

East Midlands Gateway - Strategic Rail Freight Interchange – Community Liaison Group

Wed 13.07.16, North West Leicestershire District Council Offices

Present

Kate Bedson, Roxhill
John Holmes, Oxalis
Peter Goddard, Goddard & Sons
Christine Fisher, North West Leicestershire DC
Jim Newton, North West Leicestershire DC
Adam Mellor, North West Leicestershire DC
Gillian Squires, North West Leicestershire DC (notes)
Cllr Chris Hills, Castle Donington PC
Cllr Robert Sizer, Castle Donington PC
Fiona Palmer, Castle Donington PC
Cllr Toni Harrington, Lockington cum Hemington PC
Gill Simpkins, Lockington cum Hemington PC
Cllr Val Teffahi, Kegworth Parish Council
Cllr David Hignett, Kegworth Parish Council

Apologies

Jon Bottomley, East Midlands Airport
Ben Holmes, Oxalis
Vicky Roe, Kegworth Parish Council

1. Introduction to Roxhill Team

KB welcomed everyone to the meeting and introductions were made.

2. Update of where we are

JH outlined the masterplan, explaining the following:

- Development of distribution warehouse
- Sits within landscaped framework
- Links to new railway line
- Kegworth bypass
- Substantial highways works
- New access into Lockington/Hemington

JH talked the group through the scheme components plan and explained that traffic from the A50 currently goes through Junction 24 of the M1. Once the development is completed Southbound A50 traffic will use the bridge so will not pass through J24. Northbound traffic will also bypass J24, therefore relieving transport pressure.

3. High level overview of Programme and Sequencing

PG explained the timeline for the SRFI development through a series of slides.

Timeline 1

Work is due to start in Autumn 2016 and will be a 3-3.5 year programme in various phases.

First sequence of work is due to start in late 2016 with:

- construction of A453 roundabout
- signalised junction with connectivity to Kegworth Bypass when new bridge constructed
- no impact on traffic flows at the start but later there will be 20 weeks interaction that will impact on traffic.

Start on the earthworks, the first element of which unlocks a plateau for up to two million square foot of development. It should be noted that earthworks' activity is weather dependent so the actual timeline may vary according to conditions on site. This work will create surplus material, which will go into the screening bund.

Construction of the rail terminal will start on the first day of the project, will be over 1km long and the south end will lie up to 20m below ground level. Completion of the terminal is expected to take approximately two years. The final connection is likely to take a further year.

Off-site works will start round two months into the project. For the first 6-7 months the vast majority of this work will have no impact on traffic flows. J24 improvement works will generally be carried out at night to reduce disruption. Realignment of J24 is expected to take around 12 months and will improve circulatory traffic and relieve congestion.

For the first 6-9 months traffic movements on the development site will be relatively minor and will use the existing farm track off Church Lane. Construction traffic will be banned from using the dual carriageway and must turn left out of the junction.

Timeline 2: 6-9 months commencing Summer 2017

The site access road will have been built by now. The first two plateaus will be ready for building construction to progress. Part of the bund will be complete. The earthworks operation will have moved to the next phase. The rail terminal is still 'red' at this point as it is still being progressed. Off site works are still red and the Kegworth bypass is red as now under construction – expected autumn/winter 2017.

Traffic still follows its current routes in all locations and residents can still access Lockington and Hemington in the usual way. The vast majority of traffic interfaces will occur with the reconfiguration of J24 and is a "necessary evil" as it will reduce pressure on J24. The bridge over the M1 from the A453 towards Ashby Road, Kegworth, will remain in place and, when the Kegworth bypass is completed, will be used by buses and cyclists.

Timeline 3 – Summer 2018

Traffic no longer follows the roundabout onto J24 but takes a new configuration so traffic pressure on J24 is relieved. Highways England is expected to start construction on a smart motorway scheme in Spring 2017. Roxhill is liaising closely with Highways England to ensure this runs smoothly.

Now beginning to look at access, focusing on de-trunking the Southbound A50 carriageway and working on access into Lockington from the north. The northbound bridge will stay and the south bound bridge will be removed. There will be two way access into Lockington.

The railway track has now gone red, which means they will be laying track, ballast, etc.

Timeline 4 – Autumn 2018

The Kegworth bypass is still under construction. Bunding is being constructed and landscaping will go in. Landscaping will be carried out each planting season between November to March following any completed construction.

The railway line is now built but is not yet connected to the Network Rail section. Off-site traffic movements are completed (except for the Kegworth Bypass). Roxhill is still to resolve the exact

sequence of the bypass but will start work in autumn 2017 and hope to complete by the end of 2018.

Timeline 5 –Spring 2019

Area 1 and 2 of the development will be complete and they are now working on Areas 3 and 4. Work progressing on Kegworth bypass, rail head and traffic works.

Timeline 6 – Winter 2019

Everything has now been built except the final Network Rail connection, which Roxhill will have no part in. Current dates from Network Rail for work on this connection is Christmas 2019.

There was discussion on train movements. Roxhill explained that east-bound trains can come into the Roxhill scheme but will require Network Rail to carry out works to improve the gauges. Trains will approach from the west but loop round. Electrification of the Midland Mainline expected around 2022.

4. Discussion

Q. At what point will pedestrian access cease from Lockington to the perimeter of the airport?

A. The plan is that the perimeter footpath will always be accessible at some point but it will get rerouted at different stages during the development. At the end of the development the perimeter footpath and access to it will be retained; the route will be longer but connectivity will still be maintained. **ACTION:** KB to distribute footpath map to all.

Q. Dark Lane, Lockington – any changes to this route?

A. There will be no changes to Dark Lane.

Q. Diseworth Lane – any changes to this route?

A. Being upgraded and improved; currently gated and locked but still considered as public highway.

Q. Diseworth Lane - will this be closed to install power cables?

A. No need to close, cabling will be placed in a small trench in the verge but there will be little impact.

Q. What will movements on and off the development site entail? Will it create pinchpoints that might affect Kegworth?

A. Full information already provided on traffic modelling in documents provided. **ACTION:** KB to check if further information available to share.

Q. When is first occupation at the site likely?

A. Must follow development consent, therefore all highways work and access must be completed first. To exceed occupation of two million square feet the Kegworth bypass must be open. To exceed occupation of three million square feet the railway line needs to be complete.

Q. Will there be a link from East Midlands Parkway to the development?

A. It is possible but would require detailed examination. If this were to go ahead Roxhill would have no involvement and would not provide funding.

Q. Any idea as to when bus route access will go in?

A. A comprehensive travel plan has been prepared for this. Roxhill will fund a shuttle bus that captures existing routes. A comprehensive travel plan has been prepared for the 7000 employees at

Roxhill and bus companies and the district council will be involved to ensure that buses are filled. 'Empty running' of buses was discussed and all agreed that timing was important to ensure that this was avoided and that no subsidies are used to run empty buses. **ACTION:** KB to invite John Parker to next meeting to discuss bus provision in more detail.

Q. What will parking facilities at Roxhill look like?

A. There are plans to introduce smart traffic packages for staff, which will provide information on commuting by cycle, bus and car. Car share will be strongly promoted using emerging technology.

Q. When was the decision made not to close the bridge over the M1 onto Ashby Road, Kegworth?

A. This has been under contemplation for around two years. Brief discussion on importance of communicating any changes in plan to local communities.

Q. Are there plans to update the Roxhill website?

A. Roxhill is in the process of revamping the website completely and updating key information. It will take 6-8 weeks to launch the new website, which will include information on what is happening on site, what is happening to the road network, etc. Current travel information will not be included but a link will be added to direct feeds from Highway England and the AA.

Q. Will Roxhill be able to provide information on travel disruption 2-3 months before it is expected? Parish councils can help pass information on to communities through monthly newsletter or email to share via council websites and social media.

A. **ACTION:** KB to liaise with clerks to provide appropriate information.

Q. Is there any news on relief road for Castle Donington?

A. No decision yet but CEF will continue to check with Leicester & Leicestershire Enterprise Partnership (LLEP) for response from Highways England. Discussion about Highways England's preference for 'shovel ready' projects. Discussion about potential to apply for LLEP Growing Places fund to be launched in next few months.

Q. Regarding communication, are there any plans to involve Long Whatton and Diseworth as these communities are likely to be affected by any traffic disruption?

A. **ACTION:** KB to invite Long Whatton and Diseworth Parish Council to next meeting. **ACTION:** All to consider other organisations who should be invited to next meeting and feed back to KB.

5. Any Other Business

- Discussion on venue and frequency for future meetings; agreed to rotate venue in the Northern Parishes and to meet quarterly.
- Discussion on Community Fund and potential projects. All councils are considering large projects and welcome help to identify further funding.

Post Meeting Amendment: Chairman of Lockington cum Hemington stated, and has previously stated, that the equal split of £100K is not just given that their Parish will bear the bulk of the impact and also that £100K was inadequate as a sum.

6. Date of next Meeting

Wed 26.10.16, 5.00-6.30pm, Castle Donington Parish Council offices

Attachments:

1. Phasing Slides (PIDG)
2. Non-motorised User Strategy i.e. footpaths, bridleways, cycleways (current or proposed)
3. Keworth Bypass – Schematic Plan to clarify bus route/public access restrictions