

A Development Consent Order Application by
Ashfield Land Management Limited and Gazeley GLP
Northampton s.à.r.l.

In respect of
Rail Central

DRAFT Operational Traffic Management Plan

February 2018



DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

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Client:	Ashfield Land Management Limited and Gazeley GLP Northampton s.à.r.l.		

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1 INTRODUCTION

- 1.1 This Operational Traffic Management Plan (OTMP) has been prepared by Transport Planning Associates (TPA) on behalf of Ashfield Land Management Limited and Gazeley GLP Northampton s.à.r.l. It addresses the transport issues associated with the operation of a proposed Strategic Rail Freight Interchange (SRFI), known as Rail Central. It has been produced further to detailed discussions with HE and NCC regarding the impact of development traffic and following a detailed site visit. The OTMP will be implemented by the appointed operators in due course.
- 1.2 The SRFI comprises up to 687,483sq.m (7.4M sq.ft) Gross Internal Area (GIA) of high bay warehousing with ancillary offices.
- 1.3 The site currently comprises undeveloped land located to the immediate south of Milton Malsor and Northampton. The site is considered to be optimally located next to rail and trunk road infrastructure. It is located to the north of the West Coast Main Line (railway line), to the west of the Northampton Loop (railway line) and to the east of the A43 trunk road. The M1 Motorway is located approximately two kilometres to the north.
- 1.4 This OTMP sets out the strategy for the following;
- (i) vehicle routing;
 - (ii) site access; and
 - (iii) potential mitigation measures.
- 1.5 It will be the responsibility of the appointed operators to comply with all statutory regulations and guidelines as appropriate, in relation to movement activities.
- 1.6 The Site Manager/s details will be provided to Northamptonshire County Council (NCC) and Highways England (HE) in due course and before operational activities commence.

2 VEHICLE ROUTING

Routing

- 2.1 The location of Rail Central in relation to the surrounding strategic highway network is shown on **Figure 2.1**.
- 2.2 The recommended route for operational traffic will be from the A43, which can be accessed via Junction 15A of the M1 to the north and via the A5 and Junction 10 of the M40 to the south. Primary vehicular access to the site is proposed from the A43 via a new grade separated junction (GSJ).
- 2.3 In determining HGV distribution, an origin/destination matrix has been produced by MDS Transmodal, derived from the Great Britain Freight Model (GBFM), which forecasts the likely origins and destinations of the 3,336 inbound and outbound HGV's by Post Code District (PCD) to and from Rail Central.
- 2.4 It is forecast that the majority of operational traffic would route to the site from the M1, which connects London in the south to Leeds in the north.
- 2.5 The M40 connects London in the south to Birmingham. It provides an alternative route from Southern England to the West Midlands, to the M1 and the A34.
- 2.6 The A43 is a dual carriageway measuring approximately eight metres in width on each side of the dualling and is subject to the national speed limit. Further to a review, there are no signed height or weight restrictions along the road. The A43 is observed to already be used by Heavy Goods Vehicles (HGVs). As such, the A43 is considered suitable to accommodate the vehicles associated with the operation of the site.

Site Access

- 2.7 Once operational, access to Rail Central will solely be taken from the A43 via a Grade Separated Junction (GSJ), as shown on **Figure 2.2**. Upon departure from the site, vehicles will either travel north on the A43 towards Junction 15A of the M1 or south on the A43 towards Junction 10 of the M40.
- 2.8 An emergency vehicular access will be provided on to the western side of Northampton Road from the proposed bus terminal to the north of the underpass, as shown on **Figure 2.2**. An additional vehicular emergency access will be provided further to the north on the eastern side of Northampton Road, as shown on **Figure 2.2**. The emergency access points will comprise priority junctions with Northampton Road and will be controlled by gates to prevent vehicle access other than in defined emergency situations. Staff, visitors and HGVs will not be able to access the site via these points and must use the primary access on the A43. The

decision of whether or not to allow vehicles access or egress via the emergency access points will lie solely with the emergency services.

Major Events and Closures

- 2.9 During the British Grand Prix weekend at Silverstone, the A43 is closed between Tove roundabout and the B4525 Welsh Lane, south of the site. The A43 remains open between Tove roundabout and Junction 15A of the M1, ensuring access to the site is maintained. HGV's routing to the site from the M40 will follow the posted diversion whilst the A43 road closure is operational. Operators will be aware of road closures in advance and will plan HGV movements accordingly.
- 2.10 In the event of any necessary temporary (planned or un-planned) closure of the A43 between Tove roundabout and Junction 15A of the M1, the proposed site access will provide the opportunity for safe U-turn movements. This means that it is possible for access to the site to be maintained either from the north or the south (depending on the location of the closure) during this temporary period. It is anticipated that operators will be made aware in advance of any planned road closures.

3 POTENTIAL MITIGATION MEASURES

- 3.1 During the operational phase of the development, HGV movement will be managed using a number of strategies in line with the Northamptonshire Road Freight Strategy (NRFS), and the policies therein, including:

Signage

- 3.2 It is proposed that advisory signage will be provided across the county, which will direct HGV's and operational traffic associated with the development on a suitable route to the site. The exact signage positions, are to be agreed with Northamptonshire County Council and Highways England officers.
- 3.3 Signage should be incorporated into existing sign locations in order to keep clutter to minimum.
- 3.4 Variable Message Signs (VMS) could be placed at key locations on the route to advise drivers of any incidents along the network and inform of the alternative routes to use.

[Note to Team – Signage will be added to existing signs, not all of which are within red line.]

Vehicle Routing

- 3.5 For the operational phase, access for HGVs will be restricted to the A43 only.
- 3.6 A booking system for deliveries will be put in place which will outline allocated time slots for each delivery. The deliveries will be arranged in advance so that HGV arrivals and departures can be staggered across the day. The phone number of the site manager/s will be made available to all drivers of vehicles that will be accessing the site. The drivers of the HGVs will be required to call ahead, either whilst stopped or using their hands-free devices.
- 3.7 In line with NRFS Freight Policy 6, freight operators will be encouraged to use satellite navigations systems that indicate to driver's specialist information such as low bridges, weight restrictions, and suitable routes for HGVs to use. This information will be available to drivers before they depart and will also make them aware of the location of the site and safe lorry parks.
- 3.8 Smart GPS tracking systems will advise HGV drivers of any delays and reroute or change the delivery slot to the site, as necessary. It will also advise of any accidents or potential blockages on the A43 and other parts of the highway network, which may prevent access to the site and advise drivers to park in an appropriate rest area.

- 3.9 Integrated fleets would allow for route optimisation, in order to minimise HGVs running empty.

Lorry Parks

- 3.10 Freight Policy 7 sets out that '*Northamptonshire County Council will support borough and district councils in securing lorry parking facilities countywide and in encouraging developers to provide safe, secure lorry parks at strategic points across the county, especially along the strategic routes and in towns with a high generation of HGV traffic.*'

- 3.11 There will be an on-site lorry park(s) and truck stop with ancillary facilities available. HGV parking provision will be provided in accordance with NCC guidance.

Enforcement

- 3.12 It will be important to ensure that when measures are introduced that they are enforceable. There are a number of ways in which enforcement can be carried out:

Traffic Regulation Orders

- 3.13 Traffic Regulation Orders could be introduced on specific roads to prohibit vehicles over certain dimensions / weight from using routes. There are already examples of these within the vicinity of Rail Central. These routes would need to be enforced by the police.

Planning Enforcement

- 3.14 The planning consent will be subject to a number of planning controls. One of these could enable the planning authority to undertake enforcement and penalise the developer if certain routes are used by goods vehicles associated with the site. This could be achieved through the installation of ANPR at both the site and on the specific routes. This would enable vehicles who had been to site and recorded on these routes to be identified. Data would be collected by the site and the planning authority could request information if they suspected that drivers were using excluded routes.

[Note to Team – Allow for enforcement procedures in funds.]

- 3.15 This approach using ANPR would not capture other vehicles that may be using the excluded routes in background traffic.

GPS tracking

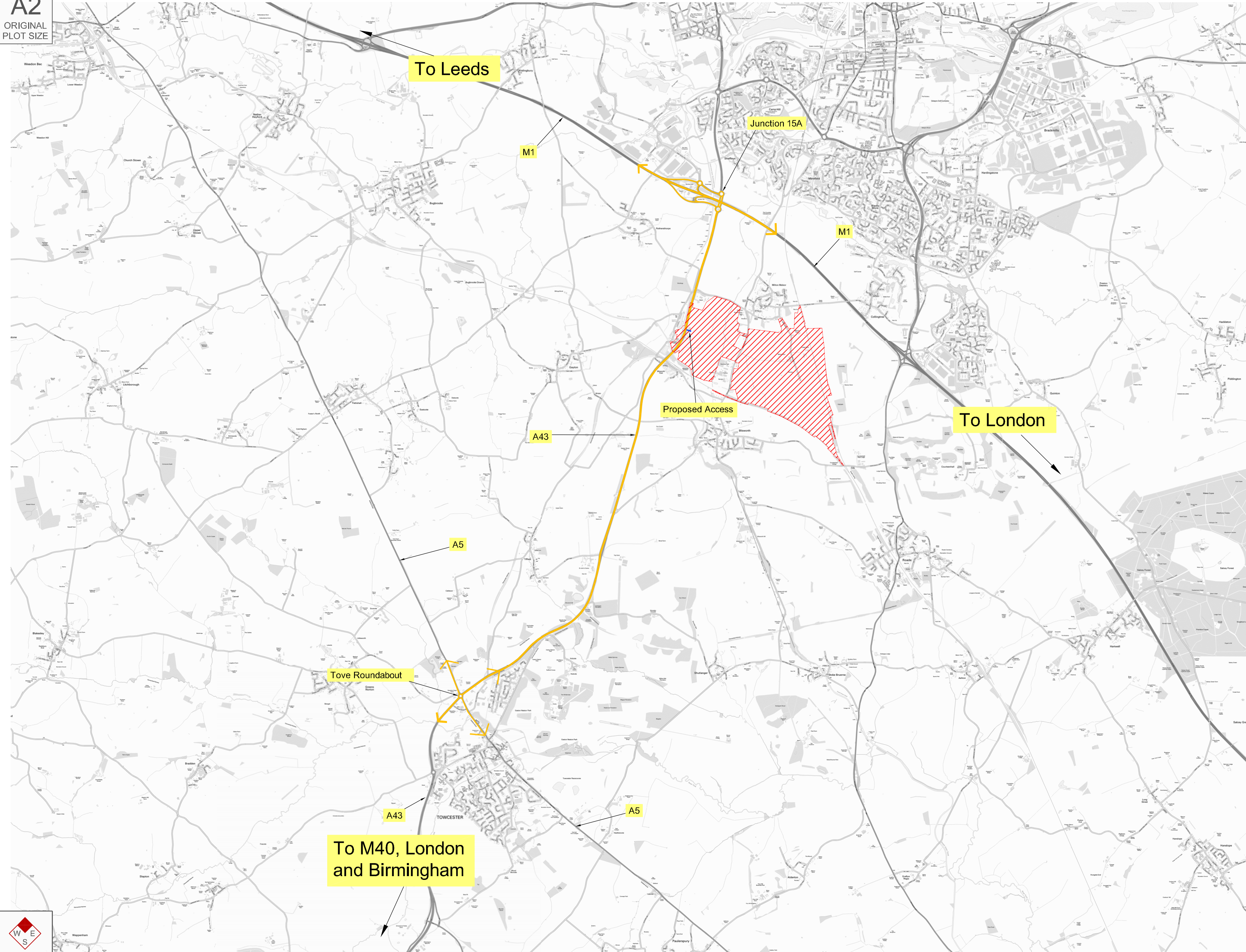
- 3.16 It may be possible for some of the operators on site to monitor vehicles using GPS trackers / software. However, this can be ineffective in monitoring vehicles that may be contractors or hired vehicles which would be unlikely to have GPS trackers installed.

4 SUMMARY

- 4.1 This Operational Traffic Management Plan sets out the recommended vehicle routing, site access and potential mitigation measures concerning HGV's and operational traffic associated with Rail Central. Mitigation and enforcement measures proposed are considered adequate to minimise the impact of operational traffic on the local highway network. It will be the responsibility of the appointed Transport Coordination Officer (TCO) and operators to ensure the proposed mitigation measures are adhered to.

FIGURES

A2
ORIGINAL
PLOT SIZE



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KEY

- Approximate Site Boundary
- Traffic Route

A	28.02.18	Client details updated.	PSW	AJS	MB
Rev	Date	Details	Drawn by	Checked by	Approved by

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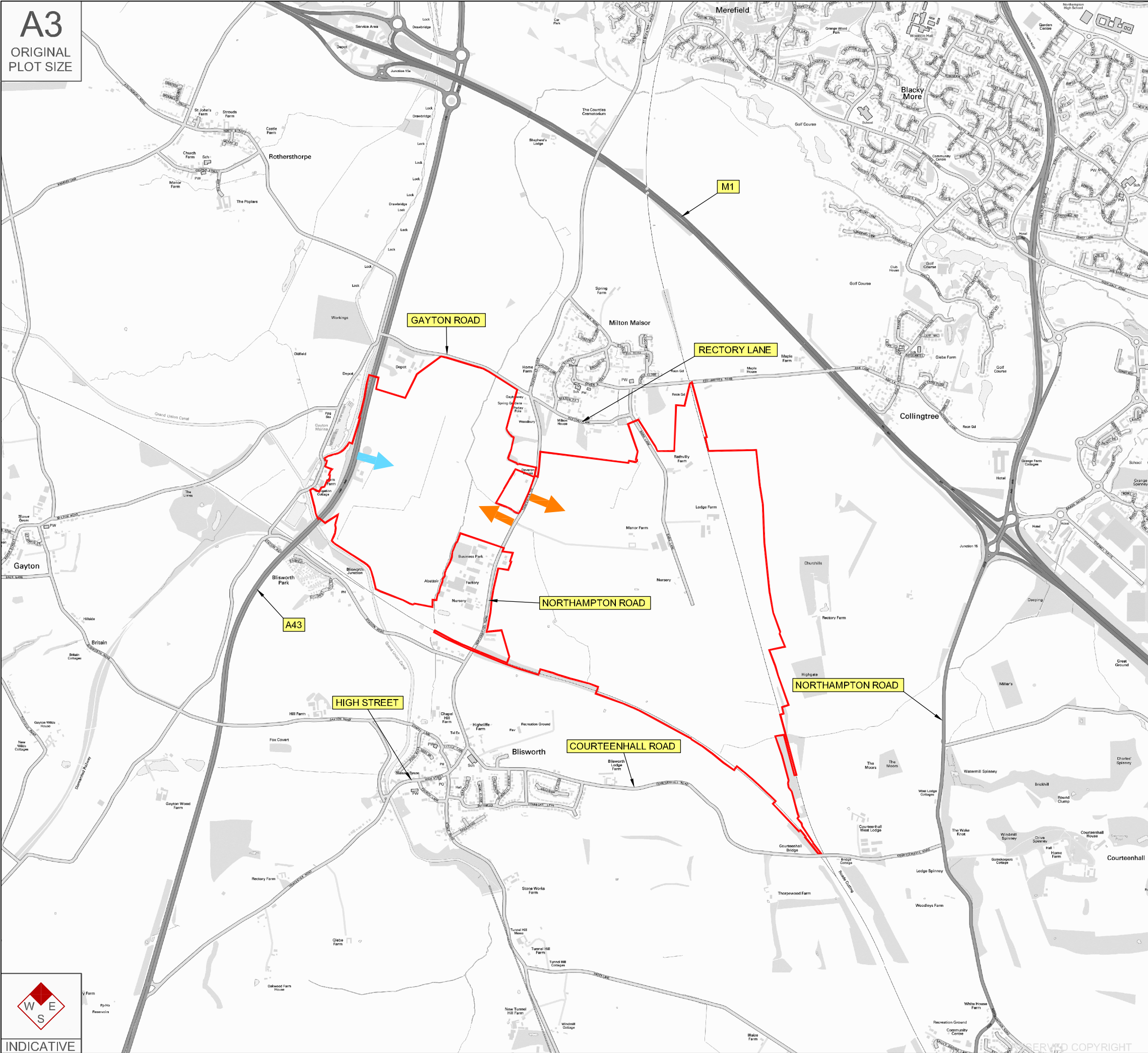


TITLE:
Strategic Highway Network

STATUS:
INFORMATION

SCALE: 1:40,000	DATE: 29.01.18	DRAWN: PSW	CHECKED: WG	APPROVED: MB
JOB NO: 1211-80	DRAWING NO: Figure 2.1	REVISION: A		

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A3
ORIGINAL
PLOT SIZE



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KEY

- Approximate site boundary
- ➔ Main Vehicular Access
- ➔ Proposed Emergency Vehicular Access

A	28.02.18	Client details updated,	PSW	AJS	MB
Rev	Date	Details	Drawn by	Checked by	Approved by

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PROJECT:

TITLE:
**Proposed Site Access
Locations**

STATUS:
INFORMATION

SCALE: 1:20,000	DATE: 29.01.18	DRAWN: PSW	CHECKED: WG	APPROVED: MB
JOB NO: 1211-80	DRAWING NO: Figure 2.2	REVISION: A		