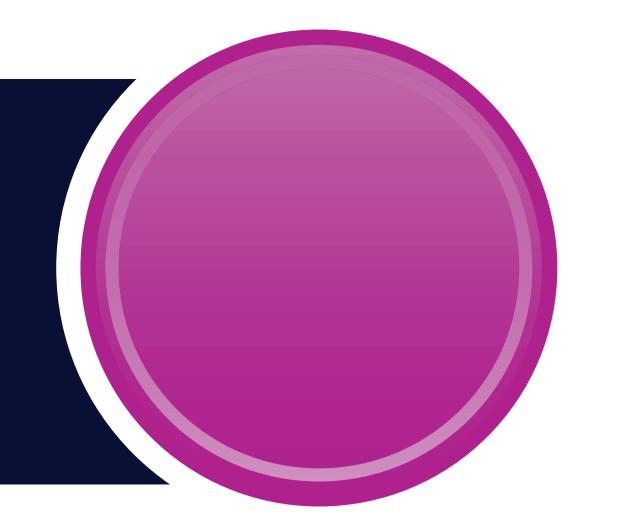
## 5. Proposed Rail Terminal





## Proposed rail freight terminal details - operational info

Roxhill are committing to deliver the rail terminal and will ensure it is ready and operational before first occupation of the SRFI site - no unit will be occupied until the phase 1 rail terminal has been completed. The full rail terminal shown on the plan will be expanded in 3 phases in response to market demand and freight volumes. The rail terminal will comprise the six key components:

- In excess of 60% of the floorspace proposed on-site will be rail-connected (i.e. with a direct rail connection to the rail terminal);
- Connections from the main line (these will initially be single line but will be capable of doubling so that trains can enter and leave the site at the same time). The connections will be equipped with overhead wires so that electrically hauled trains can enter the site
- Three overhead wired Reception tracks where trains can run into and depart safely fast enough (around 30 mph) to avoid creating delays on the main line
- An overhead wired Headshunt to allow trains to be moved between the Reception Sidings and the terminal tracks
- Rail freight terminal where trains will be unloaded and reloaded with containers for customers on the site and at other locations
- Rapid Rail freight terminal where fast trains carrying freight to shops and households in urban areas can be loaded and then despatched to city centre terminals. The terminal will be overhead wired, and it is expected that trains using it will comprise electric passenger type rolling stock.

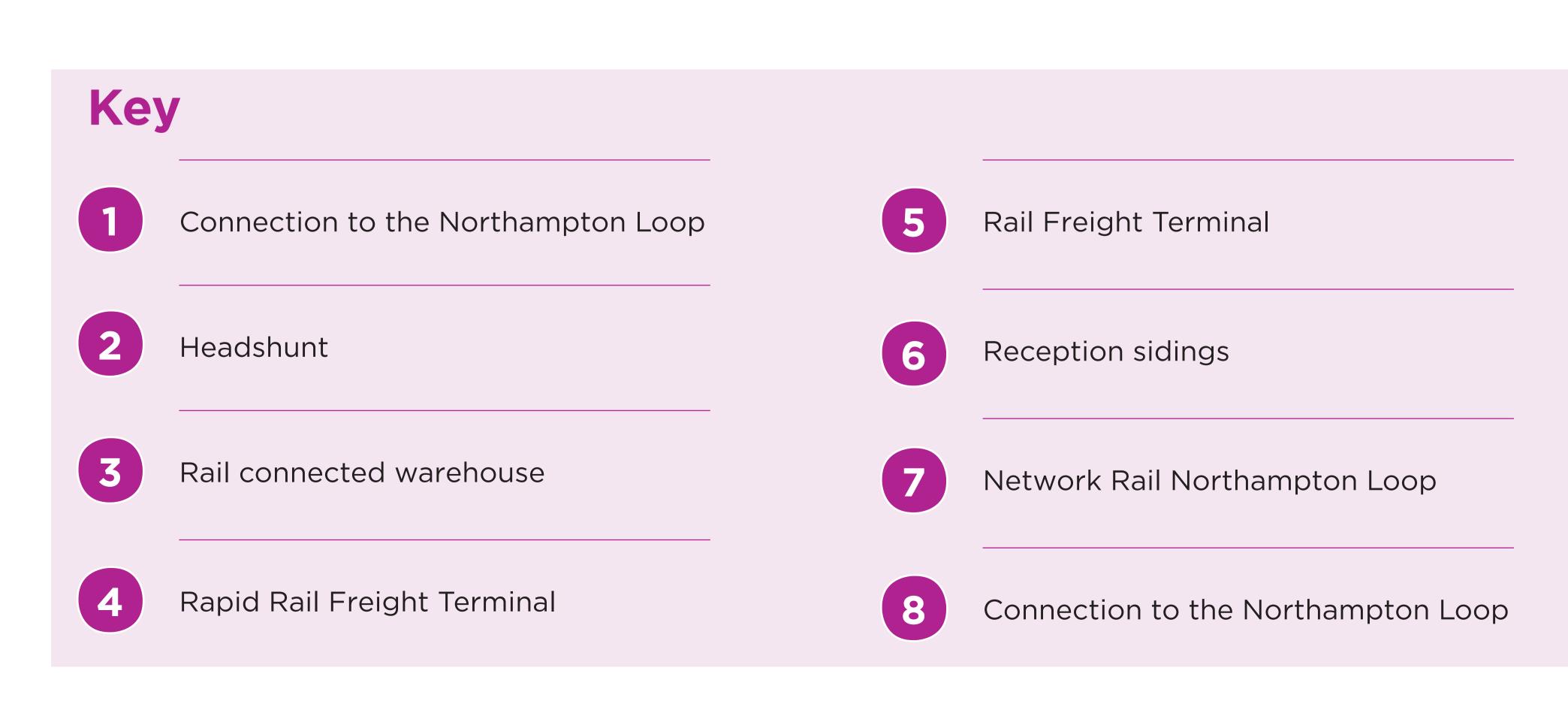
Trains will arrive from the main line directly into the Reception Sidings. From here they will be moved via the Headshunt to the unloading points, either within the Rail freight terminal, the Rapid Rail freight terminal or the rail connected warehouses.

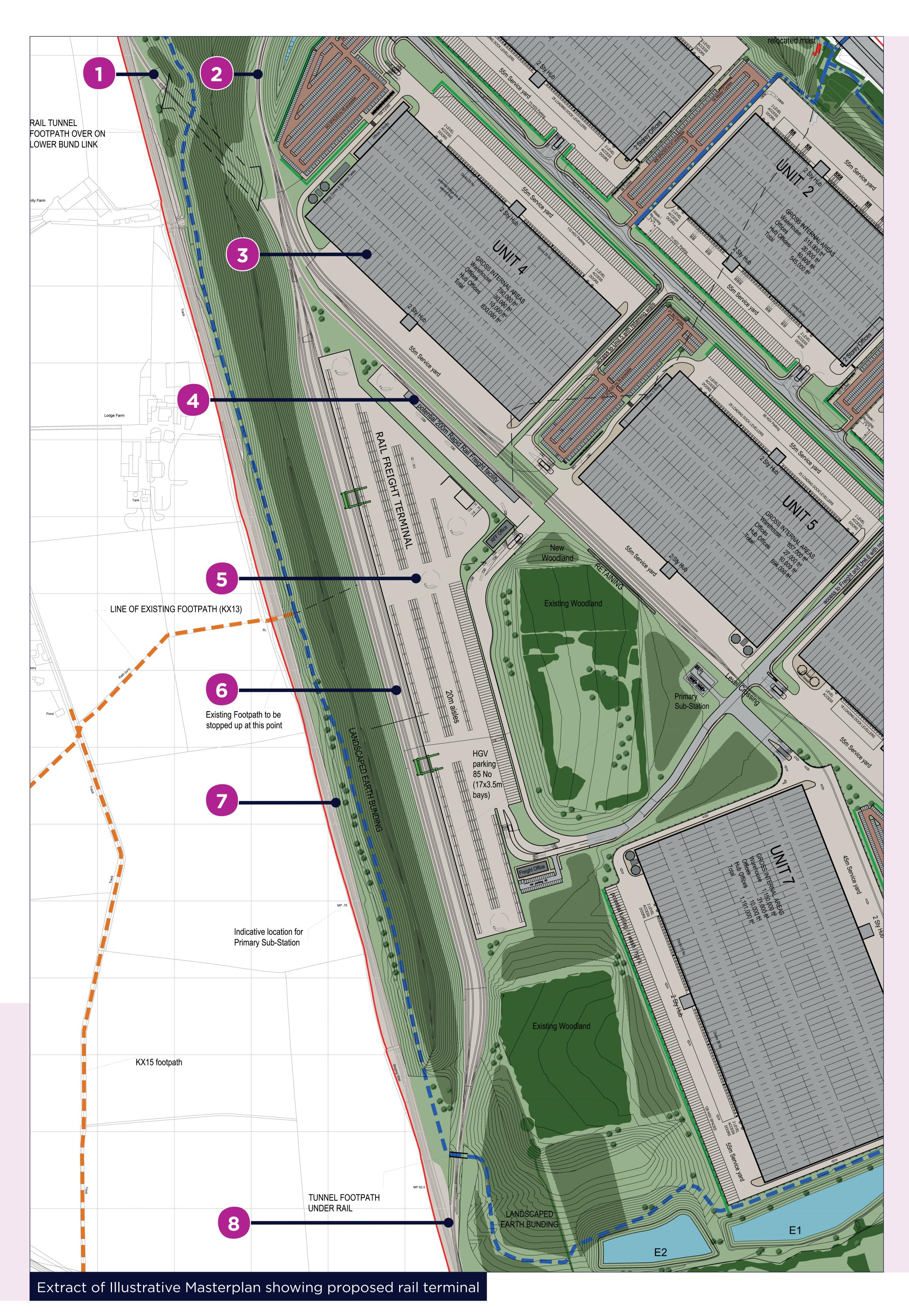
At each of these points wagons will be unloaded and moved into the customer's premises, either within the site or at other locations via the trunk road network. At the same time other goods will be reloaded to the wagons ready for the wagons to be despatched.

Trains will normally be ready for despatch around 4 hours after arrival. At that time the train will be moved back to the Reception Sidings via the Headshunt to be prepared to go onto the main line and to wait for their path. Trains that have arrived later will then be moved into the terminals for unloading. When the main line path is available the train will depart, and the Reception Line track will become available for the next arriving train. It will also be possible for trains to depart directly to the main line from the Rail freight and Rapid Rail Freight terminals.

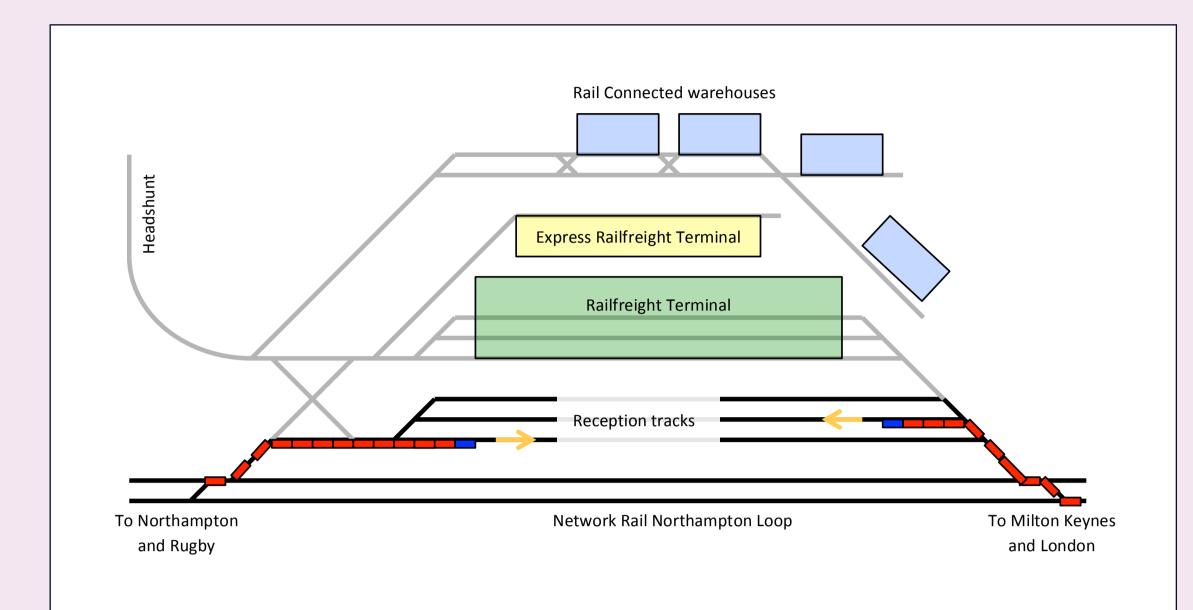
As described on board 4, the Rapid Rail Freight terminal ensures that the Northampton Gateway is 'future-proofed' for the predicted increased demand for movement of a range of goods by rail. This includes categories of goods which are currently not widely moved by rail.

Though not shown in the diagrams, there will also be sidings within the terminals to hold wagons that need repairs, and to stable main line locomotives ready for their next duty. It is likely that there will be dedicated locomotives on site to reposition trains between the Reception Sidings and the Terminals.

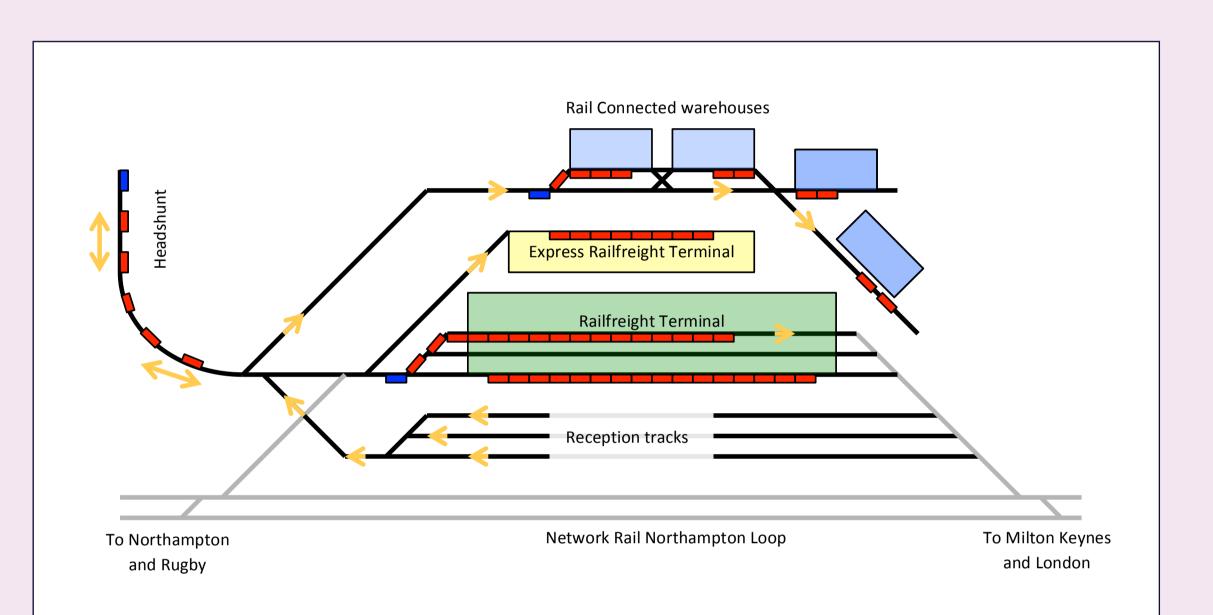




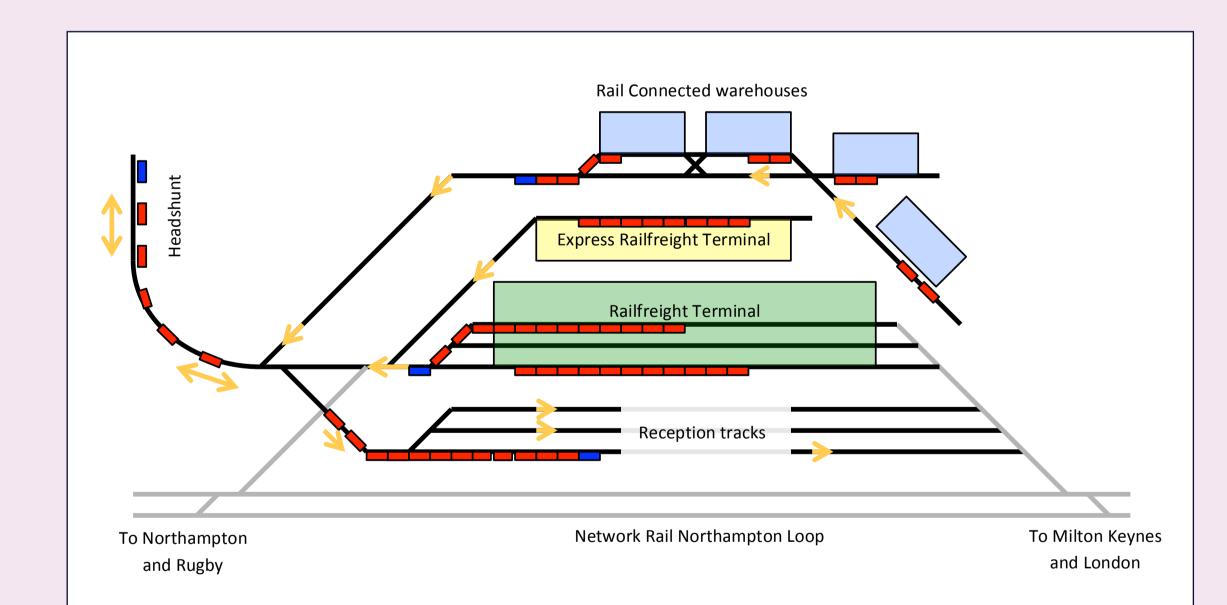
Train movements will be as shown on the following diagrams (note that the track layout is shown diagrammatically and is a simplified version of the connections that will actually be installed):



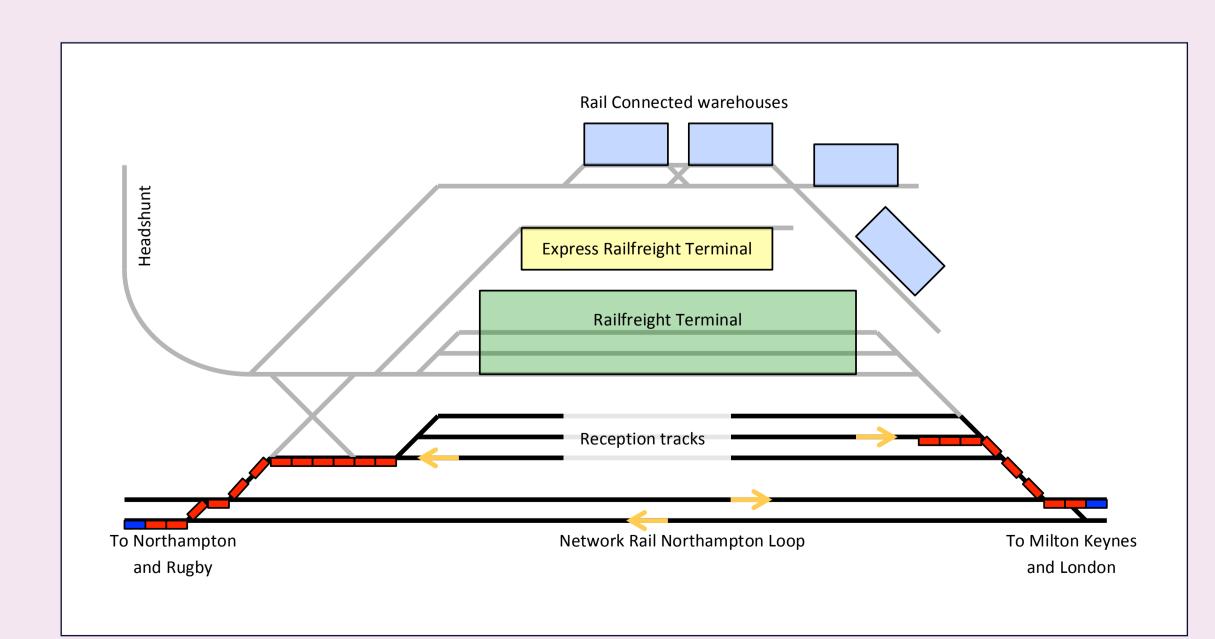
Trains arrive into the reception sidings.



Trains are moved to the Rail freight terminal, Rapid Rail freight terminal, or Rail Connected warehouses for unloading.



When reloaded ready for despatch trains are moved back via the Headshunt to the Reception Sidings.



Trains depart onto the main line to the north or south.

