



NORTHAMPTON  
**GATEWAY**  
STRATEGIC RAIL FREIGHT INTERCHANGE

**RAIL STATEMENT OF COMMON GROUND BETWEEN  
THE APPLICANT AND NETWORK RAIL**

**DOCUMENT 7.13A**

The Northampton Gateway Rail Freight Interchange Order 201X

RAIL STATEMENT OF COMMON GROUND BETWEEN  
THE APPLICANT AND NETWORK RAIL | 26 FEBRUARY 2019

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## STATEMENT OF COMMON GROUND IN RESPECT OF NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE

### Parties

1. This statement is agreed between:
  - Roxhill (Junction 15) Limited ("Roxhill"); and
  - Network Rail.

### Scope

2. A Statement of Common Ground was completed between Roxhill and Network Rail and submitted on 6 November 2018, Deadline 1 (Document 7.13).
3. That Statement of Common Ground (SoCG) indicated that there was an outstanding matter concerning connection speeds, as referred to in paragraphs 24.(a) and 30.
4. This SoCG updates the Examining Authority as to the agreement reached on this issue.

### Connection Speed Issue

5. The SoCG indicated, at paragraph 24, that Network Rail agreed that *"there is sufficient capacity for the SRFI to operate up to 4 paths per day at the proposed date of commencement of operation of NG"*. That statement was subject to two caveats, as set out in paragraph 24 (a) and (b).
6. As previously explained, caveat (b) will apply to any SRFI until its occupiers are known and is not capable of being addressed at this stage (see para 32. of previous SoCG). This SoCG updates the Examining Authority with regard to caveat (a), which indicates that the capacity conclusion was subject to the caveat:

*"(a) that trains can enter and exit the SRFI at a speed of not less than 40 mph (Network is considering the results of work produced by the Applicant regarding connection speeds)."*
6. As indicated above, and in paragraph 30 of the previous SoCG, Network Rail have been considering material submitted by the Applicant seeking to provide them with confirmation that 40 mph connection speeds can be achieved.
7. It is now common ground that the application as submitted:
  - allows for 40 mph entry/exit speeds on all the reception sidings entering from the south; and
  - allows for 40 mph entry/exit speeds on one reception siding from the north.
8. The caveat identified in the SoCG of trains being able to enter and exit the SRFI at speeds of not less than 40 mph is therefore satisfied in both directions.

9. The Applicant is content that the above arrangements are entirely appropriate to service the SRFI, especially having regard to the levels of movements and the preponderance of movements utilising the southern entry/exit routes rather than the north. However, Network Rail have requested more resilience with a preference that all reception sidings have the ability to accommodate trains at speeds of not less than 40 mph. Accordingly, the applicant has reviewed the arrangements and submitted a scheme to Network Rail which enables all reception sidings to accommodate 40 mph entry/exit speeds.
10. Network Rail have now had the opportunity to consider the work submitted and have concluded that it would enable 40 mph entry speeds to be obtained on all reception sidings.
11. This has been achieved by a slight realignment of the rail tracks at the northern entry/exit. A minor amendment to the Works Plans and Parameters Plan is required to adjust the boundaries of Works No 1 as a consequence. These changes will be explained by the Applicant in a separate document and the appropriately revised plans submitted.

  
Signed on behalf of Roxhill (Junction 15) Ltd

26/02/19

  
Signed on behalf of Network Rail Infrastructure Limited

26/02/19