

VIII-Summary of points

1) *Through Route System 1964*

About 7,500 route miles.

Map 1,
Table 1

One-third single routes, two-thirds duplicated routes.

Map 2,
Table 2

Utilisation is low.

Table 3

Route cost per unit of traffic is high and must be substantially reduced for rail to play its part in economic growth. Table 4

2) *Railway Freight Traffic 1964*

TABLE 12

	Through Million Ton- Miles per annum	Local Million Ton- Miles per annum	Reference
Coal	4,500	3,000	Map 4
Iron & Steel	2,500	800	Map 5
Oil	500	200	Map 6
Other	4,500	1,000	Map 7
Total	12,000	5,000	Map 8

3) *Road Freight Traffic 1964*

On direct trunk hauls over 100 miles amounts to 70 million tons, 11,000 million ton-miles.

Map 9

4) *Passenger Traffic 1964*

Rail journeys between the main areas total 5,000 million passenger miles.

Map 10

Principal flows of air and road coach traffic are shown.

Maps 11,12

- 5) *Principal Assumptions about 1984* Tables 5, 6
- Population up 15%.
 - Economic Growth Rate 4% compound.
 - No major redistribution of population.
 - Some change in the commodity pattern of industrial production but the geographical distribution of major industrial activity will remain the same and growth will be uniform.
- 6) *Railway Traffic 1984*
- Coal Map 13
- No increase in total production.
 - Higher proportion produced in East Midlands and South Yorkshire.
 - More consumption for electricity generation - remaining users, apart from iron and steel, decline.
 - Demand for trunk rail transport down 25%.
- Iron and Steel* Map 14
- Production up to 40 million tons.
 - No substantial change in production areas.
 - More integrated works.
 - Trunk rail carryings up 60%.
- Oil* Map 15
- Large increase in potential.
 - Pipe-line competition.
 - Trainload operating by rail.
 - Trunk rail carryings up 200%.
- Other Freight* Maps 16, 17
- Industrial production up 150%, transport demand up 120%. Table 7
 - Development of liner trains.
 - Rail switch to long-distance bulk movement.
 - Trunk rail carryings up 200%.

TABLE 13

<i>Summary of Rail Freight 1984</i>		
	Through	Local
	Million Ton-Miles per annum	Million Ton-Miles per annum
Coal	3,500	2,000
Iron & Steel	3,000*	500
Oil	2,000	200
Liner Services	12,000	—
Other	4,000	300
TOTAL	24,500	3,000

Map 18

* Excludes traffic carried on liner services

- (7) *Road Freight Traffic 1984* Map 19
 Flows between main centres shown.
 115 million tons, 17,500 million ton-miles.
- (8) *Passenger Traffic 1984* Map 20
 Increase in total demand for passenger transport.
 Competition from air (longer distances) and private car.
 Slight fall in level of inter-city passenger traffic on rail, but concentrated more heavily upon fewer routes.
- (9) *Potential Capacity of Through Route System*
 Taking into account future improvements in the technological and operating fields the potential capacity of the existing through route system is greatly in excess of the likely level of demand for rail transport.

10) *Selection of Routes*

Selection of the routes most suitable for development leads to network of 3,000 route miles over which through movement could be channelled. Map 21

Demand for train movement on the through routes shown for 1984. Map 22
Appendix 'D'

Checks are made against density of population and principal industrial features. Maps 23
to 27

At no point will there be less than 25% spare capacity in relation to the forecast traffic demand.