

Project	Region	Facility / Enhancement Category	Commodity	Scheme Overview	Modal Shift Benefit			Scheme Status	Delivery Timeframe (Calendar Year)
					Maximum Potential Train Circulations per Day	HGV's Per Day (based on estimate)	CO2e T / year * (Based on Maximum TPD)		
Bevois Park #3				Final stage of Solent area bulk campus development scheme wherein third rail end user tenant will locate following demolition of redundant building and extension of sidings.	1	129	3,600	In design.	2025
Humberstone Road - Leicester				Development of SFS site to realise new bulk aggregates facility. End user / FOC led investment in new handpoint connection and associated sidings install.	1	129	3,600	Design signed off, funding agreed.	2024
Sheerness				Rationalisation and reactivation of semi-redundant Port connectional infrastructure to suit new trainload capable internal rail infrastructure development.	1	52	3,600	In design.	2025
Exeter Riverside - IRFI				IRFI scheme. Redevelopment of underutilised NR/DB sidings extent to realise a new North East intermodal interchange to serve retailer and autos sector traffic base; potential disposal in part for development of rail adjacent warehousing.	2	104	7,200	Design complete.	2026
Exeter Riverside - Bulk				Reconfiguration of existing sidings / yard to yield enhanced bulk facility alongside proposed IRFI scheme.	2	258	7,200	Design complete.	2025
Waterloo Freight Hub				Central London Urban Freight Hub, utilising redundant space in Waterloo Undercroft as part of an urban freight transfer point from Rail to road.	1	15	2,000	Small-scale trial planned.	2024/2025
Poole				Re-modelling of redundant legacy sidings to realise new quayside bulk load out facility for marine dredged aggs to serve South East and Midlands destination rail heads.	1	129	3,600	In design.	2025
Handsworth				Reconfiguration of existing site to yield new twin-tenant aggregates / scrap facility, making use of under-utilised land.	2	258	7,200	In design.	2025
Thorney Mill				Redevelopment of redundant Strategic Freight Site for new multi-commodity terminal.	2	258	7,200	In delivery.	2024
Derbyshire IRFI				Development of customer specific IRFI connecting into existing loop. Potential for other outbound and inbound third party traffic.	1	52	3,600	In design.	2026
Peterborough West Yard - IRFI				Redevelopment of semi-redundant sidings extent to realise new eastern intermodal interchange.	1	52	3,600	In design.	2026
Bayston Hill				New connection installation to rail-enable existing specialist aggregate quarry, delivering modal shift of outbound product to railheads serving Mids and NW markets.	2	258	7,200	In design.	2028
Horton in Ribblesdale				New connection installation to rail enable existing quarry, delivering modal shift of outbound product to railheads serving NW & S Yorks markets.	2	258	7,200	In design.	2025
Parkeston Tip Siding				Redevelopment of a former SCO virtual quarry to provide a new twin-tenant bulk terminal.	2	258	7,200	In design.	2025






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Isle of Grain				Acquisition and on-lease of semi-redundant sidings site to enable FOC development of loco fuelpoint to support commercial freight operations & reduce capacity consuming light engine moves.	N/A	N/A	N/A	In delivery.	2024
Gloucester				Reconfiguration of semi-redundant former engineers sidings to yield new bulk aggs facility.	1	129	3,600	In delivery.	2024
Chichester				Reconfiguration of site to yield twin tenant mini-campus railhead.	1	129	3,600	In design.	2028
Cross London W9a gauge				Adjust OLE bracket at Dalston to enable W9a gauge between Essex Thameside and the WCML corridor. Allows standard 'S45' swap-body units to be carried on medium-deck height wagons, serving the domestic, short-sea and Channel Tunnel (ex. HS1) markets.	1#	52	3,600	Options under development.	2025
Channel Tunnel W9a gauge				Provides W9a gauge, or capability for S45 profile swap bodies on medium-deck 'megafret-type' wagons between the Channel Tunnel portal at Dollands Moor and Wembley.	0.6#	31	2,160	Strategic Outline Business Case (SOBC) being prepared.	2027
Syston – Trent Gauge (now part of MML electrification)				Provides W12 to allow high-gauge freight from Felixstowe/ Thameside to directly access East Midlands Gateway, plus diversionary benefits.	1.2#	62	4,320	In design.	2026
Hull Branch W12 gauge				Provides W12 between the Port of Hull and the ECML and West Yorkshire, enabling regional and north-south connections for container traffic, and future east-west links in conjunction with the Transpennine Route Upgrade.	0.2#	10	720	In design.	2025

26 2,624 92,000

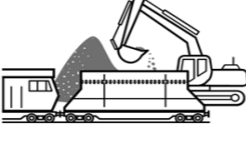
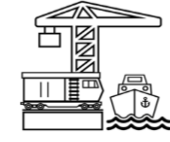
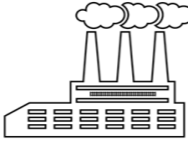
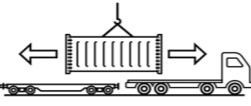


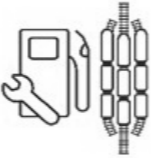
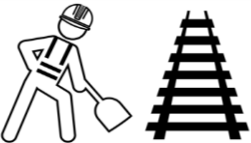
#Figures are assumptions about the effect of gauge clearance on demand.

*Based on high level estimate of CO2e by commodity type, equating to 1T CO2e avoided per 100T transported

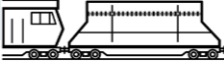
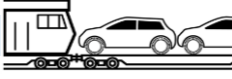
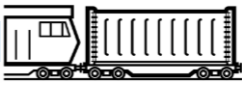
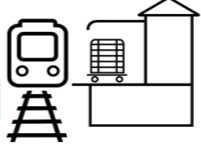
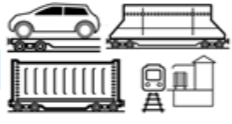
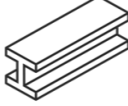


Regional Key:

- Eastern 
- Wales & Western 
- Southern 
- North West & Central 
- Scotland 

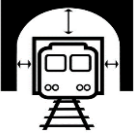

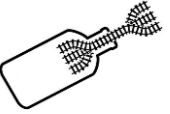
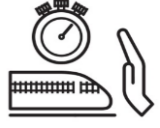

Facility Category Key:

- Bulk Terminal 
- Port Connection 
- Manufacturer Connection 
- Railfreight Interchange 
- Quarry Connection 
- Urban Logistics Hub 
- Traffic Operations 
- Network Enhancement 

Commodity Key:

- Construction 
- Automotive 
- Intermodal 
- Express Freight 
- Misc 
- Metals 
- Timber/Agri Produce 
- Waste 

Network Enhancements Key:

- Gauge clearance 
- Higher trailing loads 
- Capacity 
- Performance/resilience 
- Faster journeys 
- Electrification 