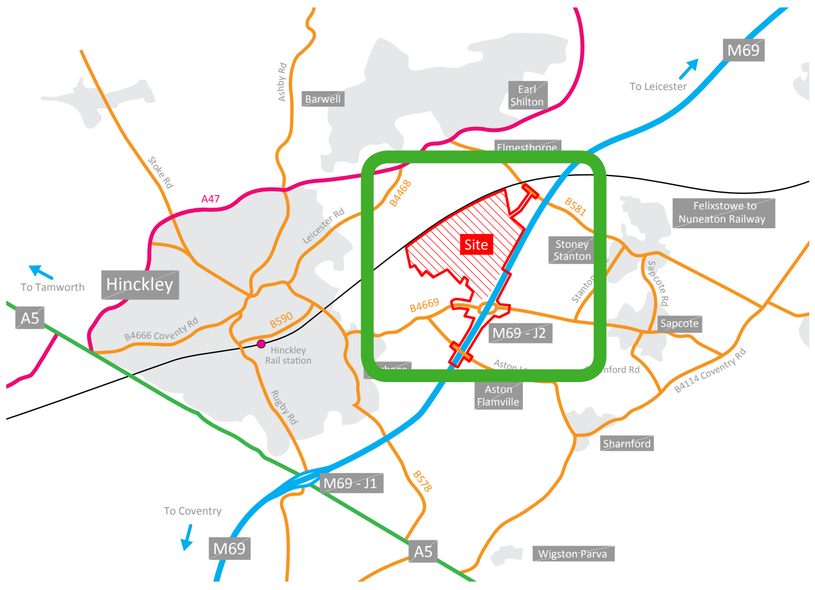
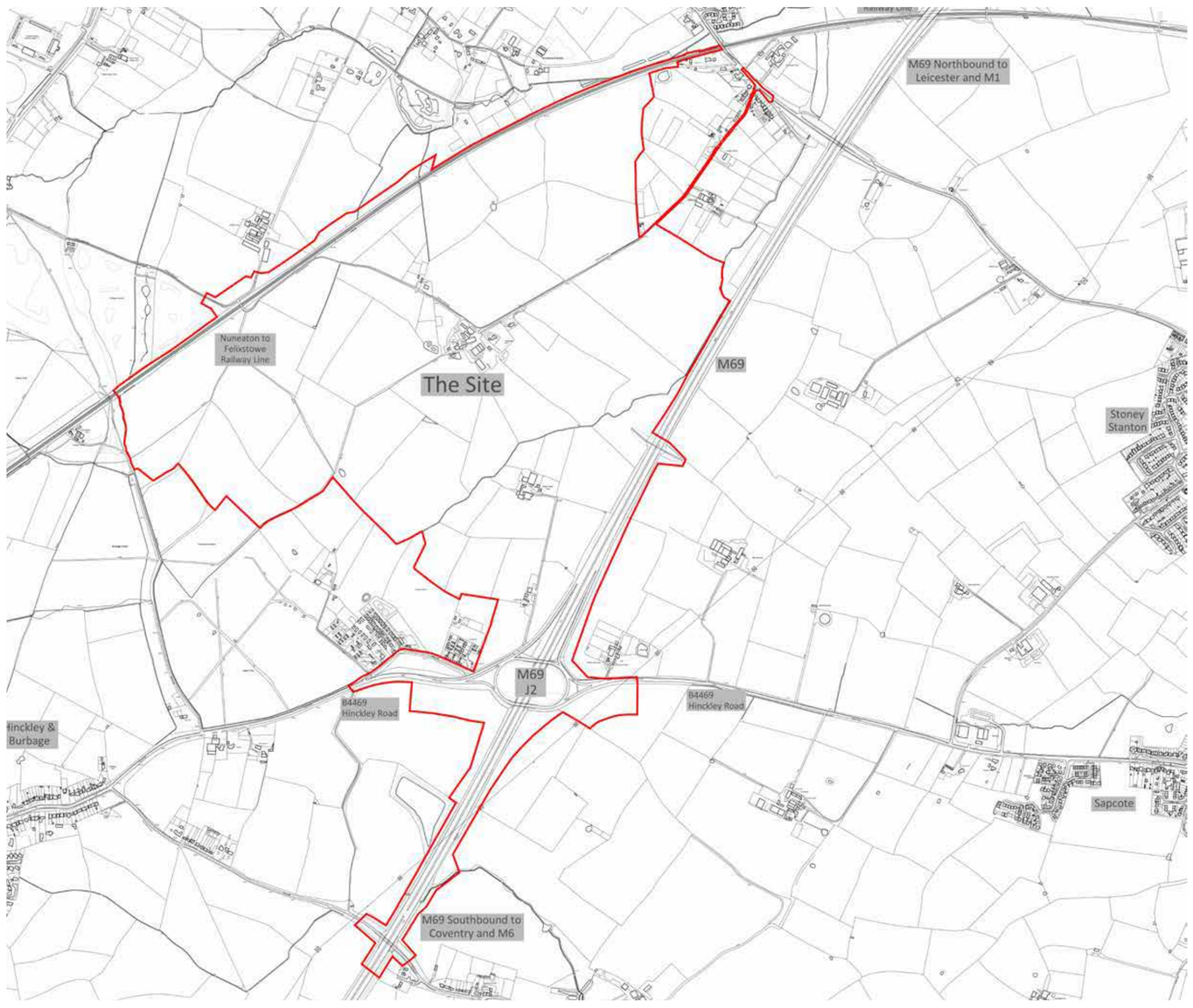
Welcome

Hinckley National Rail Freight Interchange (HNRFI): the journey so far

db symmetry is bringing forward proposals for the Hinckley National Rail Freight Interchange (HNRFI) close to Junction 2 of the M69, on land east of Hinckley, in Blaby District in Leicestershire.





An informal public consultation was held on the proposals between October and December 2018 and a series of exhibitions were held in six venues across the local area which were attended by approximately 1,500 residents. In response to the feedback received to the first informal consultation stage, a further round of informal consultation is now taking place, focussing specifically on highways issues and options for potential off-site highways improvements outside the main HNRFI development site – the main concern raised at the October-December 2018 consultation.

If you would like to see the exhibition boards from the previous consultation held last year then please speak to a member of the team here today. This consultation does not cover the proposed rail terminal itself or its economic impacts. These topics will be consulted on again at the formal consultation currently scheduled for late 2019.

What happens today?

We are keen to hear your views as part of our pre-application community consultation.

The purpose of this exhibition is to ensure that local people are aware of the emerging proposals for local road improvements and provide an opportunity for people to give their feedback and ask any questions.

This round of informal consultation on the proposed HNRFI will run from 8 July to 6 September 2019. Please let us know your views by speaking to a member of the team and completing a feedback form.

What happens next?

We are in the process of preparing our DCO application, which will involve detailed design work and extensive environmental assessment. Our preparation will be informed by your views on the materials you see today.

Ahead of submitting our DCO application we will formally consult the local community as well as other stakeholders. The formal consultation is currently expected to be in late 2019 and it will be carried out in accordance with Section 47 of the Planning Act 2008.

What is a Strategic Rail Freight Interchange?

Logistics may be defined as the management and movement of goods between manufacturers, suppliers and customers. This can involve the production, processing, batching, transport, recording and storage of products in secure environments.

At the heart of a modern logistics operation are storage and distribution buildings. ‘Just-in-time’ delivery and efficient low carbon operations are an important aspect of a logistics operation, requiring good links to the strategic transport network. Each tonne of freight transported by rail reduces carbon emissions by 76% compared to road and each freight train removes 43 to 76 lorries from the road. db symmetry has a proven track record in delivering large logistics developments.

The East Midlands is home to a fifth of the UK’s manufacturing capability and 45% of the UK’s rail freight goes through the Midlands. The region is a focus for UK logistics operations.

A Strategic Rail Freight Interchange (SRFI) is a type of logistics hub, with a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. The aim of an SRFI is to optimise the use of rail in the freight journey by maximising rail trunk haul and minimising some elements of the secondary distribution leg by road.

db symmetry’s SRFI project is known as the Hinckley National Rail Freight Interchange (HNRFI).

HNRFI is exceptionally well positioned on the rail network, in the heart of the Midlands. It is on the main Felixstowe to Nuneaton freight line that links the East Coast Main Line and the West Coast Main Line, as if in the centre of the letter ‘H’.

With good rail connectivity to the main ports of Felixstowe, London Gateway, Southampton and Liverpool to the centre of the UK, HNRFI reduces the need for road traffic between ports and major towns and cities.

To this end, an SRFI has rail served warehousing and container handling facilities to enable freight to be transferred between different transport modes.

Government policy supports SRFI developments in view of their transport, environmental, and economic benefits.

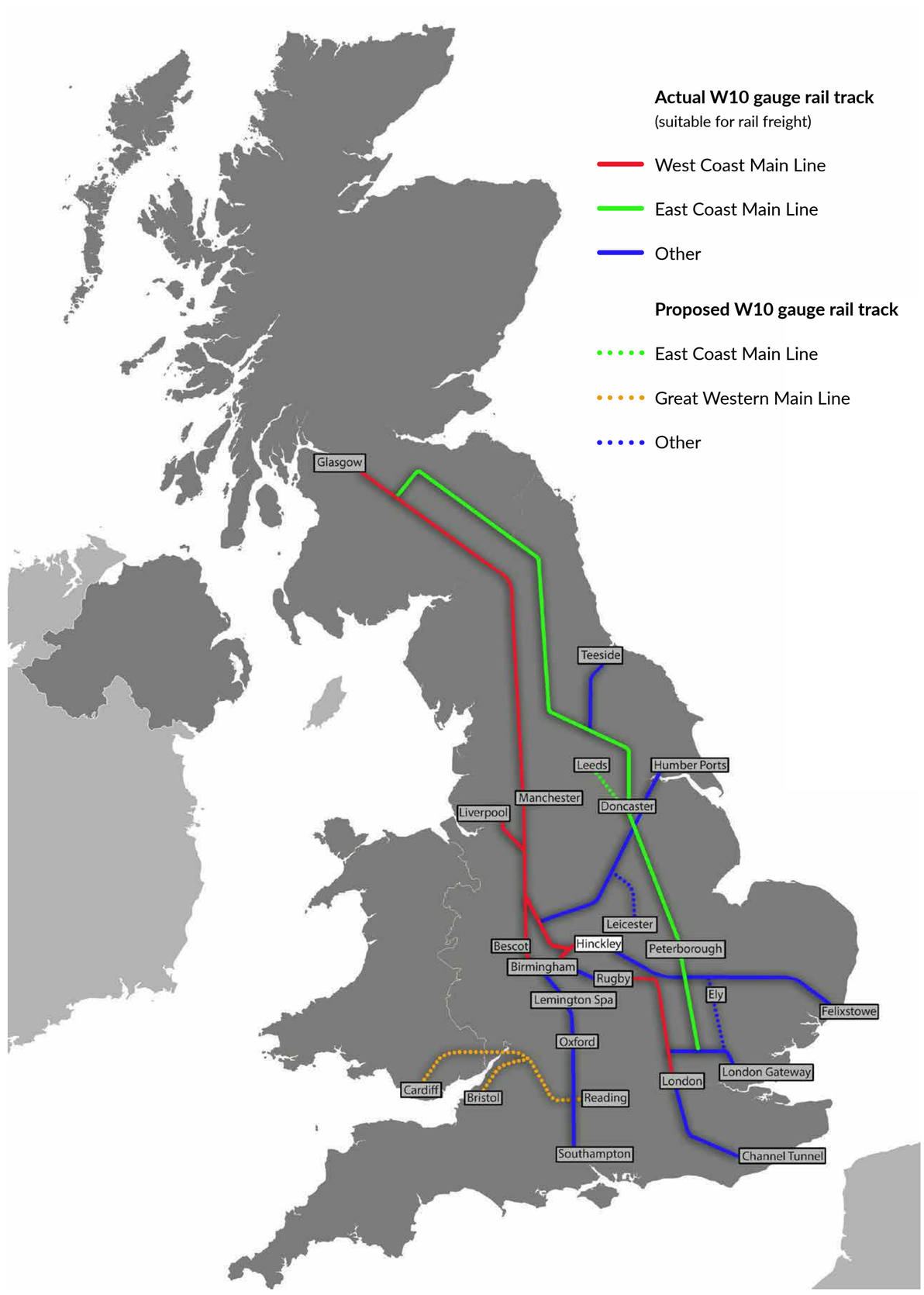
Nationally Significant Infrastructure Projects

Some types of development are considered by the Government to be Nationally Significant Infrastructure Projects (NSIPs). Permission for these projects is granted directly by the government instead of the local authority (Blaby District Council). Strategic Rail Freight Interchanges are NSIPs, so db symmetry will make its application to the government, with local authorities playing an important consultative role.

What is a Development Consent Order?

A Development Consent Order (DCO) is a special type of planning permission for developments categorised as NSIPs. A DCO gives a developer the powers it needs to acquire land for and to construct and operate the development. After extensive public consultation, applications for a DCO are submitted to the Planning Inspectorate, which examines the proposals on behalf of the government and reports to the relevant government minister - in this case the Secretary of State for Transport - who will then decide whether to grant a DCO.

☐ Illustrative map of UK rail lines



Transport and Access Arrangements

Location

The proposed SRFI is located at Junction 2 of the M69, in south-west Leicestershire, to the east of Hinckley. The M69 forms the eastern boundary of the site and links the M6 and A5 to the south-west with the M1 to the north-east. M69 Junction 2 lies at the southern edge of the site.

Why here?

The site is in the Leicestershire Local Enterprise Partnership's designated South-West Leicestershire Growth Area and offers:

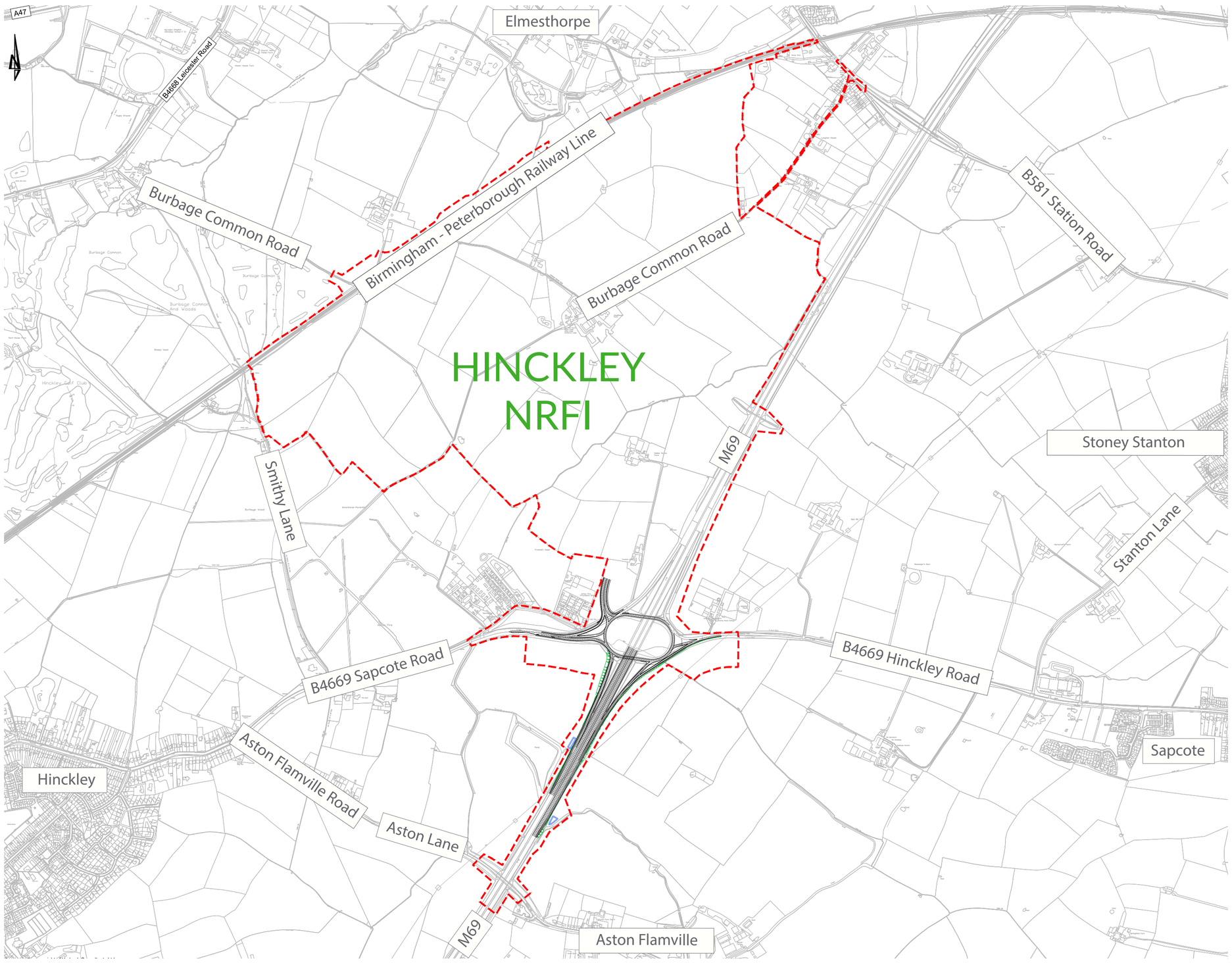
- **Direct rail access** to the Felixstowe to Nuneaton railway as part of the main rail freight network
- **Rail links to the main ports** of Felixstowe, London Gateway, Southampton and Liverpool
- **Direct road access to the strategic highway network** from M69 Junction 2, aided by the proposed addition of slips to the motorway south of Junction 2
- **Separation** from existing residential communities
- Land **not subject to significant environmental designations**

Site Access

The proposed development is situated in a highly accessible location and is extremely well served by the road as well as rail, with direct access onto the M69 motorway via Junction 2 and thereafter the wider Strategic Road Network (SRN).

The proposed site access would be created directly onto the north-western side of Junction 2 via a dual-carriageway connection to the junction and extending into the site. There is a significant amount of residual capacity existing in the current junction arrangement to accommodate traffic growth.

M69 Junction 2 currently only has slip roads to and from the north. This development will deliver new slip roads to and from the south and will make the junction an 'all-movements' junction. The introduction of southern slip roads will enable development traffic to be distributed across the junction and directly onto the wider SRN, minimising use of the local highway network.



Transport & Highways Modelling **Overview**

Highways modelling – where we stand to date

Public feedback from the consultation at the end of 2018 confirmed that the effects of the addition of the south facing slips at M69 Junction 2 and the HNRFI development on the local road network are a particular concern for nearby communities.

The highway network can be broadly categorised as the 'Strategic Road Network' (SRN) which consists of motorways and trunk roads, such as the M69, A5, M1, M6, A42 and M42, and the 'local highway network' such as the A47, B581, B4668, B4669, and B4114.

It is the responsibility of Highways England (HE) to operate, maintain and improve the SRN, and of Leicestershire County Council (LCC) for the immediate local highway network.

Highways modelling - what is it telling us?

db symmetry is reviewing all locations where traffic effects might occur, and we will be seeking to agree which locations require a more detailed analysis with the respective highway authorities. This process includes further detailed analysis of traffic flows and junction capacity.

In reviewing the modelling outputs, it is apparent that the villages of Sapcote and Stoney Stanton to the east of the HNRFI will be adversely affected without significant road improvements. In both cases it is largely the introduction of the new motorway slip-roads and the resulting diversion of existing background traffic, (approximately 80%) rather than trips to and from the HNRFI (approximately 20%) that is the primary cause for the increase in road traffic.

The Pan-Regional Transport Model (PRTM)

Leicestershire County Council has a strategic traffic model which it uses to assess the effects of all large developments in the County. In liaison with LCC and Highways England, db symmetry has commissioned an assessment to be undertaken using LCC's Pan-Regional Transport Model (PRTM) to assess changes to the road network as a result of the proposed HNRFI development.

The PRTM identifies where changes in traffic flows are likely to occur along roads and at junctions. Where potential adverse effects are identified detailed analysis is to be undertaken.

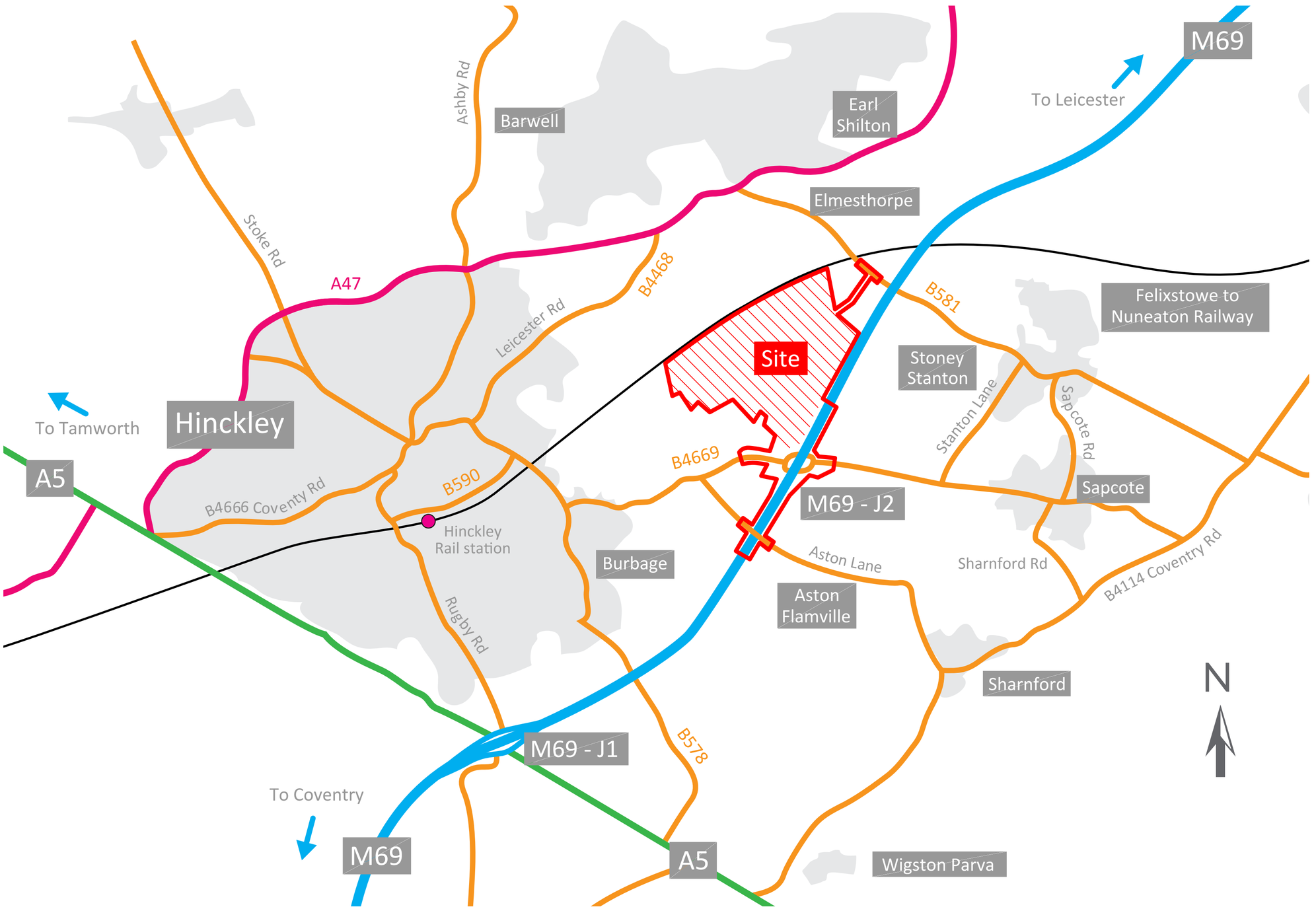
The PRTM also identifies traffic effects beyond Leicestershire's administrative boundaries and into neighbouring highway areas such as Leicester City or Warwickshire, the border of which runs broadly alongside the A5 Watling Steet.

The PRTM is a model derived and extended from our LLITM. The model boundary covers a total of 24 authorities including the entire East Midlands and West Midlands. The model was initially constructed in order to ascertain the national significance of developments. The model has a great deal of enhancement outside of Leicestershire, including all SRN, A-Road and the major B-Roads across the model area.

The model is calibrated and validated to a level which is WebTAG compliant for both traffic flows and journey times. The PRTM also includes a fully-fledged Variable Demand Model (VDM)

It is used to assess schemes which have potential to have a national impact

Extract from Leicestershire County Council Highways modelling note



Transport & Highways
Modelling Trip Distribution

The redistribution of background traffic arises when drivers who are already on the road network divert away from their existing routes (e.g. those currently travelling to use M69 Junction 1 or 3) to use the upgraded M69 Junction 2 instead. The result is both positive and negative, with an increase in some locations, and a reduction in others.

Notable locations where a reduction in traffic is anticipated include:

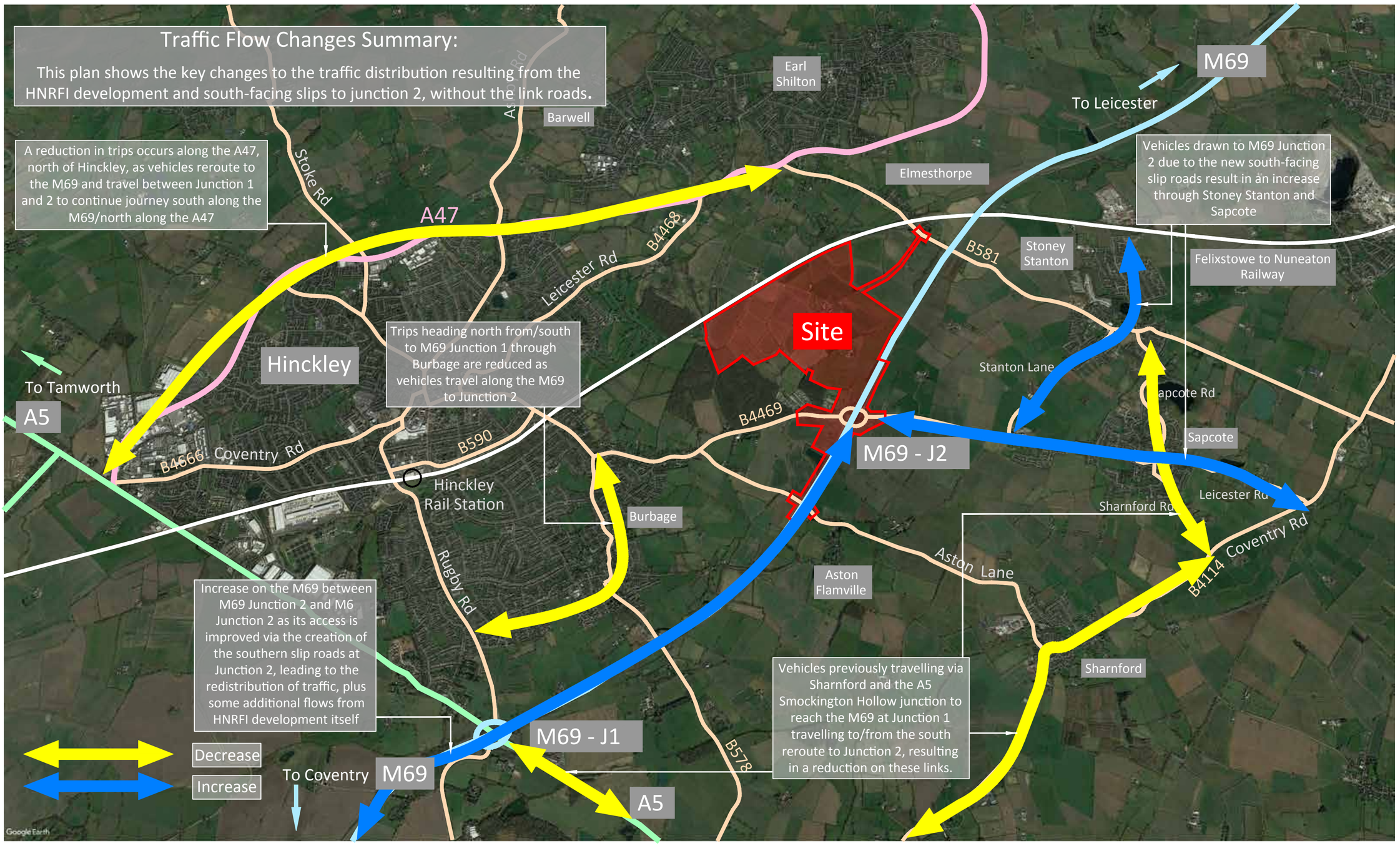
- Burbage
- Sharnford
- A47 west of Hinckley
- M69 Junction 1 circulatory
- A5 east of M69 Junction 1

Notable locations where an increase in traffic is anticipated include:

- Sapcote
- Stoney Stanton
- M69 (south of Junction 2)
- Rural areas/roads to the north

The image below provides an indication of the change in traffic flows arising from the PRTM modelling outputs provided by LCC and it's modellers AECOM. This presents the estimated flow changes across the highway network once the development site is fully operational and the new south-facing slip roads at M69 Junction 2 are in place.

The following boards show our thoughts on potential off-site highways improvements to mitigate the adverse traffic impacts on surrounding communities.



Potential Mitigation Options

Based on the PRTM modelling to date, in order to mitigate adverse traffic effects in Sapcote, Stoney Stanton and the rural areas to the north, we are considering the provision of new link roads. The purpose of these links is to divert traffic away from sensitive areas and encourage the use of main roads rather than rural routes.

Two locations are under consideration for new road links. These are:

A47 Link

A new road between M69 Junction 2 and Leicester Road, before then connecting to the A47 Normandy Way/Clickers Way to the North West.

Eastern Villages Link

Link Road options for Stoney Stanton and Sapcote including:

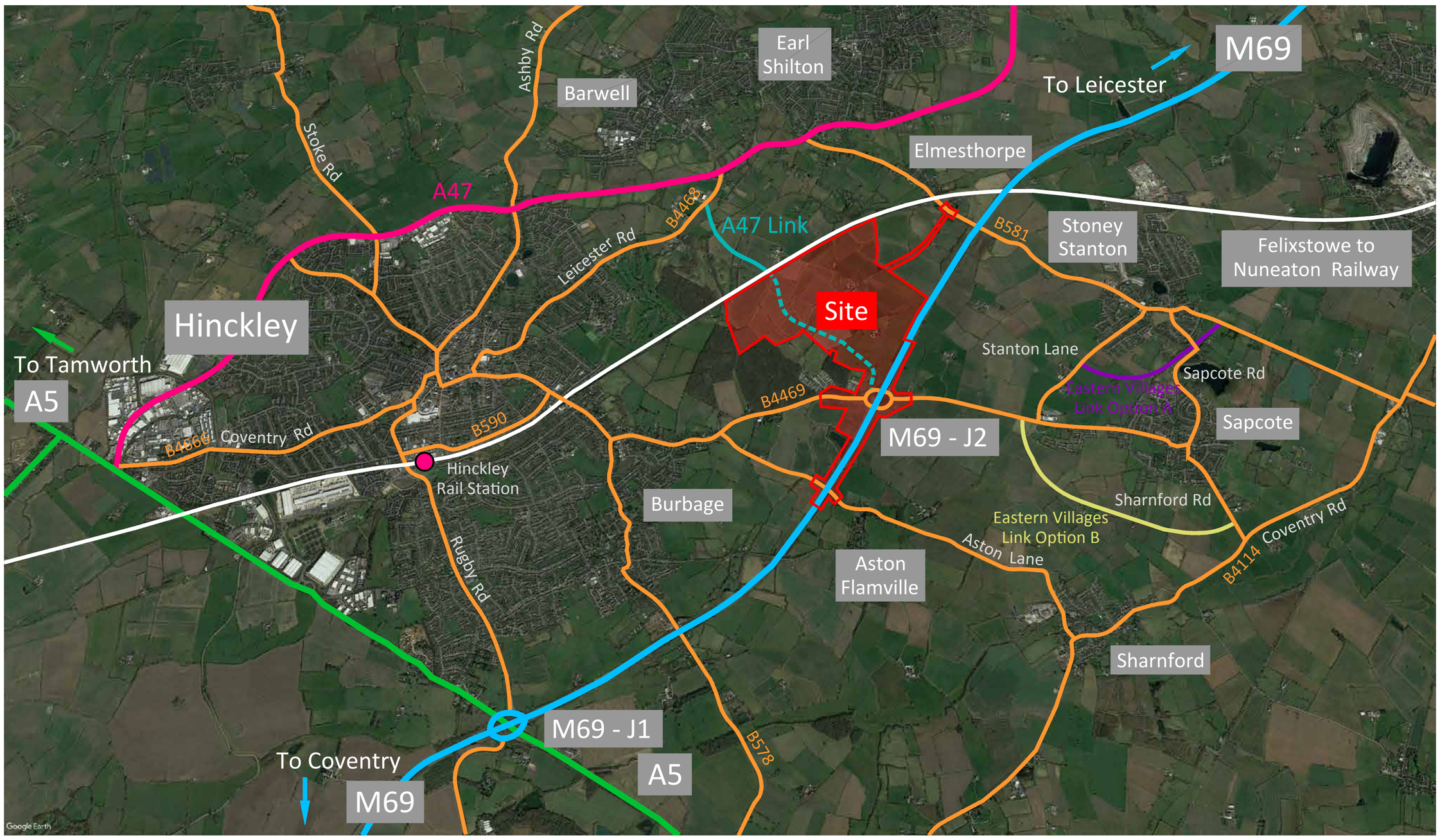
- **Option A (north) -** connecting Stanton Lane (south of Stoney Stanton) with Broughton Road (east of Stoney Stanton), routing between Stoney Stanton/Sapcote.
- **Option B (south) -** connecting Hinckley Road (west of Sapcote) to Sharnford Road (south of Sapcote), routing south of Sapcote.

We would be grateful for your views on these options. You can let us know what you think by completing a feedback form here today or by submitting comments online.

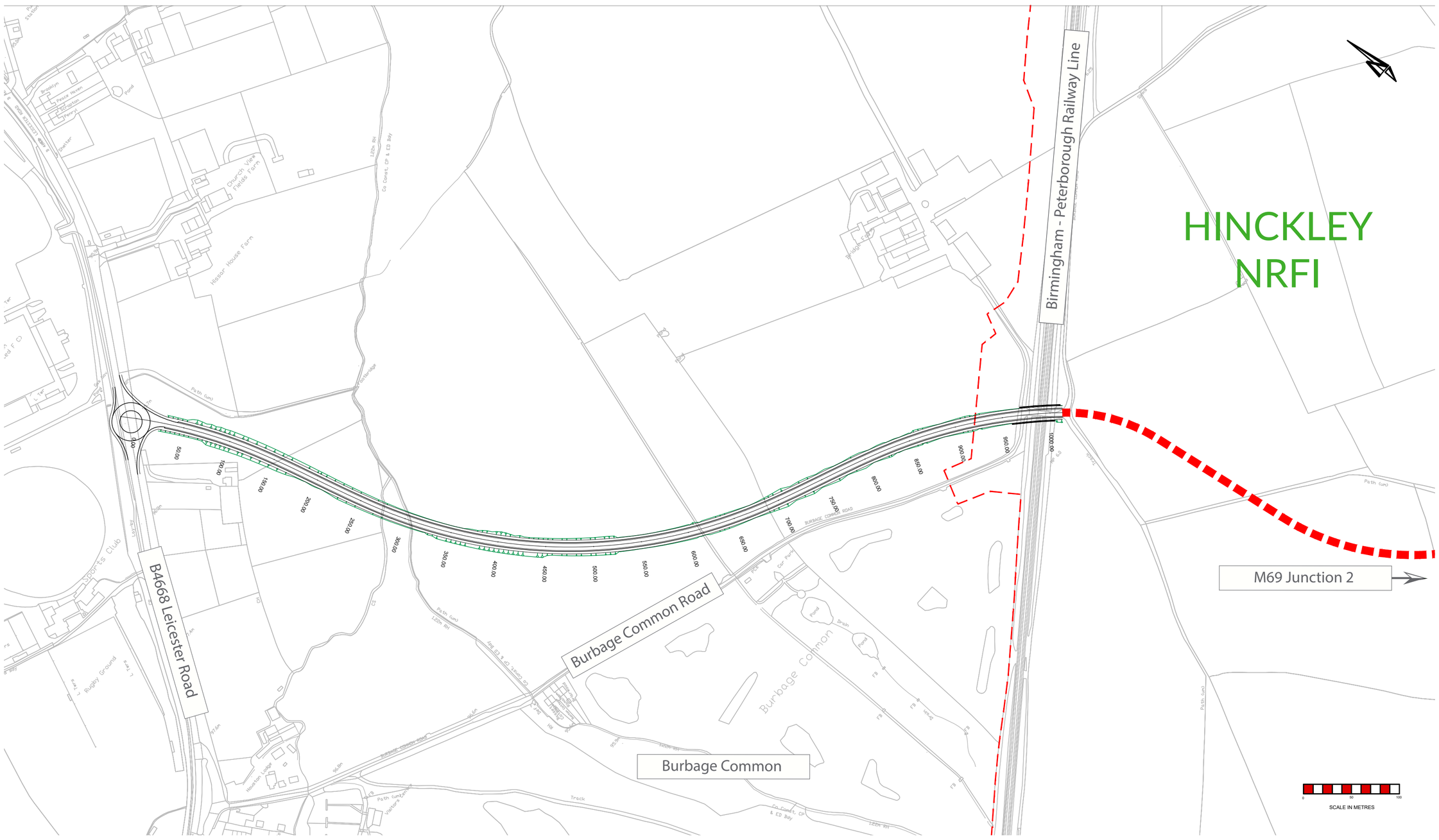
Other road junctions in the locality might need to be improved. **Works might include:**

- Changing the junction type (e.g. conversion to a roundabout, or introducing traffic signals)
- Improving lane/driver discipline through road markings/signing
- Adjusting priorities, to ensure that priority is given to the higher traffic flow routes through a junction
- Additional lanes or increased width at give-ways/stop-lines
- Improved signal timings (for signalised junctions), to ensure that 'green-time' is allocated according to traffic flow demands
- Improved signal controller software (for signalised junctions) to provide an intelligent and reactive approach to real-time traffic conditions
- Pedestrian and cycling infrastructure improvements

We will be considering the needs for such measures once we have modelled traffic at individual junctions and discussed mitigation requirements with the various highway authorities, and will consult on any proposals as part of the Formal Consultation process in late 2019.



A47 Link



A link from the HNRFI site westwards to the A47

The A47 link will provide a connection through the development site from M69 Junction 2 to Leicester Road, before then connecting to the A47. Design details are to be confirmed but we envisage this route would be a 7.3m wide single carriageway.

The modelling indicates that a demand will exist from north and northwest to travel to M69 Junction 2 to use the new slip roads. Currently, those trips may be travelling along some of the following routes to access the M69 Junction 1 and head south: the A47/A5; through Hinckley; through Burbage; through Sharnford. However, with limited route choices to M69 Junction 2 without the A47 link those trips are expected to divert through Stoney Stanton and Sapcote.

The purpose of the 'A47 Link' is to provide a route that is on the desire-line of those trips originating from the north and northwest, and to encourage the use of main roads (primarily the A47), limiting the need or desire to travel through rural locations and small villages.

In effect the A47 link would complete a 'Ring Road' around Hinckley, (A5, A47, M69) reducing the need for traffic to route through the town centre and providing increased resilience along the A5, should there be any incidents of 'bridge strike' for example, on Dodwells Bridge.

The southern boundary of this road would need to carefully consider lighting measures, acoustic mitigation and landscaping proposals given its proximity to Burbage Common.

The A47 link will also include pedestrian and cycle provision, improving connectivity by these sustainable means between Hinckley, Barwell and Earl Shilton, and the HNRFI site.

In terms of the benefits there is potential for the A47 link to reduce traffic volumes in the following locations:

- Stoney Stanton
- Sapcote
- Through Hinckley
- A5 west of M69 Junction 1
- A47 west of Hinckley
- Rural roads north/northeast of Hinckley/Earl Shilton

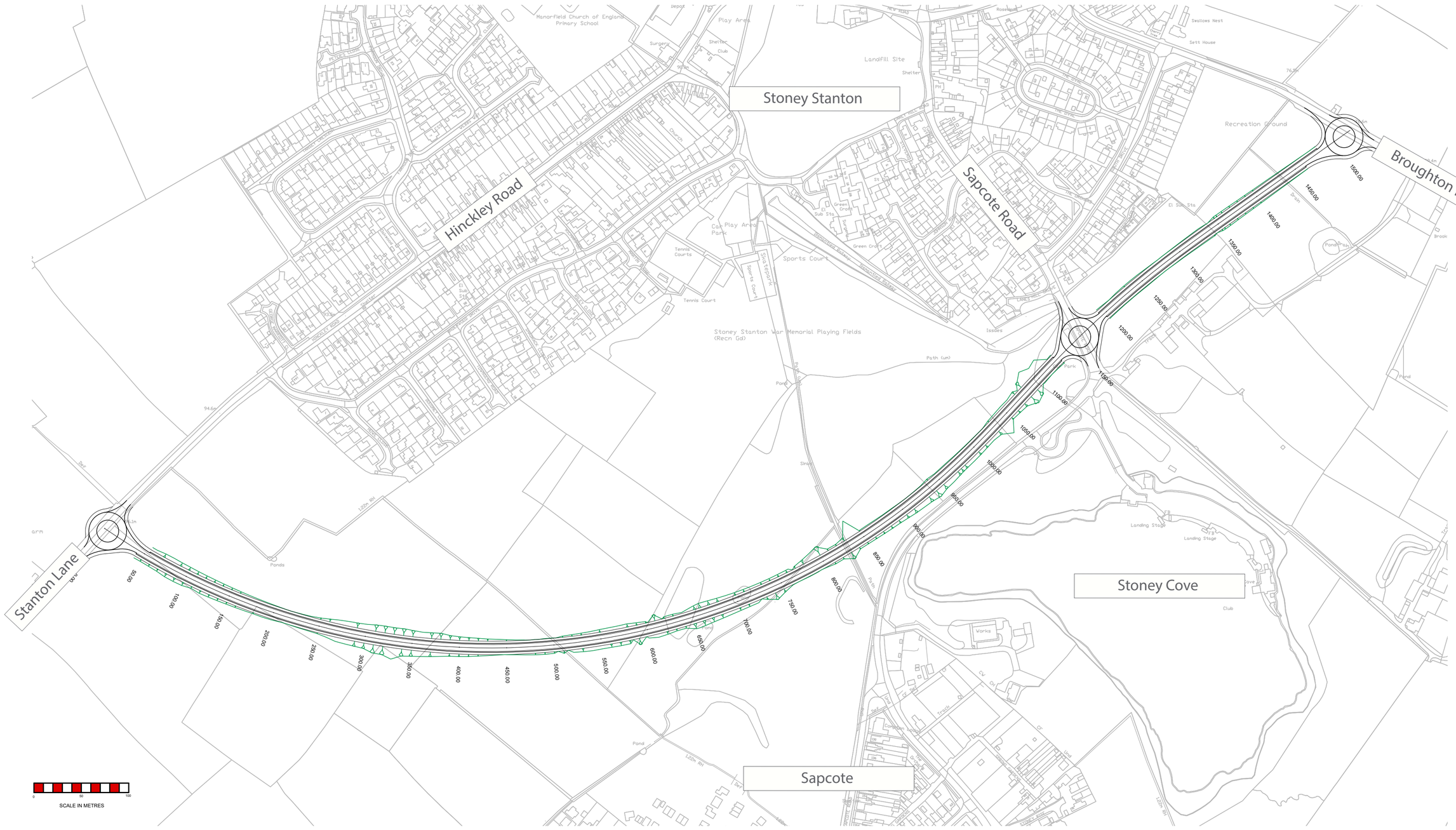
There is the potential for increased road traffic at the following locations as a result of the A47 Link Road connection:

- M69 north and south of Junction 2
- Leicester Road north and south of the new connection to the link road
- Ashby Road/Barwell Lane/Stonegate Drive
- A47 east and west of the junction with Leicester Road
- The Common (leading towards Barwell)

The strategic modelling will identify changes in traffic flows at the above locations, as well as any other locations where a change occurs.

We will be assessing the impacts of those changes, both in terms of vehicle numbers but also in terms of the operational performance of the road network through junction capacity modelling.

Eastern Villages Link
Option A



Option A (north) - connecting Stanton Lane with Broughton Road, routing between Stoney Stanton/Sapcote

The Eastern Villages Link: Option A will provide a connection between Hinckley Road (south of Stoney Stanton) and B581 Broughton Road (east of Stoney Stanton). Design details are to be confirmed but we envisage this route would be a 7.3m wide single carriageway.

Currently, two options exist for travelling east-west between M69 Junction 2 and the B4114 Coventry Road, and both are through either of Sapcote or Stoney Stanton. The modelling indicates that the demand to undertake this trip will increase upon implementation of the southern slip roads at M69 Junction 2, with an adverse impact arising within the villages.

The purpose of the Eastern Villages Link: Option A is to provide an alternative route that relieves the village centres, limiting the need or desire to travel through Sapcote or Stoney Stanton.

The boundaries of this link road option would need to carefully consider lighting measures, acoustic mitigation and landscaping proposals given its proximity to existing residential properties in Stoney Stanton and Sapcote.

Subject to demand, this link road option will also include pedestrian and cycle provision, improving connectivity by these sustainable means between Stoney Stanton and Sapcote, and the HNRFI site.

In terms of the benefits, Eastern Villages Link: Options A and B each have the potential to reduce traffic volumes in the following locations:

- Stoney Stanton
- Sapcote
- Rural roads to the north

There is the potential for an increase in trips to arise in the following locations as a result of the Eastern Villages Link: Option A

- B4669 Hinckley Road west of M69 Junction 2
- Hinckley Road south of Stoney Stanton
- B581 Broughton Road
- B581 Coventry Road

The strategic modelling will identify any/all changes in traffic flows at the above locations as well as any other locations where a change occurs.

We will be assessing the impacts of those changes, both in terms of vehicle numbers but also in terms of the operational performance of the road network through junction capacity modelling.

Eastern Villages Link
Option B

Option B (south) - connecting Hinckley Road to Sharnford Road, routing south of Sapcote

The Eastern Villages Link: Option B will provide a connection between the B4669 Hinckley Road (west of Sapcote). Design details are to be confirmed but we envisage this route would be a 7.3m wide single carriageway.

The need for this link, and its purpose is as stated in the Option A description on Board 8.

The northern boundary of this link road option would need to carefully consider lighting measures, acoustic mitigation and landscaping proposals given its proximity to existing residential properties in Sapcote.

Subject to demand, this link road option will also include pedestrian and cycle provision, improving connectivity by these sustainable means between Sapcote and the HNRFI site.

In terms of the benefits, Eastern Villages Link: Options A and B each have the potential to reduce traffic volumes in the following locations:

- Stoney Stanton
- Sapcote
- Rural roads to the north

There is the potential for an increase in trips to arise in the following locations as a result of the Eastern Villages Link: Option B

- B4669 Hinckley Road west of M69 Junction 2
- Sharnford Road immediately south of Sapcote (between the connection to the Eastern Village Link: Option A and B581 Coventry Road)
- B581 Coventry Road (north of Sharnford Road)

The strategic modelling will identify any/all changes in traffic flows at the above locations as well as any other locations where a change occurs.

We will be assessing the impacts of those changes, both in terms of vehicle numbers but also in terms of the operational performance of the road network through junction capacity modelling.

Transport Highways Modelling **Next Steps**

We will continue to progress with the Pan-Regional Transport Model (PRTM) modelling process, to ensure that we have identified where any highway impacts occur, and where any potential additional highways mitigation measures are required.

We will also undertake the necessary environmental survey work and assessment of the potential link road options identified to date. Together with the feedback received from this consultation exercise, we hope to have reached final agreement on the full highways mitigation package when we undertake the Formal Consultation in late 2019.

The PRTM will determine the appropriate stage whereby any mitigation is required, fixing the timing of delivery of the associated mitigation and link roads.

The following highways work is also ongoing and further detail will be provided at the Formal Consultation stage:

Sustainable modes of travel

We are committed to encouraging travel to the site to be undertaken by all modes, and we will actively be promoting travel by modes other than single occupancy private motor car. A key component of this is the preparation of a Travel Plan, which will identify targets and measures to achieve this, including the promotion of walking and cycling, public transport, electric vehicles and car-sharing.

Emergency Access

- Primarily, access for emergency vehicles would be via the main site access at Junction 2. The proposed dual-carriageway arrangement affords good capacity and flexibility for managing traffic in the event of an emergency. However, Burbage Common Road naturally provides a highway connection to facilitate access to the site for emergency vehicles only, via both the existing rail bridge (linking to the B4668 Leicester Road), and via the B581 Station Road from Elmesthorpe.
- In the scenario with the A47 Link a second access opportunity is introduced, effectively replacing the emergency access on the western side of the site/Burbage Common Road. In this scenario, it is envisaged that the easternmost emergency access will still be provided, in addition to two accesses.
- Any emergency access points would be managed and physically restricted for use by the emergency services for access to the site itself only. It is not envisaged that any physical changes will be required to either the carriageway or verges at the B581 Station Road Junction, but a replacement rail bridge may be required.

Route Management strategies - construction and operational traffic

To minimise the impact on local roads, route management strategies will be implemented to ensure that HGV traffic uses the Strategic Road Netwrok.

Overall Project Programme:

Summer/Autumn 2019 - Ongoing Highways Modelling and Environmental Assessment

Late 2019 - Formal Consultation

Summer 2020 - DCO Application submission and Acceptance Stage

Summer/Autumn 2020 - Pre-Examination

Winter 2020/Spring 2021 - Examination

Summer 2021 - Recommendation

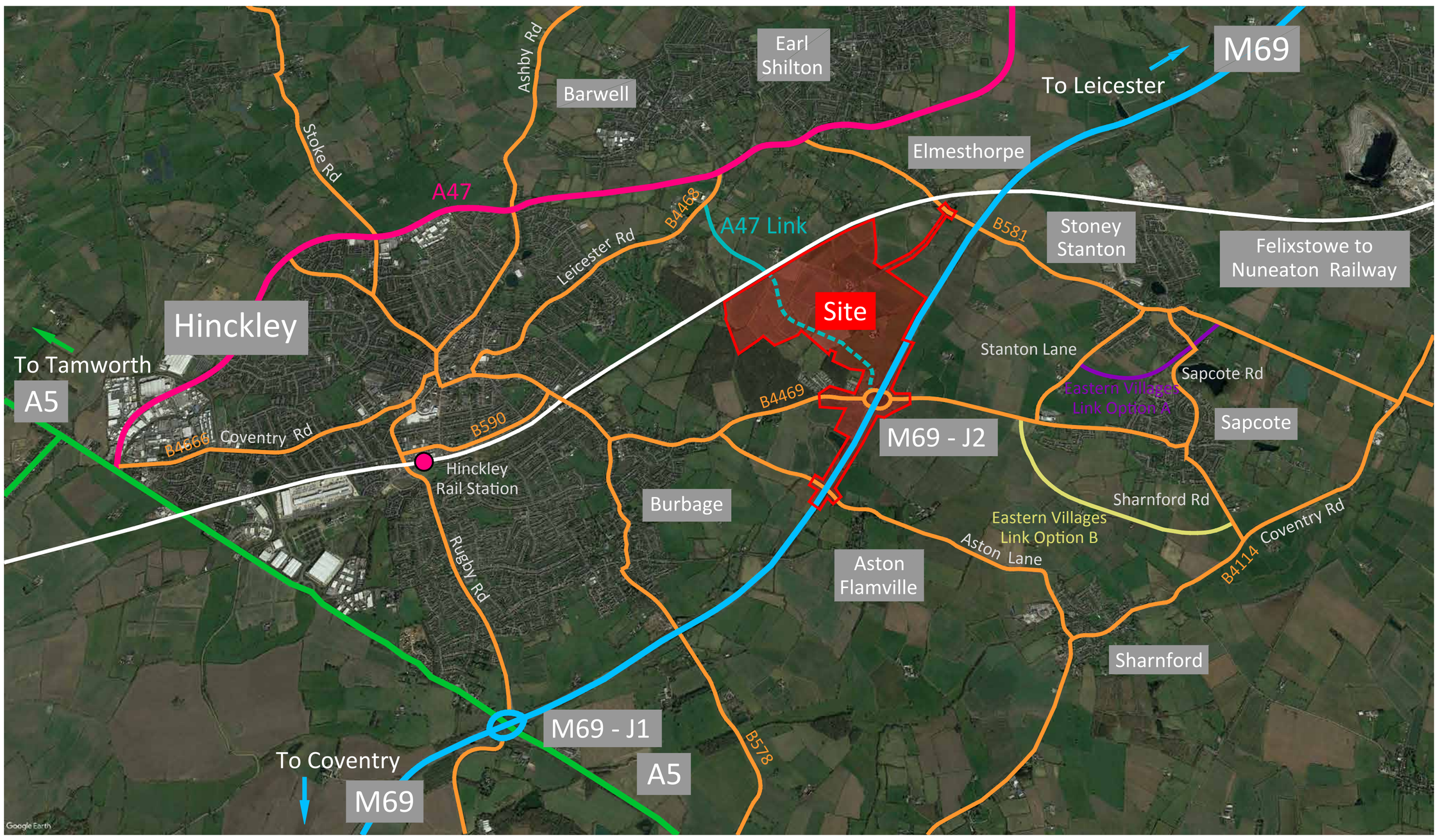
Autumn 2021 - Decision

Your Views Are Important

This stage of informal community consultation on the DCO application will run from

8 July to 6 September 2019

We will review all comments we receive and have regard to them as the plans for the HNRFI evolve.



Take Part in the consultation

For further technical information on the proposed development please refer to our offsite Highways Mitigation Background Paper that will be available on the project website **www.hinckleynrfi.co.uk.**

Complete a feedback form: Fill out a feedback form available today and leave it with our team or return by post.

Alternatively, complete the form online at **www.hinckleynrfi.co.uk**

Call our Community Information Line on **0844 556 3002** (Mon-Fri, 9am-5.30pm)

Email our designated consultation email address at **hinckleynrfi@lexcomm.co.uk**

Write to **C/O Lexington Communications, Third Floor, Queens House, Queen Street, Manchester, M2 5HT**