC	Train Operating Company
VSTP	Very Short Term Plan
WCML	West Coast Main Line, the network of railway lines linking London with the West Midlands, North West and Glasgow
WTT	Working Timetable

## B. Loading gauge diagram



## **C. Pathing Study report**

# PRA Operations Planning Ltd



Photo: Class 66 hauling swap bodies on FKA Megafret wagons on the Chiltern Main Line at Princes Risborough (Wembley to Manchester via High Wycombe and Bicester), March 2008  
© 2008 djipix.com

## Formulation of new train paths for OxSRFI

Project PRA 5172

February 2026

Note: Any information contained herein is confidential and must not be disclosed to other parties without the express written consent of PRA Operations Planning Ltd, Intermodality, GB Railfreight or other relevant stakeholders.

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## 2. Executive Summary

Since 2019, PRA has undertaken a number of pathing assessments for the proposed OxSRFI project, working with the Applicant, Network Rail and GB Railfreight (the proposed operator of the site). The assessments have considered the following Network Rail published Working Timetables (WTT) which span pre- and post-COVID periods of use of the Chiltern Main Line (ChML):

- December 2019 to May 2020;
- May 2020 to December 2020;
- May 2025 to December 2025.

The assessment process has covered a large part of the national rail network, extending from Crewe to the north down to Wembley and Eastleigh to the south (in excess of 230 miles of route) across multiple junctions with other routes and amongst several hundred other rail services using or crossing these routes.

PRA has reviewed paths previously identified for OxSRFI against the May 2025 Working Timetable (WTT) on the ChML and connecting routes. Key observations are as follows:

- Two paths previously identified were found to be compliant with minor alterations, the remainder affected by alterations and additions to services in the WTT since the original assessment;
- Four potential return train paths have been identified between OxSRFI and Crewe, using the northern main line connection;
- Two potential southbound paths have been identified from OxSRFI to Wembley and one northbound from Wembley to OxSRFI, using the southern main line connection;
- One potential return path has also been found between OxSRFI and Eastleigh (for movement to/from Southampton) also using the southern main line connection;
- Amendments to existing services to accommodate potential OxSRFI paths (a standard industry practice when planning new services) have been highlighted within this report.

Despite significant variation in the number of train paths on the ChML WTT in recent years, from 127 in December 2019 falling to 78 in May 2020 and since recovering to 89, in each case we have been able to identify paths for diesel-hauled intermodal freight trains to and from OxSRFI, in excess of that required to achieve 4 paths in and 4 paths out per day.

### 3. Introduction

Oxfordshire Rail Freight Ltd (ORL) is proposing the development of a new Strategic Rail Freight Interchange (SRFI) at Ardley near Bicester on the ChML.

Following a review of train paths 2020, PRA Operations Planning Ltd (PRA) has been instructed by ORL and its nominated rail freight operating company GB Railfreight to update the findings, using the latest Working Timetable (WTT) and a geographic area covering the North West, Midlands and Southern England. The agreed study scope and methodology is summarised as follows:

- Geographic coverage: Crewe Basford Hall in the north, Wembley Yard in the south east and Eastleigh in the south, linked via the Chiltern Main Line (ChML) to/from OxSRFI (see Figure overleaf);
- WTT: a 24-hour SX day from the May 2025 timetable, as provided by Network Rail on 3<sup>rd</sup> April 2025. The Timetable Planning Rules (TPRs) used were the December 2024 v4 edition and Engineering Access Statements (EAS) 2024 to determine regular engineering blocks, line opening times etc;
- Timing loads: paths were identified using a Class 4<sup>1</sup> timing load of at least 75C66S12 i.e. a 75mph Class 66 diesel locomotive hauling 1,235 tonnes trailing weight;
- Routing: routes of at least W8 gauge were assumed across the wider network, the ChML assumed to be cleared to W8 gauge as part of the OxSRFI development package (see Figure overleaf);
- Dwell time: the minimum time on site for trains at OxSRFI would be around 4 hours between arrival and departure;
- Infrastructure: main line connections at the north and south of the proposed SRFI into the CML have been assumed, with appropriate approach and departure speeds;
- Flexing of other services: reasonable flexing has been used on both passenger and freight services, in line with standard rail industry practice. Amendments to other services are outlined in this report;
- Software: TrainPlan train planning software.

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<sup>1</sup> Network Rail timetable classes categorise train services for scheduling purposes as follows:

Class 1: Express Passenger / Freight Trains;

Class 2: Ordinary Passenger Trains;

Class 3: Freight Trains (over 75 mph);

**Class 4: Freight (up to 75 mph - used for most intermodal services to or from SRFI);**

Class 5: Empty Coaching Stock (ECS);

Class 6: Freight (up to 60 mph);

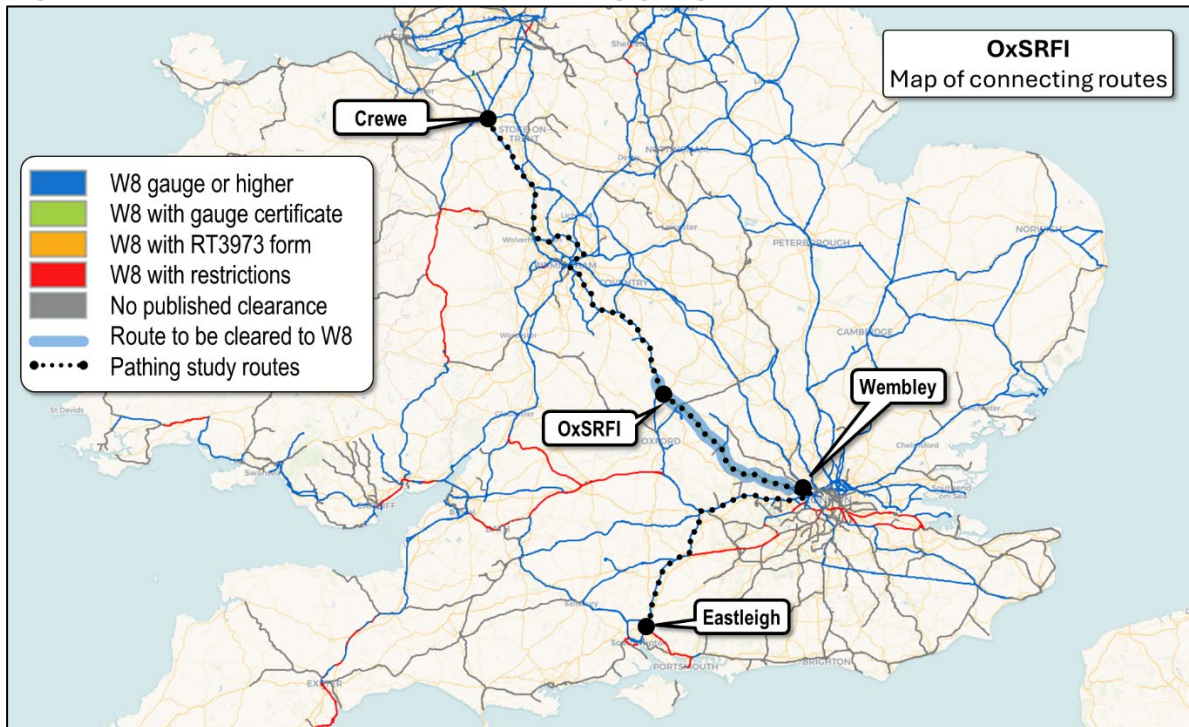
Class 7: Freight (up to 45 mph);

Class 8: Freight (35 mph or less);

Class 9: Anglo-Scottish Avanti West Coast and Transpennine passenger services;

Class 0: Light locomotive(s) (i.e. without wagons or carriages)

Figure 1 – map of study area and loading gauge



It should be noted that paths established in this study are those available as at the May 2025 timetable as provided by Network Rail. As railway timetables evolve over time further changes are anticipated in future.

Following discussions led by GB Railfreight on behalf of ORL, the project has been structured as follows:

- Stage 1 (completed) review of the 4 return paths previously identified and agreed with GB Railfreight, to see how the timetable has changed in the interim and where efforts might best be focussed going forward to find new paths;
- Stage 2 (this project) – identification of 4 return paths between OxSRFI and key network nodes at Crewe, Eastleigh, and Wembley via available W8 gauge routes.

## 4. Assessment of schedules and commentary

The methodology has used TrainPlan to assess the previous paths, from which to determine appropriate actions with GB Railfreight as described below:<sup>2</sup>

4A02MF 01:37 Crewe IL3016/9043 to OxSRFI 05:24 [MO]

Is a path currently available? **Yes**

4A02MF 01:48 Crewe IL3016/9043 to OxSRFI 05:24 [TWThO]

Is a path currently available? **Yes**

4A02JW 00:14 Crewe IL3016/9043 to OxSRFI 05:24 [FO]

Is a path currently available? **Yes**

4A81JW 14:17 OxSRFI to Wembley Receptions 1-7 16:27 [SX]

Is a path currently available? **Yes**

4A83JW 20:11 OxSRFI to Wembley Receptions 1-7 22:23 [SX]

Is a path currently available? **Yes**

4A93JW 11:06 Crewe IL3016/9043 to OxSRFI 15:42 [SX]

Is a path currently available? **No**

Can it be pathed with amendments to existing trains? **Yes**

What amendments are required?

4H96FA [SX] to leave Washwood Heath 1 minute earlier, with 1 minute of pathing time added after Castle Bromwich Jn to regain existing path

4A97JW 09:22 Crewe IL3016/9043 to OxSRFI 13:05 [SX]

Is a path currently available? **Yes**

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<sup>2</sup> Days operated in square brackets, M=Mon, T=Tues, W=Weds, Th=Thurs, F=Fri, S=Saturday, O=only, X= eXcepted

4A99JW 14:15 Crewe IL3016/9043 to OxSRFI 17:46 [SX]

Is a path currently available? **No**

Can it be pathed with amendments to existing trains? **Yes**

What amendments are required?

6M65FA [MO]/6M65FA [WO] to leave Bordesley Loop at 15:25½, with 1 minute of pathing time added after Castle Bromwich Jn to regain existing path at Water Orton  
1Q55EA [FO] now to depart Tyseley LMD 2 minutes earlier, with 5 minutes of pathing time added before Castle Bromwich Jn and 1½ minutes of pathing time added after Park Lane Jn in order to regain existing path at Ryecroft Jn

1V59DC [SX] to have ½ minute of pathing time moved from after Dudley Port to before Bushbury Jn

2A37EC [SX] now to depart Wolverhampton 1 minute later, with dwell at Birmingham New Street reduced by 1 minute in order to regain existing path

4O77CD [TO] to have 1 minute of its A-stop at Portobello Jn removed, with 1 minute of pathing time added after Darlaston Jn to regain existing path

4C23JW 23:02 OxSRFI to Crewe IL3017/5021 02:13 [FSX]

Is a path currently available? **Yes**

4C23JW 23:02 OxSRFI to Crewe IL3017/5021 02:01 [FO]

Is a path currently available? **Yes**

4C94JW 17:15 OxSRFI to Crewe IL3017/5021 20:45 [SX]

Is a path currently available? **No**

Can it be pathed with amendments to existing trains? **Yes**

What amendments are required?

6X77LA [SX] to have ½ minute added to its A-stop at Stafford Trent Valley Jn, with ½ minute pathing time removed after Stafford Trent Valley Jn in order to regain existing path

4C96JW 19:15 OxSRFI to Crewe IL3017/5021 22:35 [SX]

Is a path currently available? **Yes**

4C98JW 13:18 OxSRFI to Crewe IL3017/5021 16:24 [SX]

Is a path currently available? **No**

Can it be pathed with amendments to existing trains? **Yes**

What amendments are required?

6E11GC [MWFO] to have 6 minutes of pathing time removed after Reservoir Jn and added to its A-stop at Dorridge instead

0V01DA [MWFO] to have a 6-minute A-stop at Park Lane Jn in order to follow 4C98JW through to Portobello Jn with its pathing time over the Sutton Park Line removed, then to have its A-stop at PC6607 signal at Wolverhampton reduced accordingly, in order to regain existing path

0K94LA [SX] to have 4½ minutes of pathing time removed after Penkridge and added to its A-stop at Bushbury Down Goods Loop instead

4F86JW 22:25 Wembley Receptions 1-7 to OxSRFI 00:28 [SX]

Is a path currently available? **No**

Can it be pathed with amendments to existing trains? **Yes**

What amendments are required?

6M82EA [SX] not to run – is a GBRf-operated Grain to West Ruislip ‘HS2’ train that will no longer be required by the time OxSRFI is ready to accept trains.

1T73RX [SX] needs 1 minute pathing time inserted before Gerrards Cross and 1 minute pathing time inserted before Princes Risborough and 2½ minutes pathing time inserted before Bicester South Jn. Oxford dwell reduced from 8 to 5 minutes. 3 minutes of pathing time after Aynho reduced to 1½ minutes to regain existing path.

6O27CC [SX] to depart Oxford North Jn 1½ minutes later, with C-stop at Didcot Parkway reduced from 2½ to 2 minutes and 1 minute of pathing time after Goring & Streatley removed, to regain existing path.

5F98RX [MX] to run 1 minute later throughout.

5D46DA [SO] to run 1 minute later throughout.

4O19CA [MO]/4O19CA [TWThO]/4O19CA [FO] to have 1 minute of pathing time moved from after Oxford to before Oxford.

4M82JW 06:50 Eastleigh East Yard to OxSRFI 10:31 [SX]

Is a path currently available? **No**

Can it be pathed with amendments to existing trains? **Yes**

What amendments are required?

6O87BA [MTThO] to have ½ minute of pathing time removed from after Theale and replaced with an additional ½ minute pathing stop at Reading, in order to regain existing path

6O98BA [MTThO] to have 1 minute of pathing time removed from after Theale and 1 minute added to the stop at Reading, in order to regain existing path

6O81BA [SX]/6O92BB [SX]/6O94BC [MTThO]/6O94BE [SX]/6O94BF [MTThO]/6O94BG [SX]/6O97BA [SX] to have 1½ minute of pathing time moved from after Theale to after Southcote Jn and 1 minute added to the stop at Reading, in order to regain existing path

5N75RA [SX] to run 2 minutes later throughout

9U75RA [SX] to depart Maidenhead 2 minutes later, its dwell at Slough extended by ½ minute, its dwell at Southall reduced from 2½ minutes to ½ minute, and ½ minute of pathing time removed after Southall in order to regain existing path.

4O81JW 14:52 OxSRFI to Eastleigh East Yard 19:09 [SX]

Is a path currently available? **No**

Can it be pathed with amendments to existing trains? **Yes**

What amendments are required?

0A05DB [SX] to depart Acton 7 minutes earlier, run non-stop at Greenford South Jn, have ½ minute pathing time before Greenford West Jn and 8½ minutes pathing time before South Ruislip removed. Runs earlier to destination.

9H64RG [SX] to have 1 minute of pathing time added before Hanwell which it carries through to destination at Heathrow Terminal 4

9R66RG [SX] to have 1 minute of pathing time added before Southall and 2 minutes of pathing time added before Maidenhead, all of which it carries through to destination at Reading

9R68RG [SX] to have 1½ minutes of pathing time added before Southall which it carries through to destination at Reading

6V70DB [SX] to have ½ minute of pathing time added before Southall and 1½ minutes of pathing time added before Heathrow Airport Jn, with 2 minutes of pathing time removed from before Kennett Bridge Jn in order to regain existing path

2B42DA [SX] to run 1 minute earlier throughout

5E64DB [SX] to run 1 minute later from Kennett Bridge Loop into Reading

1D76DA [FSX]/1D76DA [FO] to have 1 minute pathing time added before Reading, with station dwell reduced by 1 minute to regain existing path  
6A83DM [TO]/6A83DM [WThFO] to have 1 minute pathing time removed from before Oxford Road Jn and added to the A-stop at T1728 signal to regain existing path

### Summary of paths identified

4 return paths between OxSRFI and Crewe each weekday using the northern main line connection have been identified as follows:

- 4A02MF 01:37 Crewe IL3016/9043 to OxSRFI 05:24 [MO] /;
- 4A02MF 01:48 Crewe IL3016/9043 to OxSRFI 05:24 [TWThO] /;
- 4A02JW 00:14 Crewe IL3016/9043 to OxSRFI 05:24 [FO];
- 4C98JW 13:18 OxSRFI to Crewe IL3017/5021 16:24 [SX];
  
- 4A97JW 09:22 Crewe IL3016/9043 to OxSRFI 13:05 [SX];
- 4C94JW 17:15 OxSRFI to Crewe IL3017/5021 20:45 [SX];
  
- 4A93JW 11:06 Crewe IL3016/9043 to OxSRFI 15:42 [SX];
- 4C96JW 19:15 OxSRFI to Crewe IL3017/5021 22:35 [SX];
  
- 4A99JW 14:15 Crewe IL3016/9043 to OxSRFI 17:46 [SX];
- 4C23JW 23:02 OxSRFI to Crewe IL3017/5021 02:13 [FSX] /;
- 4C23MF 23:02 OxSRFI to Crewe IL3017/5021 02:01 [FO].

2 outward paths and 1 return path between OxSRFI and Wembley using the southern main line connection have been identified as follows:

- 4A81JW 14:17 OxSRFI to Wembley Receptions 1-7 16:27 [SX];
- 4A83JW 20:11 OxSRFI to Wembley Receptions 1-7 22:23 [SX];
- 4F86JW 22:25 Wembley Receptions 1-7 to OxSRFI 00:28 [SX].

The northbound path between Wembley and OxSRFI using the southern main line connection has been pathed around the high volume of passenger traffic on the Relief lines of the Great Western Main Line (GWML), using available space in the WTT to cross from the GWML Down Relief to the Down Greenford Branch line at West Ealing Junction. The southbound return path would then be achieved by

utilising that of an existing freight service that GB Railfreight has advised would be no longer be running by the time OxSRFI is open.

### Additional pathing opportunities

A number of the existing freight paths on the ChML operating via West Ealing (e.g. those used for construction of HS2) will no longer be running by the time OxSRFI is operational and, therefore, could form the basis of further Wembley to OxSRFI paths via the southern main line connection.

Services could also be pathed between Wembley and OxSRFI via Nuneaton and Birmingham Landor Street Junction, using the OxSRFI northern main line connection.

1 return path has also been identified via the southern main line between OxSRFI and Eastleigh (which could then connect to the Port of Southampton) as follows:

- 4M82JW 06:50 Eastleigh East Yard to OxSRFI 10:31 [SX];
- 4O81JW 14:52 OxSRFI to Eastleigh East Yard 19:09 [SX].

## 5. Potential Next Steps

As previously discussed: -

- All of the paths currently identified within this report are fully compliant with the 2025 Network Rail Engineering Access Statement (EAS). There may be further scope for additional paths by applying for amended route opening times, reflecting improved local engineering access afforded NR to and from OxSRFI itself;<sup>3</sup>
- Examination of suitable alternative routing options may allow further pathing opportunities;
- Further opportunities to other destinations could also be explored.

The above are subject to discussion / approval with OxSRFI.

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<sup>3</sup> The ChML passing the OxSRFI site is currently closed at night between around 01:15 and 05:30

## 6. Appendix – Train Schedules

<b>Train ID</b> 4A02JW	<b>Status</b> +
---------------------------	--------------------

<b>From</b> 23 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> FO	<b>Dateset</b> ??	<b>Summary</b> FO
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<b>Dep</b> 00:14	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 05:24	<b>Layer</b> 2	<b>SignalID</b> 4A02	<b>Diesel Dist</b> 118.77	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
---------------	---------------	-----------------------	-------------------	-----------------	------------------	-----------------	-----------------

<b>Dep</b> 00:14	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 05:24	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b>	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
CREWE SIG. IL3016/9043		00:14	S			IL								
Crewe Basford Hall Jn		00:17½	00/17½			SL				3				
Madeley		00:28	/			SL		3						
Little Bridgeford Jn		00:41½	/			SL	1							
Stafford		00:46	/		4	SL		2½						
Stafford Trent Valley Jn		00:49½	/											
Penkridge		00:55½	/				1			2				
Four Ashes Loop	01:04	02:17½	?73½   02:17½											A
Bushbury Jn		02:24½	/											
Portobello Jn (West Midlands)		02:29½	/											
Darlaston Jn		02:32½	/											
Pleck Jn		02:35½	/			SL								
Walsall		02:38	/		1									
Ryecroft Jn		02:41	/				1							
Park Lane Jn (W Midlands)		03:00	/											
Castle Bromwich Jn		03:02½	03/02½			UDS								
Bromford Bridge		03:06	/			UDS		20½		½				
Washwood Heath West Jn		03:30	/			ML		1						
Landor Street Jn	03:33	03:35	2											C
St. Andrews Jn.		03:37½	/							½				
Bordesley Jn.		03:39½	/			ML								
Small Heath Sth Jn		03:43	/			FL								
Tyseley		03:44	/		1									
Bentley Heath Crossing		03:51	/							½				
Dorridge		03:52	/		1									
Hatton		03:58	/				1							
Leamington Spa		04:04½	/		UM									
Fenny Compton		04:18½	/					1						
Reservoir Junction		04:27½	/			UBL		½						
Banbury	04:31	05:03½	32½			UBL								A
Aynho Jn		05:10½	/				1	½						
OxSRFI North Jn		05:19	/											
OxSRFI	05:24	05:24												

<b>Train ID</b> 4A02MF	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 08 December 2025	<b>Days</b> MO	<b>Dateset</b> ??	<b>Summary</b> MO
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<b>Dep</b> 01:37	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 05:24	<b>Layer</b> 2	<b>SignalID</b> 4A02	<b>Diesel Dist</b> 118.78	<b>Electric Dist</b> 0	<b>Variant Type</b>
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 01:37	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 05:24	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b>	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
CREWE SIG. IL3016/9043		01:37	01:37			IL		½						
Crewe Basford Hall Jn		01:41	/			SL		1½		3				
Madeley		01:53	/			SL		1						
Little Bridgeford Jn		02:04½	/			SL	1							
Stafford		02:09	/		4	SL								
Stafford Trent Valley Jn		02:10	/											
Penkridge		02:16	/				1			2				
Bushbury Jn		02:27½	/											
Portobello Jn (West Midlands)		02:32½	/											
Darlaston Jn		02:35½	/											
Pleck Jn		02:38½	/			SL								
Walsall		02:41	/		1									
Ryecroft Jn		02:44	/				1							
Park Lane Jn (W Midlands)	03:03½	03:15	11½											A
Castle Bromwich Jn		03:18	/			DDG								
Washwood Heath East Jn		03:22	/			DDG								
Washwood Heath West Jn		03:25½	/			DDG								
Duddeston Jn		03:27	/			DDG								
Landor Street Jn	03:28½	03:30½	2											C
St. Andrews Jn.		03:33	/							½				
Bordesley Jn.		03:35	/			ML								
Small Heath Sth Jn		03:38½	/			FL								
Tyseley		03:39½	/		1			5						
Bentley Heath Crossing		03:51½	/							½				
Dorridge		03:52½	/		1									
Hatton		03:58½	/				1							
Leamington Spa		04:05	/		UM									
Fenny Compton		04:19	/											
Reservoir Junction		04:27	/			UBL								
Banbury	04:30	05:03½	33½		UBL									A
Aynho Jn		05:10½	/				1	½						
OxSRFI North Jn		05:19	/											
OxSRFI	05:24	05:24												

<b>Train ID</b> 4A02MF	<b>Status</b> +
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<b>From</b> 20 May 2025	<b>Until</b> 11 December 2025	<b>Days</b> TWThO	<b>Dateset</b> ??	<b>Summary</b> TWThO
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<b>Dep</b> 01:48	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 05:24	<b>Layer</b> 2	<b>SignalID</b> 4A02	<b>Diesel Dist</b> 118.77	<b>Electric Dist</b> 0	<b>Variant Type</b>
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 01:48	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 05:24	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b>	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
CREWE SIG. IL3016/9043		01:48	01:48			IL								
Crewe Basford Hall Jn		01:51½	/			SL				3				
Madeley		02:02	/			SL								
Little Bridgeford Jn		02:12½	/			SL	1							
Stafford	02:18	02:23½	5½		4	SL								A
Stafford Trent Valley Jn		02:25	/											
Penkridge		02:31	/				1			2				
Bushbury Jn		02:42½	/											
Portobello Jn (West Midlands)		02:47½	/											
Darlaston Jn		02:50½	/											
Pleck Jn		02:53½	/			SL								
Walsall		02:56	/		1									
Ryecroft Jn		02:59	/				1							
Park Lane Jn (W Midlands)		03:18	/											
Castle Bromwich Jn		03:20½	/			UDS								
Bromford Bridge		03:24	/			UDS		2½		½				
Washwood Heath West Jn		03:30	/			ML		1						
Landor Street Jn	03:33	03:35	2											C
St. Andrews Jn.		03:37½	/							½				
Bordesley Jn.		03:39½	/			ML								
Small Heath Sth Jn		03:43	/			FL								
Tyseley		03:44	/		1									
Bentley Heath Crossing		03:51	/							½				
Dorridge		03:52	/		1									
Hatton		03:58	/				1							
Leamington Spa		04:04½	/		UM									
Fenny Compton		04:18½	/					1						
Reservoir Junction		04:27½	/			UBL		½						
Banbury	04:31	05:03½	32½		UBL									A
Aynho Jn		05:10½	/				1	½						
OxSRFI North Jn		05:19	/											
OxSRFI	05:24		05:24											

<b>Train ID</b> 4A81JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 14:17	<b>From</b> ZZZARDL	<b>To</b> WMBYEFR	<b>Arr</b> 16:27	<b>Layer</b> 2	<b>SignalID</b> 4A81	<b>Diesel Dist</b> 56.27	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 14:17	<b>From</b> ZZZARDL	<b>To</b> BCSTN	<b>Arr</b> 14:28½	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 52112201	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> B4	<b>Bus Sect</b>	<b>Op Char</b>	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
OxSRFI		14:17	14:17											
OxSRFI South Jn		14:22	/					½						
Bicester North		14:28½	/	C	2									
Bicester South Junction		14:29½	/	C										
Haddenham & Thame Parkway		14:41½	/					1½						
Princes Risborough		14:49	/	C	2									
Saunderton		14:53	/											
High Wycombe		14:58	/		3									
Gerrards Cross		15:09	/		2									
West Ruislip	15:17	15:36½	.	C	UPL	DM				1	19½			A
South Ruislip		15:40½	/	C			1							
Greenford West Junction		15:46	/	C										
Greenford South Jn		15:47	/					1						
Drayton Green		15:54	/	C				4						
West Ealing		16:00	/		4	RL	1	1						
Acton West		16:03½	/			GL								
Acton Main Line	16:07½	16:11½	.		UGL					4				C
Acton Wells Jn		16:14½	/											
Acton Canal Wharf		16:16½	/											
Willesden No7		16:18½	/			DR		½						
Wembley Yard South Jn		16:22	/											
Wembley Receptions 1-7	16:27													

Location Name	Change	Value	Distance
ZZZARDL	T Load	75C66S12	3.91
BCSTN	T Load	LD60	1.05
ZZZARDL	TSDBLim	75	3.91
BCSTN	TSDBLim	60	41.21
ZZZARDL	TSDBLoad	1235	3.91
BCSTN	TSDBLoad		1.05
BCSTSJ	T Load	60-66S06	17.51
BCSTSJ	TSDBLoad	600	17.51
PRINRIS	T Load	LD60	22.65
PRINRIS	TSDBLoad		22.65
WRUISLP	T Load	75-66S06	1.76
WRUISLP	TSDBLim	75	4.35
WRUISLP	TSDBLoad	600	1.76
SRUISLP	T Load	75C66S12	2.59
SRUISLP	TSDBLoad	1235	2.59
GFORDWJ	T Load	60-TR40	1.87
GFORDWJ	TSDBLim	60	1.87
GFORDWJ	TSDBLoad	715	1.87
DRAYGRN	T Load	75C66S12	4.93
DRAYGRN	TSDBLim	75	4.93
DRAYGRN	TSDBLoad	1235	4.93

<b>Train ID</b> 4A83JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 20:11	<b>From</b> ZZZARDL	<b>To</b> WMBYEFR	<b>Arr</b> 22:33	<b>Layer</b> 2	<b>SignalID</b> 4A83	<b>Diesel Dist</b> 56.27	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 20:11	<b>From</b> ZZZARDL	<b>To</b> BCSTN	<b>Arr</b> 20:22	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 52112201	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> B4	<b>Bus Sect</b>	<b>Op Char</b>	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
OxSRFI		20:11	20:11											
OxSRFI South Jn		20:16	/											
Bicester North		20:22	/	C	2									
Bicester South Junction		20:23	/	C										
Haddenham & Thame Parkway		20:35	/											
Princes Risborough		20:41	/	C	2									
Saunderton		20:45	/											
High Wycombe		20:50	/		3									
Gerrards Cross		21:01	/		2									
West Ruislip	21:09	21:36½	.	C	UPL	DM				1	27½			A
South Ruislip		21:40½	/	C			1							
Greenford West Junction		21:46	/	C										
Greenford South Jn		21:47	/				1							
Drayton Green		21:54	/	C			3½							
West Ealing		21:59½	/		4	RL	1	1½						
Acton West		22:03½	/			GL								
Acton Main Line	22:07½	22:09½	.	C	UGL					2				C
Acton Wells Jn	22:14½	22:21	.	C						6½				A
Acton Canal Wharf		22:23	/											
Willesden No7		22:25	/			DR								
Wembley Yard South Jn		22:28	/											
Wembley Receptions 1-7	22:33			22:33										

Location Name	Change	Value	Distance
ZZZARDL	T Load	75C66S12	3.91
BCSTN	T Load	LD60	1.05
ZZZARDL	TSDBLim	75	3.91
BCSTN	TSDBLim	60	41.21
ZZZARDL	TSDBLoad	1235	3.91
BCSTN	TSDBLoad		1.05
BCSTSJ	T Load	60-66S06	17.51
BCSTSJ	TSDBLoad	600	17.51
PRINRIS	T Load	LD60	22.65
PRINRIS	TSDBLoad		22.65
WRUISLP	T Load	75-66S06	1.76
WRUISLP	TSDBLim	75	4.35
WRUISLP	TSDBLoad	600	1.76
SRUISLP	T Load	75C66S12	2.59
SRUISLP	TSDBLoad	1235	2.59
GFORDWJ	T Load	60-TR40	1.87
GFORDWJ	TSDBLim	60	1.87
GFORDWJ	TSDBLoad	715	1.87
DRAYGRN	T Load	75C66S12	2.89
DRAYGRN	TSDBLim	75	4.93
DRAYGRN	TSDBLoad	1235	2.89
ACTONML	T Load	75-SRO	0.77
ACTONML	TSDBLoad		0.77
ACWLJN	T Load	75C66S12	1.27
ACWLJN	TSDBLoad	1235	1.27

<b>Train ID</b> 4A93JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 11:06	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 15:42	<b>Layer</b> 2	<b>SignalID</b> 4A93	<b>Diesel Dist</b> 118.74	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 11:06	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 15:42	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b>	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
CREWE SIG. IL3016/9043		11:06	11:06			IL								
Crewe Basford Hall Jn		11:09½	/			SL		½		3				
Madeley		11:20½	/			SL								
Little Bridgeford Jn		11:31	/			SL	1							
Stafford		11:35½	/		4	SL								
Stafford Trent Valley Jn		11:36½	/											
Rickerscote	11:38½	12:50	.								71½			A
Penkridge		12:57	/							2				
Bushbury Jn		13:07½	/					3						
Portobello Jn (West Midlands)		13:15½	/					3½						
Darlaston Jn		13:22	/											
Pleck Jn		13:25	/			SL	1							
Walsall		13:28½	/		1									
Ryecroft Jn		13:31½	/				1							
Park Lane Jn (W Midlands)		13:50½	/											
Castle Bromwich Jn		13:53	/			DDG								
Washwood Heath East Jn		13:57	/			DDG								
Washwood Heath West Jn		14:00½	/			DDG								
Duddeston Jn		14:02	/			DDG								
Landor Street Jn	14:03½	14:05½	.								2			C
St. Andrews Jn.		14:08	/							½				
Bordesley Jn.		14:10	/			ML								
Small Heath Sth Jn		14:13½	/			FL								
Tyseley		14:14½	/		1									
Bentley Heath Crossing		14:21½	/							½				
Dorridge Up Passenger Loop	14:24	14:37	.								13			A
Dorridge		14:38	/		1									
Hatton		14:44	/				1	4½						
Leamington Spa		14:55	/		UM									
Fenny Compton		15:09	/					2						
Reservoir Junction		15:19	/			UCV		4						
Banbury		15:24	/		3									
Aynho Jn		15:28½	/				1	½						
OxSRFI North Jn		15:37	/											
OxSRFI	15:42			15:42										

<b>Train ID</b> 4A97JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 09:22	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 13:05	<b>Layer</b> 2	<b>SignalID</b> 4A97	<b>Diesel Dist</b> 118.78	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 09:22	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 13:05	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b>	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
CREWE SIG. IL3016/9043		09:22	09:22			IL								
Crewe Basford Hall Jn		09:25½	/			SL				3				
Madeley		09:36	/			SL								
Little Bridgeford Jn		09:46½	/			SL	1							
Stafford		09:51	/		4	SL								
Stafford Trent Valley Jn		09:52	/											
Penkridge		09:58	/				1							
Four Ashes Loop	10:04½	10:39	.							2	34½			A
Bushbury Jn		10:48	/											
Portobello Jn (West Midlands)		10:53	/											
Darlaston Jn		10:56	/											
Pleck Jn		10:59	/			SL								
Walsall		11:01½	/		1			½						
Ryecroft Jn		11:05	/				1							
Park Lane Jn (W Midlands)		11:24	/											
Castle Bromwich Jn		11:26½	/			DDG								
Washwood Heath East Jn		11:30½	/			DDG								
Washwood Heath West Jn		11:34	/			DDG								
Duddeston Jn		11:35½	/			DDG								
Landor Street Jn	11:37	11:39½	.								2½			C
St. Andrews Jn.		11:42	/							½				
Bordesley Jn.		11:44	/			ML		3½						
Small Heath Sth Jn		11:51	/			FL								
Tyseley		11:52	/		1			2						
Bentley Heath Crossing		12:01	/				1½			½				
Dorridge		12:03½	/		1									
Hatton		12:09½	/				1	8						
Leamington Spa		12:24	/		UM									
Fenny Compton		12:38	/											
Reservoir Junction		12:46	/			UCV								
Banbury		12:47	/		3									
Aynho Jn		12:51½	/				1	½						
OxSRFI North Jn		13:00	/											
OxSRFI	13:05			13:05										

<b>Train ID</b> 4A99JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 14:15	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 17:46	<b>Layer</b> 2	<b>SignalID</b> 4A99	<b>Diesel Dist</b> 118.74	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 14:15	<b>From</b> CREWH44	<b>To</b> ZZZARDL	<b>Arr</b> 17:46	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b>	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
CREWE SIG. IL3016/9043		14:15	14:15			IL		½						
Crewe Basford Hall Jn		14:19	/			SL				3				
Madeley		14:29½	/			SL		½						
Little Bridgeford Jn		14:40½	/			SL	1	4½						
Stafford		14:49½	/		4	SL								
Stafford Trent Valley Jn		14:50½	/											
Penkridge		14:56½	/				1			2				
Bushbury Jn		15:08	/					7						
Portobello Jn (West Midlands)		15:20	/											
Darlaston Jn		15:23	/											
Pleck Jn		15:26	/			SL								
Walsall		15:28½	/		1									
Ryecroft Jn		15:31½	/				1							
Park Lane Jn (W Midlands)		15:50½	/											
Castle Bromwich Jn		15:53	/			DDG								
Washwood Heath East Jn		15:57	/			DDG								
Washwood Heath West Jn		16:00½	/			DDG								
Duddeston Jn		16:02	/			DDG								
Landor Street Jn	16:03½	16:06½	.								3			C
St. Andrews Jn.		16:09	/							½				
Bordesley Jn.		16:11	/			ML								
Small Heath Sth Jn		16:14½	/			FL								
Tyseley		16:15½	/		1									
Bentley Heath Crossing		16:22½	/							½				
Dorridge Up Passenger Loop	16:25	16:45	.								20			A
Dorridge		16:46	/		1									
Hatton		16:52	/				1	5½						
Leamington Spa		17:04	/		UM			1½						
Fenny Compton		17:19½	/											
Reservoir Junction		17:27½	/			UCV								
Banbury		17:28½	/		3									
Aynho Jn		17:33	/				1							
OxSRFI North Jn		17:41	/											
OxSRFI	17:46		17:46											

<b>Train ID</b> 4C23JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 11 December 2025	<b>Days</b> FSX	<b>Dateset</b> ??	<b>Summary</b> FSX
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<b>Dep</b> 23:02	<b>From</b> ZZZARDL	<b>To</b> CREWH34	<b>Arr</b> 1&02:13	<b>Layer</b> 2	<b>SignalID</b> 4C23	<b>Diesel Dist</b> 113.13	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 23:02	<b>From</b> ZZZARDL	<b>To</b> CREWH34	<b>Arr</b> 1&02:13	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b> Y	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
OxSRFI		23:02	23:02											
OxSRFI North Jn		23:07	/											
Aynho Jn		23:14	/											
Banbury Depot Jn		23:18½	/			DCV								
Banbury Reservoir Junction		23:19	/		2	DCV		4						
Fenny Compton		23:32	/		DGL		1	1						
Leamington Spa		23:44	/		DM			2						
Hatton		23:55	/					1						
Dorridge		00:04	/		2									
Bentley Heath Crossing		00:04½	/				1	1						
Tyseley		00:13	/		2	FL								
Small Heath Sth Jn		00:13½	/					5½						
Bordesley Jn.		00:21½	/											
St. Andrews Jn.		00:22½	/					1						
Landor Street Jn	00:25½	00:33½	8			ML				1				C
Washwood Heath West Jn		00:36½	/			ML		½						
Castle Bromwich Jn		00:42½	/											
Park Lane Jn (W Midlands)		00:45	/				1							
Ryecroft Jn		01:05	/											
Walsall		01:07	/		2	SL								
Pleck Jn		01:09½	/					3½						
Darlaston Jn		01:16	/							1½				
Portobello Jn (West Midlands)		01:21½	/											
Bushbury Jn		01:25	/											
Penkridge		01:32	/					2						
Stafford Trent Valley Jn		01:38½	/			SL								
Stafford		01:39½	/		5	SL								
Searchlight Lane Jn		01:45	/			SL		2½						
Madeley		01:59	/			SL	1	1		2				
Crewe Basford Hall Jn		02:08½	/			IL								
CREWE SIG IL3017/5021	02:13		1&02:13											

<b>Train ID</b> 4C23MF	<b>Status</b> +
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<b>From</b> 23 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> FO	<b>Dateset</b> ??	<b>Summary</b> FO
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<b>Dep</b> 23:02	<b>From</b> ZZZARDL	<b>To</b> CREWH34	<b>Arr</b> 1&02:01	<b>Layer</b> 2	<b>SignalID</b> 4C23	<b>Diesel Dist</b> 113.13	<b>Electric Dist</b> 0	<b>Variant Type</b>
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 23:02	<b>From</b> ZZZARDL	<b>To</b> CREWH34	<b>Arr</b> 1&02:01	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b> Y	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
OxSRFI		23:02	23:02											
OxSRFI North Jn		23:07	/											
Aynho Jn		23:14	/											
Banbury Depot Jn		23:18½	/			DCV								
Banbury Reservoir Junction		23:19	/		2	DCV		4						
Fenny Compton		23:32	/		DGL		1	1						
Leamington Spa		23:44	/		DM			2						
Hatton		23:55	/					1						
Dorridge		00:04	/		2									
Bentley Heath Crossing		00:04½	/				1	1						
Tyseley		00:13	/		2	FL								
Small Heath Sth Jn		00:13½	/					5½						
Bordesley Jn.		00:21½	/											
St. Andrews Jn.		00:22½	/											
Landor Street Jn	00:24½	00:26½	2			ML		½		1				C
Washwood Heath West Jn		00:30	/			ML		1						
Castle Bromwich Jn		00:36½	/											
Park Lane Jn (W Midlands)		00:39	/				1							
Ryecroft Jn		00:59	/											
Walsall		01:01	/		2	SL								
Pleck Jn		01:03½	/											
Darlaston Jn		01:06½	/							1½				
Portobello Jn (West Midlands)		01:12	/											
Bushbury Jn		01:15½	/											
Penkridge		01:22½	/					3						
Stafford Trent Valley Jn		01:30	/			SL								
Stafford		01:31	/		5	SL								
Searchlight Lane Jn		01:36½	/			SL								
Madeley		01:48	/			SL	1			2				
Crewe Basford Hall Jn		01:56½	/			IL								
CREWE SIG IL3017/5021	02:01		T											

<b>Train ID</b> 4C94JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 17:15	<b>From</b> ZZZARDL	<b>To</b> CREWH34	<b>Arr</b> 20:45	<b>Layer</b> 2	<b>SignalID</b> 4C94	<b>Diesel Dist</b> 113.06	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 17:15	<b>From</b> ZZZARDL	<b>To</b> CREWH34	<b>Arr</b> 20:45	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b> Y	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
OxSRFI		17:15	17:15											
OxSRFI North Jn		17:20	/											
Aynho Jn		17:27	/											
Banbury Depot Jn		17:31½	/			DCV								
Banbury Reservoir Junction		17:32	/		2	DCV								
Fenny Compton		17:33½	/				1							
Leamington Spa		17:41	/		DM									
Hatton		17:52	/											
Dorridge		18:01	/		2									
Bentley Heath Crossing		18:09	/				1	6½						
Tyseley		18:09½	/		2	FL								
Small Heath Sth Jn		18:23½	/					2						
Bordesley Jn.		18:24	/											
St. Andrews Jn.		18:28½	/											
Landor Street Jn	18:29½	18:29½	/											
Washwood Heath West Jn	18:31½	18:33½	/			ML			1	2				C
Bromford Bridge		18:36½	/			UDS		5½						
Castle Bromwich Jn		18:45	/			UDS		1½						
Park Lane Jn (W Midlands)		18:50	/											
Ryecroft Jn	18:53	19:06	/				1	1			13			A
Walsall		19:28	/											
Pleck Jn		19:30	/		2	SL								
Darlaston Jn		19:32½	/					3½						
Portobello Jn (West Midlands)		19:39	/							1½				
Bushbury Jn		19:44½	/											
Bushbury Jn, D.G.L.		19:48	/							2				
Penkridge	19:52	20:00	/								8			A
Stafford Trent Valley Jn		20:09½	/											
Stafford		20:14	/			SL								
Searchlight Lane Jn		20:15	/		5	SL								
Madeley		20:20½	/			SL								
Crewe Basford Hall Jn		20:32	/			SL	1			2				
CREWE SIG IL3017/5021		20:40½	/			IL								
CREWE SIG IL3017/5021	20:45		20:45											

<b>Train ID</b> 4C96JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 19:15	<b>From</b> ZZZARDL	<b>To</b> CREWH34	<b>Arr</b> 22:35	<b>Layer</b> 2	<b>SignalID</b> 4C96	<b>Diesel Dist</b> 113.13	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 19:15	<b>From</b> ZZZARDL	<b>To</b> SMLHTHS	<b>Arr</b> 20:27	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b> Y	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
OxSRFI		19:15	19:15											
OxSRFI North Jn		19:20	/											
Aynho Jn		19:27	/											
Banbury Depot Jn		19:31½	/			DCV								
Banbury Reservoir Junction		19:32	/		2	DCV								
Fenny Compton		19:41	/				1							
Leamington Spa		19:52	/		DM									
Hatton		20:01	/					½						
Dorridge		20:09½	/		2									
Bentley Heath Crossing		20:10	/				1	7						
Tyseley		20:24½	/		2	FL		2						
Small Heath Sth Jn		20:27	/	C										
Bordesley Jn.	20:30	20:36½	.					½			6½			A
St. Andrews Jn.		20:38½	/	C										
Landor Street Jn	20:40½	20:42½	.			ML			1	2				C
Washwood Heath West Jn		20:45½	/			ML								
Castle Bromwich Jn		20:51	/											
Park Lane Jn (W Midlands)		20:53½	/				1							
Ryecroft Jn		21:13½	/											
Walsall		21:15½	/		2	SL								
Pleck Jn		21:18	/											
Darlaston Jn		21:21	/							1½				
Portobello Jn (West Midlands)		21:26½	/											
Bushbury Jn	21:31	21:43½	.								12½			A
Penkridge		21:53	/					1						
Stafford Trent Valley Jn		21:58½	/			SL		3						
Stafford		22:02½	/		5	SL								
Searchlight Lane Jn		22:08	/			SL								
Madeley		22:19½	/			SL	1	2		2				
Crewe Basford Hall Jn		22:30	/			IL		½						
CREWE SIG IL3017/5021	22:35		22:35											

Location Name	Change	Value	Distance
ZZZARDL	T Load	75C66S12	48.40
SMLHTHS	T Load	75C66S14	1.64
ZZZARDL	TSDBLoad	1235	48.40
SMLHTHS	TSDBLoad	1475	1.64
STADJN	T Load	75C66S12	63.09
STADJN	TSDBLoad	1235	63.09

<b>Train ID</b> 4C98JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 13:18	<b>From</b> ZZZARDL	<b>To</b> CREWH34	<b>Arr</b> 16:24	<b>Layer</b> 2	<b>SignalID</b> 4C98	<b>Diesel Dist</b> 113.07	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 13:18	<b>From</b> ZZZARDL	<b>To</b> CREWH34	<b>Arr</b> 16:24	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 54606070	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> J9	<b>Bus Sect</b>	<b>Op Char</b> Y	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
OxSRFI		13:18	13:18											
OxSRFI North Jn		13:23	/											
Aynho Jn		13:30	/											
Banbury Depot Jn		13:34½	/			DCV								
Banbury Reservoir Junction		13:35	/		2	DCV		4						
Fenny Compton		13:48	/		DGL		1							
Leamington Spa		13:59	/		DM									
Hatton		14:08	/					1						
Dorridge		14:17	/		2									
Bentley Heath Crossing		14:17½	/				1	5½						
Tyseley		14:30½	/		2	FL								
Small Heath Sth Jn		14:31	/											
Bordesley Jn.		14:33½	/					7						
St. Andrews Jn.		14:41½	/											
Landor Street Jn	14:43½	14:45½	2			ML				1				C
Washwood Heath West Jn		14:48½	/			UDS								
Bromford Bridge		14:51½	/			UDS								
Castle Bromwich Jn		14:55	/					1						
Park Lane Jn (W Midlands)		14:58½	/				1	4						
Ryecroft Jn		15:22½	/											
Walsall		15:24½	/		2	SL								
Pleck Jn		15:27	/											
Darlaston Jn		15:30	/							1½				
Portobello Jn (West Midlands)		15:35½	/					½						
Bushbury Jn		15:39½	/							2				
Penkridge		15:48½	/											
Stafford Trent Valley Jn		15:53	/			SL								
Stafford Searchlight Lane Jn		15:54	/		5	SL								
Madeley		15:59½	/			SL								
Crewe Basford Hall Jn		16:11	/			SL	1			2				
Crewe Basford Hall Jn		16:19½	/			IL								
CREWE SIG IL3017/5021	16:24		16:24											

<b>Train ID</b> 4F86JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 22:25	<b>From</b> WMBYEFR	<b>To</b> ZZZARDL	<b>Arr</b> 1&00:28	<b>Layer</b> 2	<b>SignalID</b> 4F86	<b>Diesel Dist</b> 56.36	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> PE	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 22:25	<b>From</b> WMBYEFR	<b>To</b> DRAYGRN	<b>Arr</b> 22:58	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 51464580	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 6	<b>Trn Cat</b> J6	<b>Bus Sect</b>	<b>Op Char</b> Q,Y	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
Wembley Receptions 1-7		22:25	22:25											
Wembley Yard South Jn		22:30	/			UR								
Willesden No7		22:33	/											
Acton Canal Wharf		22:35	/											
Acton Wells Jn		22:37	/					1						
Acton Main Line	22:41	22:47	.		DGL	GL					6			C
Acton West		22:51	/			RL		½		1				
West Ealing		22:55½	/		3									
Drayton Green		22:58	/	C										
Greenford South Jn	23:03½	23:13½	.								10			A
Greenford West Junction		23:15½	/	C										
South Ruislip		23:20½	/							1				
West Ruislip		23:24½	/											
Gerrards Cross		23:30½	/		1									
High Wycombe		23:42½	/		2									
Saunderton		23:49½	/		2									
Princes Risborough		23:54½	/	C	3									
Haddenham & Thame Parkway		00:00½	/		1									
Bicester South Junction		00:15½	/	C										
Bicester North		00:16½	/	C	1									
OxSRFI South Jn		00:22½	/							½				
OxSRFI	00:28		1&00:28											

Location Name	Change	Value	Distance
WMBYEFR	T Load	75C66S12	4.93
DRAYGRN	T Load	60-66S16	1.87
WMBYEFR	TSDBLim	75	4.93
DRAYGRN	TSDBLim	60	1.87
WMBYEFR	TSDBLoad	1235	4.93
DRAYGRN	TSDBLoad	1600	1.87
GFORDWJ	T Load	75C66S12	27.21
GFORDWJ	TSDBLim	75	27.21
GFORDWJ	TSDBLoad	1235	27.21
PRINRIS	T Load	60-66S16	17.37
PRINRIS	TSDBLim	60	18.43
PRINRIS	TSDBLoad	1600	17.37
BCSTSJ	T Load	60-TR40	1.06
BCSTSJ	TSDBLoad	715	1.06
BCSTN	T Load	75C66S12	3.91
BCSTN	TSDBLim	75	3.91
BCSTN	TSDBLoad	1235	3.91

<b>Train ID</b> 4M82JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 06:50	<b>From</b> ELGHENY	<b>To</b> ZZZARDL	<b>Arr</b> 10:31	<b>Layer</b> 2	<b>SignalID</b> 4M82	<b>Diesel Dist</b> 122.1	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 06:50	<b>From</b> ELGHENY	<b>To</b> PRINRIS	<b>Arr</b> 10:01	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 52112201	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> B4	<b>Bus Sect</b>	<b>Op Char</b> Q	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
Eastleigh East Yard		06:50	06:50											
Allbrook		06:52	/			SL								
Shawford Up Junction		06:56½	/											
Winchester		07:00½	/		1									
Waller Ash Loop		07:09	/											
Worting Jn		07:20½	/			SL				1½				
Basingstoke		07:24	/		4			8						
Bramley (Hants)		07:38	/					8						
Southcote Jn		07:53½	/							½				
Oxford Road Jn		07:55	/			DFR		½						
Reading		07:57½	/		14	URL								
Kennet Bridge Jn		07:59	/			RL				½				
Twyford		08:03½	/		4	RL								
Maidenhead		08:10½	/		5	RL		1½						
Slough		08:18	/		5	RL		7½						
Heathrow Airport Jn		08:33	/			RL		1½						
Southall		08:36½	/		4	RL								
Southall East Jn		08:38	/			GL								
Hanwell Bridge Loop	08:39½	09:03½	.			RL				1	24			A
Hanwell		09:05½	/					3						
Drayton Green		09:10	/											
Greenford South Jn		09:14½	/					4½						
Greenford West Junction		09:20½	/											
South Ruislip		09:25½	/											
West Ruislip		09:28½	/					2½						
Gerrards Cross		09:37	/		1									
High Wycombe		09:49	/		2									
Saunderton		09:56	/											
Princes Risborough		10:01	/	C	3									
Haddenham & Thame Parkway		10:07	/		1									
Bicester South Junction		10:19	/	C										
Bicester North		10:20	/	C	1									
OxSRFI South Jn		10:26	/											
OxSRFI	10:31				10:31									

Location Name	Change	Value	Distance
ELGHENY	T Load	75C66S12	99.76
PRINRIS	T Load	60-66S06	17.37
ELGHENY	TSDBLim	75	99.76
PRINRIS	TSDBLim	60	18.43
ELGHENY	TSDBLoad	1235	99.76
PRINRIS	TSDBLoad	600	17.37
BCSTSJ	T Load	60-TR40	1.06
BCSTSJ	TSDBLoad	715	1.06
BCSTN	T Load	75C66S12	3.91
BCSTN	TSDBLim	75	3.91
BCSTN	TSDBLoad	1235	3.91

<b>Train ID</b> 4081JW	<b>Status</b> +
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<b>From</b> 19 May 2025	<b>Until</b> 12 December 2025	<b>Days</b> SX	<b>Dateset</b> ??	<b>Summary</b> SX
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<b>Dep</b> 14:52	<b>From</b> ZZZARDL	<b>To</b> ELGHENY	<b>Arr</b> 19:09	<b>Layer</b> 2	<b>SignalID</b> 4081	<b>Diesel Dist</b> 120.86	<b>Electric Dist</b> 0	<b>Variant Type</b> LT
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<b>RTK ID</b>	<b>TOC ID</b>	<b>TOC Code</b> QJ	<b>Bid Status</b>	<b>Contract</b>	<b>Bank Hols</b>	<b>TSDB UID</b>	<b>TSDBFile</b>
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<b>Dep</b> 14:52	<b>From</b> ZZZARDL	<b>To</b> BCSTN	<b>Arr</b> 15:03	<b>T Load</b> 75C66S12	<b>GrColour</b>	<b>GrStyle</b>	<b>Trn Len</b> 0	<b>Trn Power</b> D	<b>TSDBLim</b> 75	<b>TSDBLoad</b> 1235
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<b>Catering</b>	<b>Serv Code</b> 52112201	<b>Res</b>	<b>Loco</b>	<b>Trn Class</b> 4	<b>Trn Cat</b> B4	<b>Bus Sect</b>	<b>Op Char</b>	<b>Brand</b>	<b>Accom</b>	<b>Sleepers</b>	<b>Head Code</b>	<b>Seats Required</b> 0	<b>Vehicle Formation</b>
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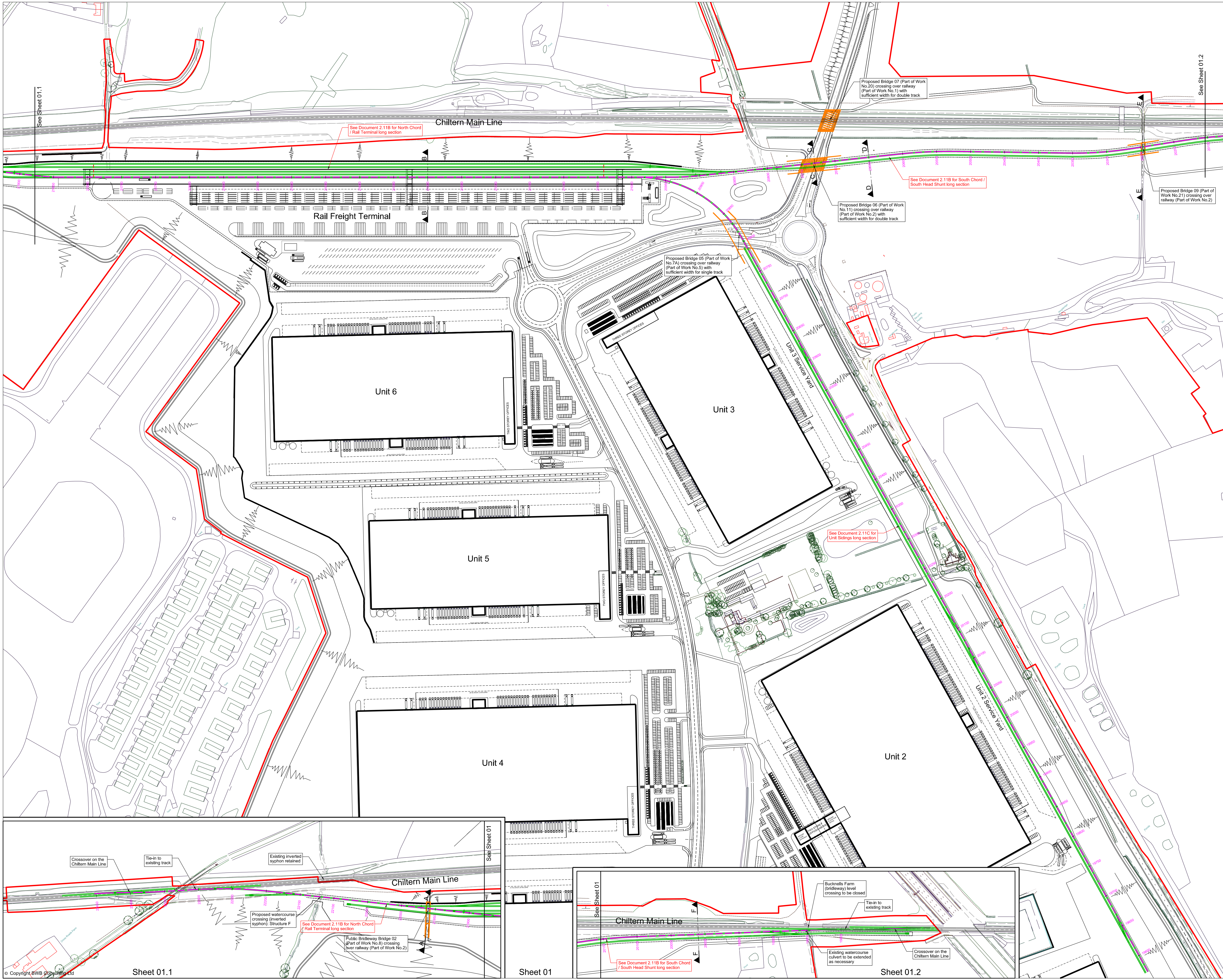
Location Name	Arr	Dep	Spec	*	Plat	Line	[Eng]	(pth)	<prf>	Adj	Stop - Path	±Arr	±Dep	Activity
OxSRFI		14:52	14:52											
OxSRFI South Jn		14:57	/											
Bicester North		15:03	/	C	2									
Bicester South Junction		15:04	/	C										
Haddenham & Thame Parkway		15:16	/											
Princes Risborough		15:22	/	C	2									
Saunderton		15:26	/											
High Wycombe		15:31	/		3									
Gerrards Cross		15:42	/		2									
West Ruislip	15:50	16:12	.	C	UPL	DM				1	22			A
South Ruislip		16:16	/	C			1							
Greenford West Junction		16:21½	/	C										
Greenford South Jn	16:23½	16:43	.								19½			A
Drayton Green		16:49	/	C										
Hanwell		16:50½	/		2	RL								
Southall		16:53½	/		3	RL		1						
Heathrow Airport Jn		16:56½	/			RL		1½						
Slough		17:05½	/	C	4	RL		5½		1				
Maidenhead	17:17½	17:34½	.		5	RL				1	17			A
Twyford		17:42	/	C	3	RL		2						
Kennet Bridge Jn		17:48	/			DRL		½						
Reading	17:51	18:09	.		13	DFR					18			A,C
Oxford Road Jn	18:12½	18:14	.								1½			A
Southcote Jn		18:16½	/											
Bramley (Hants)		18:26½	/					6½						
Basingstoke		18:40	/		3	SL								
Worting Jn		18:43	/											
Walters Ash Loop		18:54	/											
Winchester		18:58½	/		2									
Shawford Down Junction		19:00½	/			SL		½						
Allbrook		19:07	/			RCL								
Eastleigh East Yard	19:09		19:09											

Location Name	Change	Value	Distance
ZZZARDL	T Load	75C66S12	3.91
BCSTN	T Load	LD60	1.05
ZZZARDL	TSDBLim	75	3.91
BCSTN	TSDBLim	60	41.21
ZZZARDL	TSDBLoad	1235	3.91
BCSTN	TSDBLoad		1.05
BCSTSJ	T Load	60-66S06	17.51
BCSTSJ	TSDBLoad	600	17.51
PRINRIS	T Load	LD60	22.65
PRINRIS	TSDBLoad		22.65
WRUISLP	T Load	75-66S06	1.76
WRUISLP	TSDBLim	75	4.35
WRUISLP	TSDBLoad	600	1.76
SRUISLP	T Load	75C66S12	2.59
SRUISLP	TSDBLoad	1235	2.59
GFORDWJ	T Load	60-TR40	1.87
GFORDWJ	TSDBLim	60	1.87
GFORDWJ	TSDBLoad	715	1.87
DRAYGRN	T Load	75C66S12	12.25
DRAYGRN	TSDBLim	75	69.52
DRAYGRN	TSDBLoad	1235	12.25
SLOUGH	T Load	75-47455	11.41
SLOUGH	TSDBLoad	455	11.41
TWYFORD	T Load	75C66S12	45.86
TWYFORD	TSDBLoad	1235	45.86

## 7. Glossary

<b>Acronym</b>	<b>Meaning</b>
CML	Chiltern Main Line
EAS	Engineering Access Statement
ECS	Empty Coaching Stock
FOC	Freight Operating Company
PRA	PRA Operations Planning Limited (Consultants)
SRFI	Strategic Rail Freight Interchange
SRT	Sectional Running Time
SX	Saturdays Excepted (i.e., Mon, Tues, Wed, Thurs and Fri)
MO	Mondays Only (similarly WFO - Wednesday and Friday only etc.)
TPR	Timetable Planning Rules
WCML	West Coast Main Line
WMR	West Midlands Railway
WTT	Working Timetable.

**D. Illustrative general arrangement drawings / schematics / phasing plans**



- Notes**
- All dimensions in metres unless noted otherwise. All levels in metres above ordnance datum (AOD) unless noted otherwise.
  - General Arrangement Plan Document 2.11A is to be used as a location reference for each railway centreline which is then shown on the longsection drawings.
  - The height of proposed bridges / embankments and the depth of cuttings are indicative subject to the limits of deviation referred to in the Order.
  - All structure positions and sizes shown are indicative. Refer to the Bridge Plans (Document 2.12) for further details.
  - The proposed works including their specific alignment will be subject to detailed design within the limits of deviation identified on the Works Plans.
  - Horizontal and vertical deviation of the rail alignments are permitted in accordance with Article 4 of the Development Consent Order.

- Legend**
- ALIGNMENTS
  - 20400 - ALIGNMENT CHAINAGE
  - ORDER LIMITS
  - RAILWAY WORKS
  - STRUCTURE
  - CROSS SECTION LOCATION (REFER TO DOCUMENT 2.11C)

P03	09.02.26	Updated order limits	AT	NG	NG
P02	10.01.26	Updated masterplan	AT	NG	NG
P01	19.09.25	Preliminary Issue	AT	NG	NG
Rev	Date	Details of issue / revision	Drw	Ch'g	Apv

**Issues & Revisions**

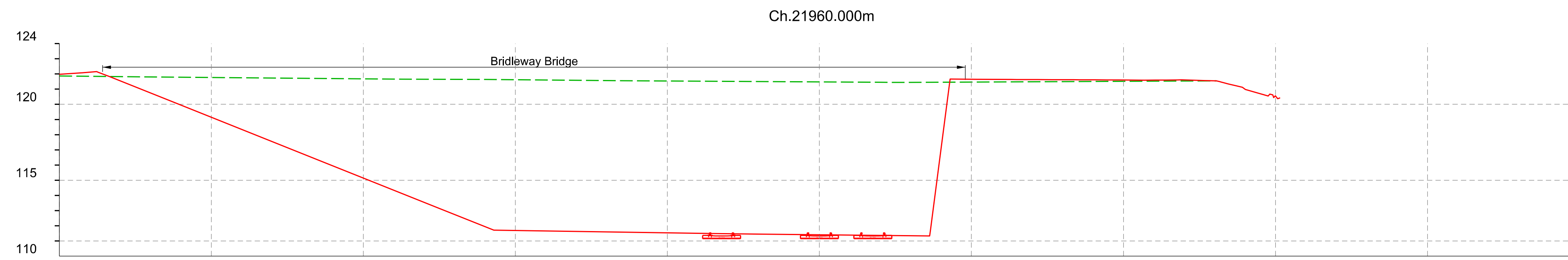


**THE OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X**

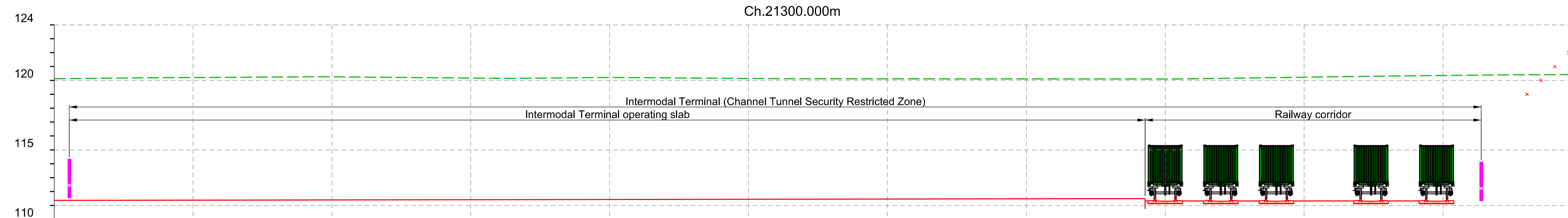
**RAILWAY PLANS ILLUSTRATIVE GENERAL ARRANGEMENT**

Regulation:	5(2) (o)	Document:	2.11A
Drawn:	AT	Checked:	NG
Approved:	NG	Date:	19.09.25
BWB Ref:	NTH2479	Scale@A1:	1:2500
Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number <b>OxSRFI-IMT-TRK-01-DR-TR-00001</b>			
Drawing Status	DCO Submission		Rev
			<b>P03</b>

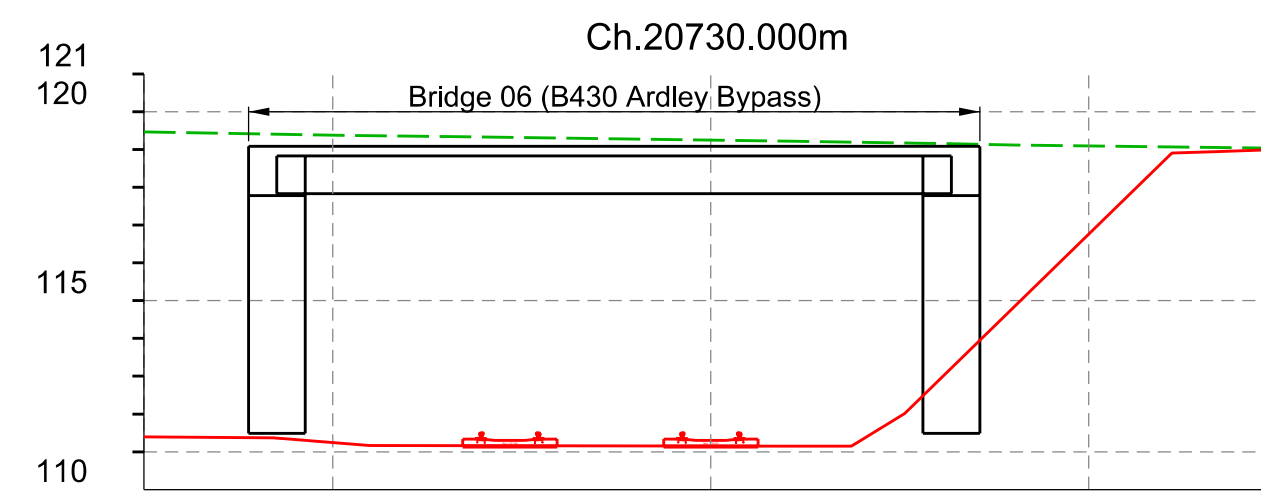




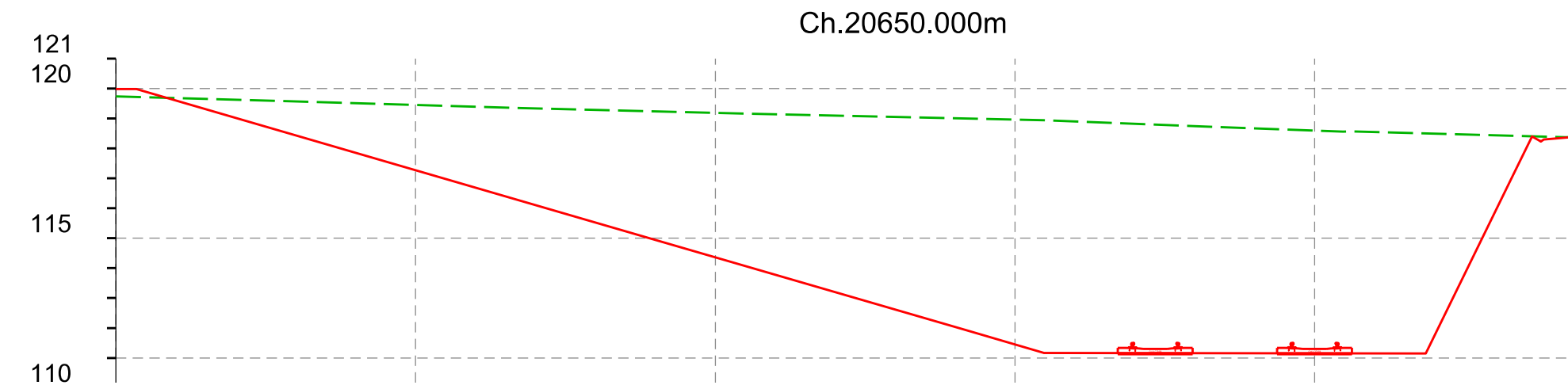
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SCALE: H 1:200, V 1:200. DATUM: 110.000



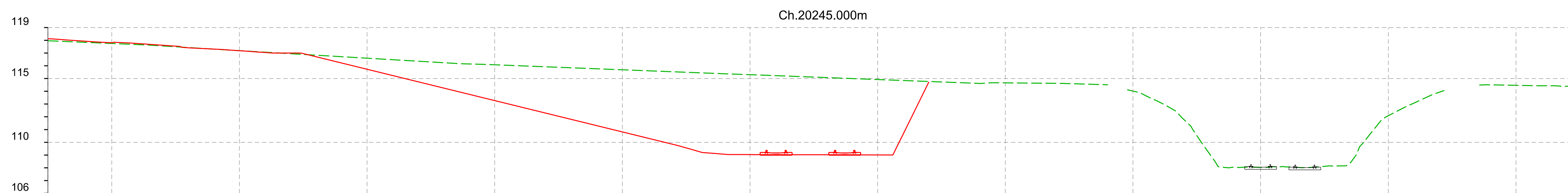
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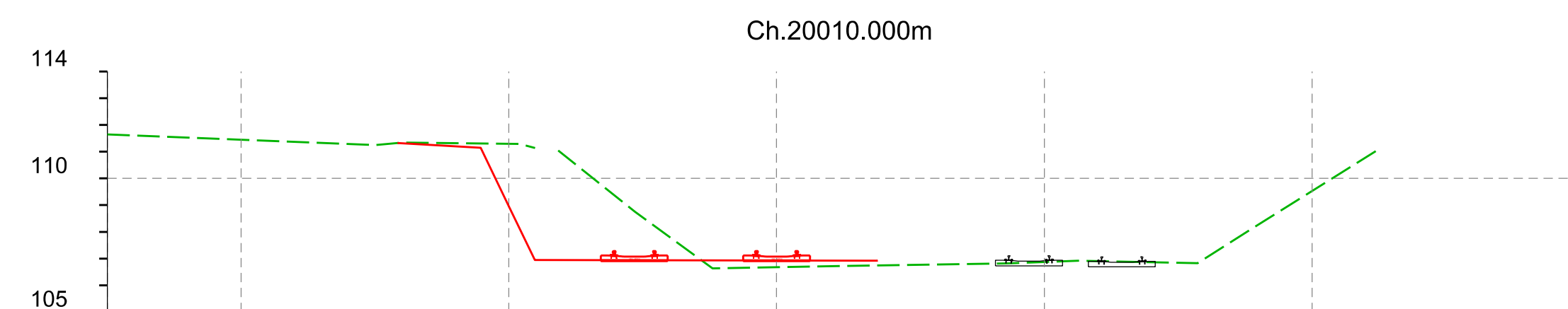
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SECTION D  
SCALE: H 1:200, V 1:200. DATUM: 110.000



SECTION E  
SCALE: H 1:2000, V 1:200. DATUM: 106.000



SECTION F  
SCALE: H 1:200, V 1:200. DATUM: 105.000

Notes

- All dimensions in metres unless noted otherwise. All levels in metres above ordnance datum (AOD) unless noted otherwise.
- General Arrangement Plan Document 2.11A is to be used as a location reference for each railway centreline which is then shown on the longsection drawings.
- The height of proposed bridges / embankments and the depth of cuttings are indicative subject to the limits of deviation referred to in the Order.
- All structure positions and sizes shown are indicative. Refer to the Bridge Plans (Document 2.12) for further details.
- The proposed works including their specific alignment will be subject to detailed design within the limits of deviation identified on the Works Plans.
- Horizontal and vertical deviation of the rail alignments are permitted in accordance with Article 4 of the Development Consent Order.

Legend

- EXISTING GROUND LEVEL
- PROPOSED GROUND LEVEL

P01	19.09.25	Preliminary Issue	AT	NG	NG
Rev	Date	Details of issue / revision	Drw	Ch'g	Apv

Issues & Revisions



THE OXFORDSHIRE  
STRATEGIC RAIL FREIGHT  
INTERCHANGE AND  
HIGHWAYS ORDER 202X

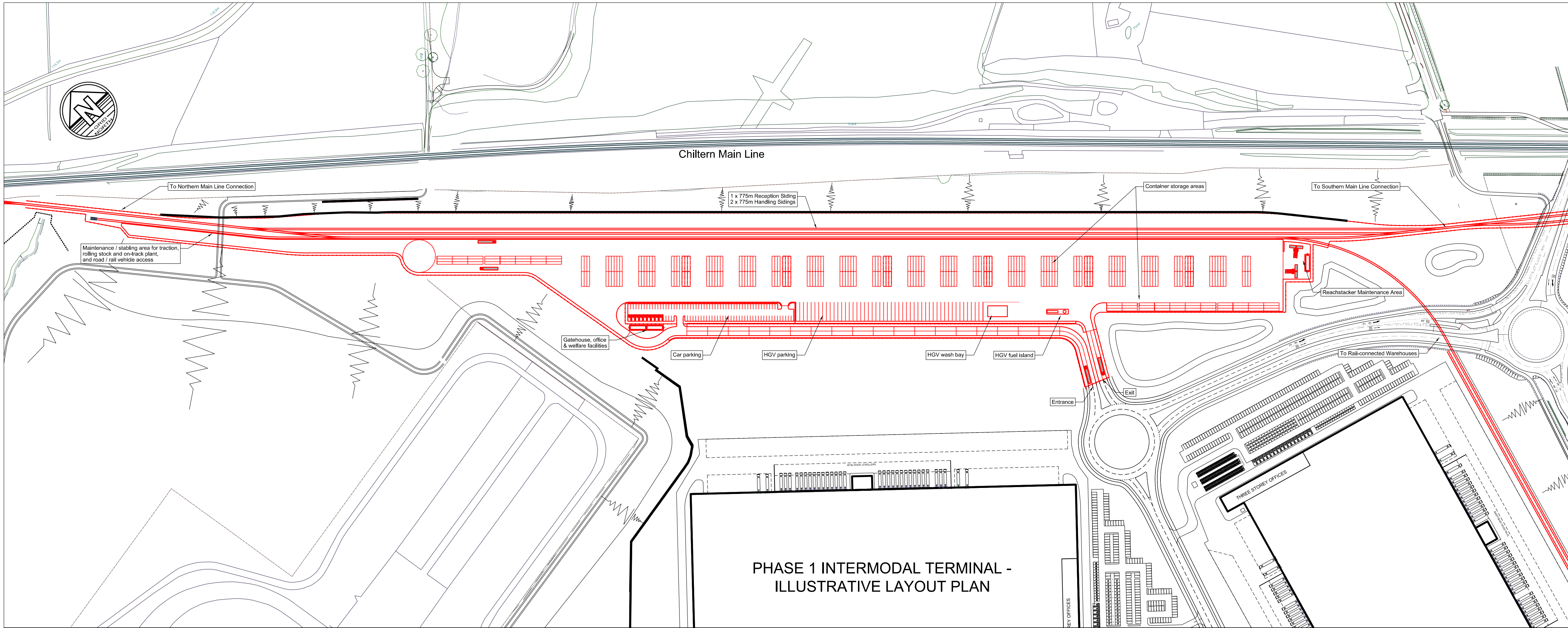
Railway Plans  
ILLUSTRATIVE  
CROSS SECTIONS

Regulation:	5(2) (o)	Document:	2.11C
Drawn:	AT	Checked:	NG
Approved:	NG	Date:	19.09.25
BWB Ref:	NTH2479	Scale@A1:	1:200

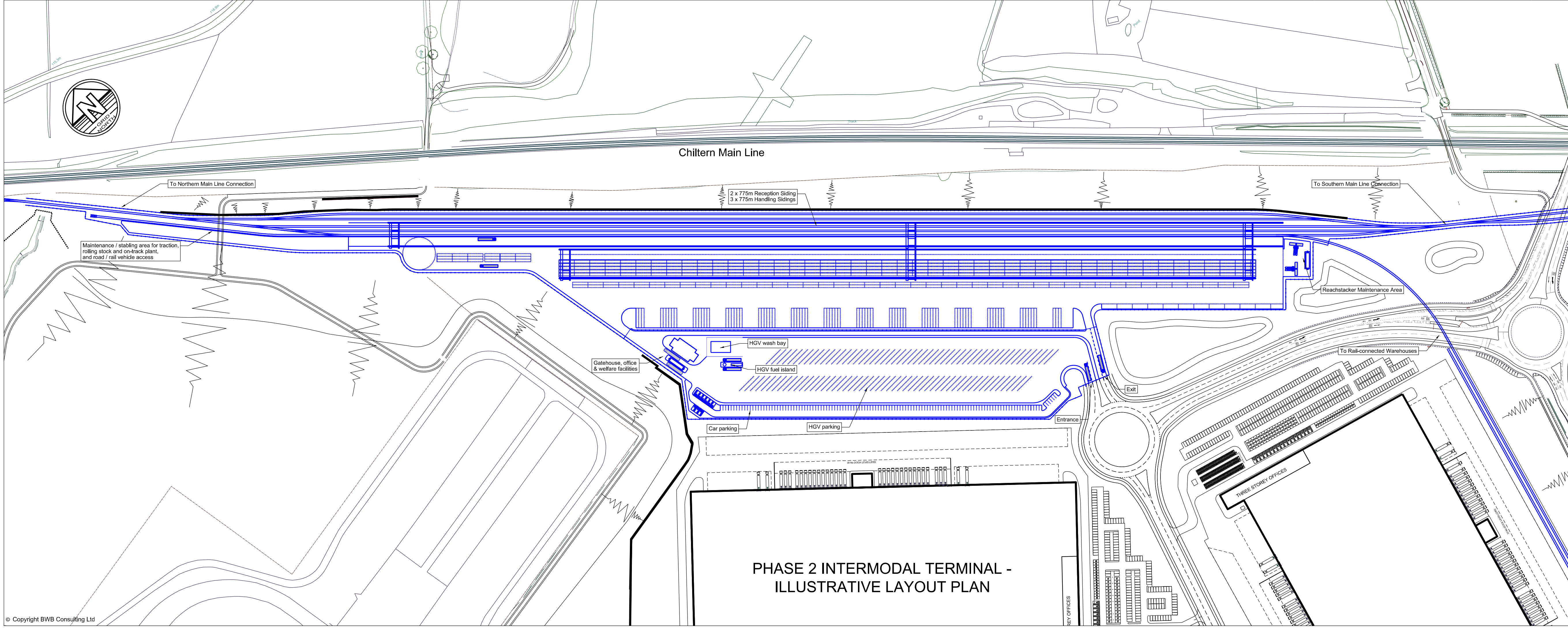
Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number

OxSRFI-IMT-TRK-01-DR-TR-00003

Drawing Status	Rev
DCO Submission	P01



PHASE 1 INTERMODAL TERMINAL - ILLUSTRATIVE LAYOUT PLAN



PHASE 2 INTERMODAL TERMINAL - ILLUSTRATIVE LAYOUT PLAN

Notes

Legend

P02	10.01.26	Updated terminal layout phasing	AT	NG	NG
P01	19.09.25	Preliminary Issue	AT	NG	NG
Rev	Date	Details of issue / revision	Drw	Ch'g	Apv

Issues & Revisions



**THE OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X**

Drawing Title  
**ILLUSTRATIVE RAIL TERMINAL PLAN**

Regulation:	5(2) (o)	Document:	2.11D
Drawn:	AT	Checked:	NG
Approved:	NG	Date:	19.09.25
BWB Ref:	NTH2479	Scale@A1:	1:2000 (P) 1:400 (XS)
Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number <b>OxSRFI-IMT-TRK-01-DR-TR-00004</b>			
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## **E. Agreed Position Statement with Network Rail**

## **Oxfordshire Railfreight Limited / Network Rail**

### **Oxfordshire Strategic Rail Freight Interchange (OxSRFI)**

#### **Agreed Position Statement for external stakeholders and other interested parties**

1. This statement deals with the following matters in respect of the proposed development of a Strategic Rail Freight Interchange (SRFI) known as Oxfordshire SRFI (OxSRFI):
  - a) The support in principle of Network Rail for the growth in rail freight;
  - b) The extent and nature of the engagement to date between Oxfordshire Railfreight Limited and Network Rail;
  - c) The technical work that Oxfordshire Railfreight Limited and Network Rail agreed be undertaken in order to inform a future agreed statement as part of the DCO application;
  - d) The current status of the technical workstreams.
2. The National Networks National Policy Statement (NNNPS) confirms that the Government is targeting at least a 75% growth in rail freight by 2050 and that SRFI's are crucial to achieving rail freight growth (para 3.99). It also confirms that there remains a need for appropriately located SRFI across all regions (para 3.101). Network Rail supports the Government's freight growth target and agrees with the NNNPS on the need for additional SRFI, to encourage and facilitate a greater shift of freight from road to rail. OxSRFI is therefore aligned with Network Rail's corporate policy on encouraging growth in rail freight traffic and supporting the need for a network of SRFI.
3. Network Rail has been in discussions with Oxfordshire Railfreight Limited regarding this project since 2019, at the earliest stage of development of the proposals. In September 2020, Network Rail and Oxfordshire Railfreight Limited signed a commercial agreement for Network Rail to undertake a number of technical workstreams commensurate with this stage in the development of the SRFI proposals. The parties have worked continuously together during the period to date with bi-weekly meetings and a series of scheduled workshop meetings, picking up specific technical work streams.
4. In line with Network Rail's approach on similar exercises undertaken for other SRFI schemes, the proposals are being progressed through Network Rail's "PACE" governance which replaced the previous "GRIP" governance in 2021.<sup>1</sup> This process spans both the pre- and post-consent stages of a project, with greater design detail and definition undertaken through successive stages.

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<sup>1</sup> GRIP (Governance for Railway Investment Projects), now superseded by PACE (Project Acceleration in a Controlled Environment)

5. The agreed technical workstreams and current status are as follows:
- **Pathing** (*the ability to schedule freight trains to and from the site amongst other scheduled services*). Pathing studies have been undertaken pre- and post-COVID using Network Rail's December 2019, May 2020 and May 2025 timetables. In each case, the studies have identified that there are at least four compliant return paths per day for the SRFI (i.e., 4 paths into the site and 4 paths out of the site per day). The 4 return paths identified have been subject to external peer review by GB Railfreight, an external licenced rail freight operating company working on behalf of Oxfordshire Railfreight Limited, as well as by Network Rail. Additional compliant paths have also been found by GB Railfreight that could be used. Based on the work to date, the SRFI can be served by at least four freight trains a day, which aligns with the qualifying criteria in the Planning Act 2008 (Part 3, Section 26, para 4b) and in the NNNPS (para 4.89).
  - **Gauging** (*the ability to move shipping containers by rail to and from the site through existing lineside and overline structures*). Network Rail and Oxfordshire Railfreight Limited's contractors have undertaken a series of gauging studies, using asset data on clearances between the main line tracks and lineside / overline structures. The studies have looked at the availability of W8 loading gauge clearance across 52 miles of route and over 1,300 individual lineside structures currently cleared to W7 loading gauge. The studies are now focussed on a single structure (out of 1,300) where minor remediation works would be needed to achieve W8 gauge. Further assessment is now being undertaken by the parties to confirm the scope of these works. Based on the work to date, the main line is capable of enhancement to W8 loading gauge, in line with the NNNPS (para 4.82).
  - **Design and operations** (*the feasibility of the proposals to be constructed and operated*). Network Rail has been working with Oxfordshire Railfreight Limited to review and refine the proposals for the scheme. Based on the work to date, the SRFI is capable of being connected to the main line from both directions with the capability to handle 775 metre trains, in line with the NNNPS (para 4.89). The site can accommodate trains using diesel or bi-mode traction (as the Chiltern Main Line is currently not electrified), and electric traction in the event that the main line is electrified in future.
    - The proposals would also provide operational and maintenance benefits to the main line, including improvements in signalling "headway" (increasing the number of trains which can be operated), track drainage and maintenance access points for Network Rail staff and plant;

- **Highway and footpath crossings** (*the ability to retain existing crossings of the main line in the vicinity of the site*). Network Rail supports in principle the proposals from Oxfordshire Railfreight Limited to divert an existing footpath crossing of the Chiltern Main Line which would otherwise be severed by the scheme. The at-grade crossing would be diverted onto a grade-separated overbridge with long approach ramps on either side. Removal of the at-grade crossing would reduce the number of such crossings on the Chiltern Line, in line with Network Rail's policy of closing as many level crossings as possible, to reduce the risks of accidents and casualties amongst pedestrians, staff and passengers.
6. The parties are aware of separate third-party aspirations to reinstate the former passenger station at Ardley which closed in 1963. Oxfordshire Railfreight Ltd does not require the station to be reinstated as part of its proposals. In the event that a new station were proposed by others, the OxSRFI proposals would not prejudice the future provision of a passenger station in its former location.