

We would like to know your views on the proposals described in this leaflet. We would be grateful if you could fill in this questionnaire and return it FREEPOST to the Port of Felixstowe. All comments supplied will be treated in confidence.

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Postcode \_\_\_\_\_ E-mail \_\_\_\_\_

1 Do you think the proposals to increase the volume of traffic moving by rail to/from Felixstowe are a good idea?  Yes  No

2 What would you like to see included in the proposals? \_\_\_\_\_

3 Do you have any concerns about the proposals? \_\_\_\_\_

4 Would you be interested in attending an exhibition on the proposals?  Yes  No

5 Additional comments \_\_\_\_\_

Thank you for your time

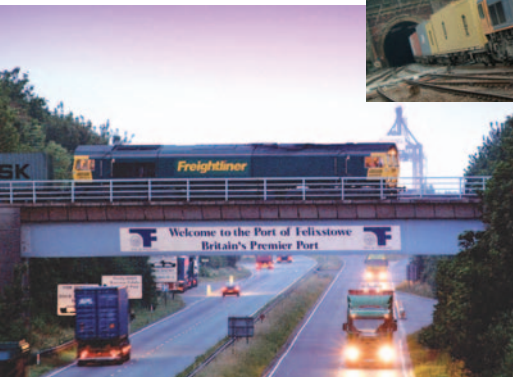
## Felixstowe South Reconfiguration

Hutchison Ports (UK) Limited (HPUK), owner of the Port of Felixstowe, is proposing to reconfigure facilities at the southern part of the Port, to provide additional deep-water container handling capacity. The Felixstowe South Reconfiguration (FSR) incorporates plans for a third rail terminal at the Port, to ensure that it can maximise the opportunities to move freight via the rail network.

The applications for consent for FSR were the subject of a Public Inquiry, which closed in December 2004. In spring 2005, the Inspector presiding over the Inquiry reported to the Deputy Prime Minister, in respect of the planning application, and to the Secretary of State for Transport, for applications for a Harbour Revision Order, Marine Consents and the proposed Felixstowe Dock and Railway (Land Acquisition) Order.

Government decisions on FSR are expected later in 2005.

You can find further information on FSR and the Inquiry proceedings at: [www.planning-inspectorate.gov.uk/felixstowe](http://www.planning-inspectorate.gov.uk/felixstowe)



## Joint study with the Strategic Rail Authority

Two White Papers, 'The Future of Rail' and 'The Future of Transport: A Network for 2030', were published in July 2004. The White Papers set out the Government's commitment to encouraging rail freight, viewing its growth as an important contribution to its sustainable development strategy.

A major consideration in assessing the impacts of FSR was the ability to move containers on the national rail network in line with Government policy, and HPUK's aspiration to facilitate the movement of freight by rail. In response to the FSR proposals, a joint study team, comprising HPUK and the Strategic Rail Authority (SRA), with input from Network Rail, was formed to examine and report on the impacts arising from FSR. The study looked at rail capacity and gauge clearance requirements (i.e. works to bridges and stations). At the FSR Inquiry, it was agreed between HPUK and the SRA that, to accommodate both the additional rail traffic generated by FSR, and the natural growth in rail freight movements to/from the Port, works on the national rail network would be required. These include:

- gauge clearance works on the East Coast Main Line to Doncaster;
- works to increase the freight capacity of the Felixstowe Branch Line (FBL) and the marshalling yard in Ipswich.

It was agreed that HPUK would fund these capacity enhancement schemes.

## Plans for the Felixstowe Branch Line

The SRA and Network Rail have assessed the capacity of the FBL in detail. At present, there is capacity for approximately one freight service and one passenger service per hour in each direction; these capacity restrictions exist mainly because the FBL is a single track rail line.

Currently, 24 freight trains run from the Port each day, which includes two paper trains each day, scheduled to cease in 2005. The proposal for the FBL is to provide up to 8 km of double track line, from the west of Trimley level crossing. The full scope of the engineering work is being developed currently, but is likely to include some or all of the following features:

- a new crossover where the existing port link connects to the FBL at Trimley;
- up to 8 km of additional track, parallel and to the south of the existing line. This will be entirely, or almost entirely, within the existing railway boundaries from Trimley to a location to the south of the Suffolk Showground;
- a new railway junction to connect the western end of the new track to the existing FBL;
- the widening of six level crossings to accommodate the additional track, and minor modifications to pedestrian crossings;
- the widening of two bridges, one at Nacton and one over the A14;
- a new signalling installation.

## Ipswich marshalling yard

It is proposed to construct three additional 24-wagon sidings within the existing Ipswich marshalling yard, running adjacent to Ranelagh Road. The works will involve alterations to the track layout of existing non-electrified sidings. This will increase the capacity of the Ipswich marshalling yard to accommodate additional freight trains, and will allow all trains to be up to 24 standard wagons in length, thereby improving the efficiency of services.

Freeport RLUB-AHAE-YJBC  
Port of Felixstowe  
Tomline House  
The Dock  
FELIXSTOWE  
IP11 3SY

## Additional trains

The capacity enhancement to the FBL and the Ipswich marshalling yard will allow up to an additional twelve freight trains per day to run by the year 2020.

The current pattern of rail services to/from the Port of Felixstowe saves 240,000 lorry journeys per year from the region's busy roads. The capacity enhancements proposed will enable over half a million lorry journeys to be saved by the year 2020.



## Passenger services

There may be some disruption to passenger services during the construction period, but services will be unaffected by any of HPUK's proposals.



## Next steps

HPUK is working towards completing detailed engineering drawings and environmental studies for the capacity enhancement scheme. It is likely that applications for these enhancements will be made under the Transport and Works Act 1992 (TWA). The next steps that HPUK must take to prepare and submit an application under the TWA are determined by the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2000.

In brief, the next steps are as follows:

- public and stakeholder consultation for the proposals - now to end of July 2005
- submit applications for powers to construct the FBL and Ipswich marshalling yard enhancements - Autumn 2005
- Public Inquiry into the proposals (if required) - Summer 2006
- Government decision - Spring 2007

Subject to the necessary permissions being granted by the Government, it is expected that the FBL would be fully operational by the end of 2009.

### Your Views

We would like to know your views on the proposals described in this leaflet. You may respond by e-mailing us at [branchline@hpuk.co.uk](mailto:branchline@hpuk.co.uk), or by completing the attached slip and posting it FREEPOST back to the Port of Felixstowe.

### Further Information

If you would like further information about these proposals, or details of the application process, please contact the project team at the following address:

Port Development Team  
4th Floor, Tomline House, The Dock, Felixstowe, IP11 3SY  
Tel: (01394) 604435 Fax: (01394) 604667

You can also view our website for updates at:  
[www.portoffelixstowe.co.uk/fsr/branchline/introduction.htm](http://www.portoffelixstowe.co.uk/fsr/branchline/introduction.htm)

## Improving rail access to the Port of Felixstowe

May 2005



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REQUIRED