

COLD (Committee on Logistics Developments – an MCNP Sub-committee)

Government consultation on Freight and Logistics Planning Reform – Response October 2023)

1. Publication of a national Rail Freight strategy linked to a road freight strategy informing local plans and reducing the burden on the limited local finances where County Councils and District Councils are considering their own local transport strategies hence contributing to fragmented, insular approaches. Reducing waste of public sector resources and budgets.
2. Local example of the private sector exploiting gaps in national strategy:
 - a. OXSRFI – established a limited company offshore (Mountpark in Jersey).
 - b. Speculatively applying for a NSIP based on land availability at the conjunction of a motorway junction (M40 Junction 10/Ardley Cerwell services) with Chiltern railway (1 mile)
 - c. Specific railway line location sits on a 15 mile stretch between two connecting lines (Oxford/Bicester north and Oxford/Banbury) however, given rail layouts at both junctions, there is no direct access, from these lines, to this stretch of the Cherwell railway line
 - d. Clustering development in an area where there are already two SRFI's within (Planned Northampton – 20 miles, Daventry, 28 miles).
 - e. Placed in an area of high employment, very high housing costs where new employees would have to commute from lower cost areas to support operation of the terminal.
 - f. Potential imposition of costs on the public purse to make these speculative developments work through upgrading a current passenger service line to support W8 (and potentially higher) level freight traffic.
 - g. Impacting a currently successful passenger network
3. Independent developers imposing extra costs on councils for enquiries, for example from Oxfordshire County Council - *“The Cabinet is RECOMMENDED to approve Oxfordshire County Council’s response to a non-statutory public consultation on the proposals for the Oxfordshire Strategic Rail Freight Interchange”*.
4. Balancing the geographical distribution to support the levelling up agenda particularly in supporting employment in deprived areas.
5. Relative simplicity of “freight warehouse” development, squeezes the property market from alternative (arguably more “UK PLC” critical) commercial proposals.
6. Subsuming productive farmland in developments that may transform into "white elephant's".
7. Consideration of new technologies, that may render stockpiling warehouses irrelevant,
8. Focus on warehousing of products that balance support of production growth with retail economy growth.