Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Environmental Statement
Volume 2: Appendices

Appendix 8.1: Transport Assessment [part 15 of 20] Sustainable Transport Strategy and Plan

Document reference: 6.2.8.1

Revision: 05

November 2022

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 Regulation 14

This document forms a part of the Environmental Statement for the Hinckley National Rail Freight Interchange project.

Tritax Symmetry (Hinckley) Limited (TSH) has applied to the Secretary of State for Transport for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI).

To help inform the determination of the DCO application, TSH has undertaken an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.

The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects.

Further details about the proposed Hinckley National Rail Freight Interchange are available on the project website:

[redacted]

The DCO application and documents relating to the examination of the proposed development can be viewed on the Planning Inspectorate's National Infrastructure Planning website:

https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/hinckley-national-rail-freight-interchange/

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TRANSPORT & INFRASTRUCTURE PLANNING

Tritax Symmetry (Hinckley) Ltd
Hinckley Rail Freight Interchange
Leicestershire
Sustainable Transport Strategy

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November 2022

DOCUMENT ISSUE RECORD

Document Number:	**HNRFI-BWB-GEN-XX-RP-TR-0014-S2-P04**
BWB Reference:	NTT 2814

Revision	Date of Issue	Status	Author:	Checked:	Approved:
1	May 2021	Issue 1 for client review	Petr Jandik BEng MSc (Eng) MCIHT	Malcolm Ash BEng(Hons) MCIHT CMILT	Shirley Dumigan BSc FCIHT MSoRSA MTPS
2	June 2021	Issue 2 for TWG	Petr Jandik BEng MSc (Eng) MCIHT	Malcolm Ash BEng(Hons) MCIHT CMILT	Shirley Dumigan BSc FCIHT MSoRSA MTPS
3	August 2022	Issue 3 for review	Malcolm Ash BEng(Hons) MCIHT CMILT	Shirley Dumigan BSc FCIHT MSoRSA MTPS	Shirley Dumigan BSc FCIHT MSoRSA MTPS
4	November 2022	Issue for client sign off	Malcolm Ash BEng(Hons) MCIHT CMILT	Shirley Dumigan BSc FCIHT MSoRSA MTPS	Shirley Dumigan BSc FCIHT MSoRSA MTPS

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1. INTRODUCTION

Overview

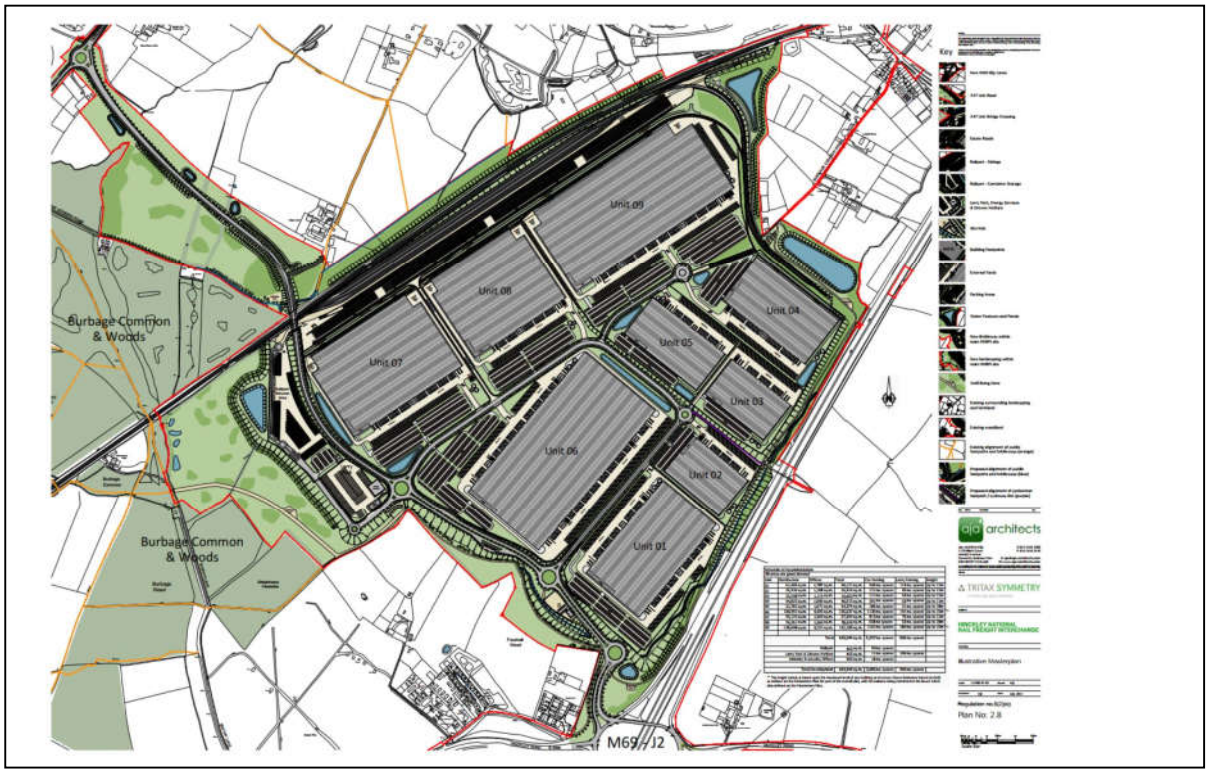
1.1 BWB Consulting Ltd (BWB) has been appointed by Tritax Symmetry (Hinckley) Limited (TSH) to provide transportation advice to support a Development Consent Order (DCO) for Hinckley National Rail Freight Interchange (HNRFI). HNRFI is proposed to introduce 850,000 square metres of gross internal area (GIA), comprising 650,000 square metres at ground floor level and a further 200,000 square metres of mezzanine floorspace of new B8 warehousing and distribution space alongside a purpose-built rail freight terminal to the north-east of Hinckley, Leicestershire. The site location is driven by excellent and direct access to the Strategic Road Network (SRN) and the ability to create a rail hub off the existing Felixstowe-Nuneaton railway line.

1.2 The local highways authorities are Leicestershire County Council (LCC), Leicester City Council (LCiC), Warwickshire County Council (WCC) and Coventry City Council (CCC) with National Highways (HE) covering the Strategic Road Network (SRN).

1.3 This Sustainable Transport Strategy (STS) sets out a viable strategy for public transport. It analyses the opportunities to maximise use of sustainable modes of transport to and from the site. Importantly the final agreed public transport strategy must deliver options that gives staff a reliable, timely and economic alternative to driving to compliment the walking and cycling options.

1.4 The indicative site layout is shown below in Figure 1.

Figure 1: Illustrative Masterplan



1.5 This Sustainable Transport Strategy (STS) is structured as follows:

- **Section 2: Policy Context** – Summarises the key national and local planning policies relating to sustainable transport;
- **Section 3: Strategy Aim and Objectives** –sets out the aims and objectives of this Sustainable Transport Strategy;
- **Section 4: Existing Conditions** – Describes the local highway network and the existing sustainable travel services;
- **Section 5: Catchment** – Describes the distribution of work force and anticipated modal splits;
- **Section 6: Bus Operators Consultations** – Summarises outcomes from conversations held with Arriva and Stagecoach;
- **Section 7: Bus Strategy** – Sets out strategy regarding bus services in the area;
- **Section 8**: **Walking and Cycling** – Explores proposed active travel schemes
- **Section 9: Car Sharing and Car Club**– Describes car sharing implementation;
- **Section 10: Summary** – Summarises the findings of the report and offers conclusions in relation to the sustainable transport.

2. POLICY CONTEXT

Introduction

2.1 In developing this STS, a number of policy documents have been reviewed and the summary below sets out the policy context of the development. Full review of specific transport and relevant land-use policy documents at national and local level is included in the Transport Assessment that this document is appended too (Document Reference 6.2.8.1).

National Policy Statement for National Networks (2014)

2.2 The National networks national policy statement sets out the following:

- need for development of road, rail and strategic rail freight interchange projects on the national networks; and
- the policy against which decisions on major road and rail projects will be made.

2.3 The NPSNN sets out the need for the development of road, rail and strategic rail freight interchange projects on the national networks and the policy against which decisions on major road and rail projects will be made.

2.4 The NPSNN identifies the Government's vision and strategic objectives for the national networks which include:

- networks with the capacity, connectivity and resilience to support national and local economic activity and to facilitate growth and create jobs;
- networks which support and improve journey quality, reliability and safety;
- networks which support the delivery of environmental goals and the move to a low carbon economy;
- networks which join up our communities and link effectively to each other.

2.5 The NPS contains policy statements across the full range of relevant planning considerations. The following paragraphs are relevant to sustainable transport considerations for NSIPs:

2.6 Paragraph 2.47 of the NPS states "the siting of many existing rail freight interchanges in traditional urban locations means that there is no opportunity to expand, that they lack warehousing and they are not conveniently located for the modern logistics and supply chain industry".

2.7 Paragraph 2.56 states "it is important that SRFIs are located near the business markets they will serve – major urban centres, or groups of centres – and are linked to key supply chain routes. Given the locational requirements and the need for effective connections for both rail and road, the number of locations suitable for SRFIs will be limited, which will restrict the scope for developers to identify viable alternative sites".

2.8 Paragraph 3.15 states "The Government is committed to providing people with options to choose sustainable modes and making door-to-door journeys by sustainable means

an attractive and convenient option. This is essential to reducing carbon emissions from transport".

2.9 Paragraph 3.16 includes the Government's commitment to sustainable travel "it is investing in developing a high-quality cycling and walking environment to bring about a step change in cycling and walking across the country."

2.10 Paragraph 3.17 stresses the importance of accommodating pedestrians and cyclists; noting "there is a direct role for the national road network to play in helping pedestrians and cyclists. The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new schemes. The Government also expects applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions".

2.11 Paragraph 4.86 states "SRFIs involve large structures, buildings and the operation of heavy machinery, which can require continuous working arrangements. In terms of appropriate locations, the NPS therefore acknowledges that SRFIs often may not be suitable adjacent to built-up residential areas".

2.12 The Government's policy to address its vision for a low carbon sustainable transport system and to support the intermodal rail freight industry is included in paragraph 2.53: "The Government's vision for transport is for a low carbon sustainable transport system that is an engine for economic growth, but is also safer and improves the quality of life in our communities. The Government therefore believes it is important to facilitate the development of the intermodal rail freight industry. The transfer of freight from road to rail has an important part to play in a low carbon economy and in helping to address climate change."

2.13 Paragraph 2.54 outlines the need for a network of SRFIs across the regions, to serve regional, sub-regional and cross regional markets to facilitate modal shift. Furthermore paragraph 2.54 states 'In all cases it is essential that these have good connectivity with both the road and rail networks."

Strategic Rail Freight Interchange Policy Guidance (2011)

2.14 The main objectives of government policy for SRFIs is to:

- reduce road congestion;
- reduce carbon emissions;
- support long-term development of efficient rail freight distribution logistics;
- support growth and create employment.

2.15 The government aims to meet these objectives by encouraging the development of a robust infrastructure network of Strategic Rail Freight Interchanges.

National Planning Policy Framework (NPPF)

2.16 The Government's National Planning Policy Framework (NPPF) replaced the majority of previous Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) documents on 27 March 2012, and was updated in February 2019. It sets out the Government's expectations and requirements from the planning system. It provides guidance for local councils to use when defining their own personal local and neighbourhood plans. This approach allows the planning system to be customised to reflect the needs and priorities of individual communities.

2.17 The NPPF defines the delivery of sustainable development through three roles:

- an economic objective;
- a social objective; and
- an environmental objective.

2.18 These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (paragraph 9).

2.19 The NPPF at paragraph 102, states that Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

2.20 Paragraph 103 states that, "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.21 Within the context of the NPPF, paragraph 110 sets out that development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to

high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.22 Paragraph 111 seeks to ensure that, "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Leicestershire Local Transport Plan (2011-2026)

2.23 The Leicestershire Local Transport Plan 3 (LTP3) seeks to give some certainty to transport planning and policy in developing a strategic framework.

2.24 The LTP recognises that planning policies will be grounded in the reality that most people will wish to own and use cars, but as far as possible, new development will be planned to avoid increasing traffic pressure by ensuring that a choice of attractive alternatives is available.

Midlands Connect Strategy (2017)

2.25 The Midlands Connect strategy sets out proposals for achieving the untapped economic potential of the midlands.

2.26 It also recognises an economic growth corridor between Coventry and Leicester, and a chance to facilitate agglomeration in these areas.

2.27 In addition, it also states that it supports the development of new Strategic Rail Freight Interchange (SRFI) proposals, particularly where rail and road access is good.

Blaby Development Plan (including Blaby District Local Plan (Core Strategy) 2013 and Blaby District Local Plan (Delivery) DPD 2019)

2.28 The core strategy sets out the overarching strategy and core policies to guide future development in the district up to 2029.

2.29 It recognises that 'One of the key obstacles affecting the economic success of the District is its transport network.' (Paragraph 4.18).

2.30 A key policy aim is to 'deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport' (section 5).

2.31 With regard to rail freight enhancements Policy CS10 of the Blaby District Core Strategy states:

'Within strategic (including national and regional) and financial constraints, Blaby District Council will support the exploration of realistic opportunities for improving rail-based movement of goods and people'.

3. STRATEGY AIM AND OBJECTIVES

3.1 The previous section highlighted that a key objective of the relevant transport policies is to reduce the demand for car travel by promoting alternative, sustainable transport options and widening commuter travel choices. However, without positive measures to actively encourage car drivers to consider and use these alternatives this may be unlikely to occur.

3.2 Information, incentives and encouragement needs to be applied to influence how people choose to commute to work. Therefore, the headline aim for the STS is:

'To create an environment for employees that actively promotes a range of sustainable, low carbon travel choices and reduces the overall need to commute to work by car'.

3.3 This aim will assist in reducing the overall volume of car journeys to and from HNRFI whilst supporting the Site's sustainable access options for prospective employees from the outset. This will in turn reduce traffic impacts on the surrounding highway network, to the benefit of reduced congestion, better air quality and improved road safety in the local area.

3.4 Measures outlined in this STS will not only bring associated benefits to the individual businesses and their employees at the HNRFI, but will also help to mitigate any transport impacts of the development on the wider local community.

3.5 To achieve this aim, the following specific objectives have been derived:

- Minimise the overall level of single-occupancy car trips associated with commuting to and from the HNRFI;
- Minimise the amount of single-occupancy car trips and costs associated with visitor and business travel;
- Facilitate and encourage the use of sustainable transport options amongst employees and visitors to the Site;
- Ensure that the differing transport needs of all site users are taken into account as far as practicable;
- Work in partnership with the local planning and highway authorities, and other key stakeholders, to achieve both Site-specific and area-wide reductions in single-occupancy car-based commuting; and
- Continually develop, evaluate and review progress in the strategy's delivery.

3.6 These objectives will work towards achieving the overall aim by bringing forward a package of measures from the outset that focus on promoting access to the HNRFI by sustainable transport options as an attractive and viable alternative to the private car.

3.7 This will also specifically influence employee attitudes towards their own travel behaviour by considering sustainable travel alternatives for everyday trips, as opposed to single-occupancy car travel.

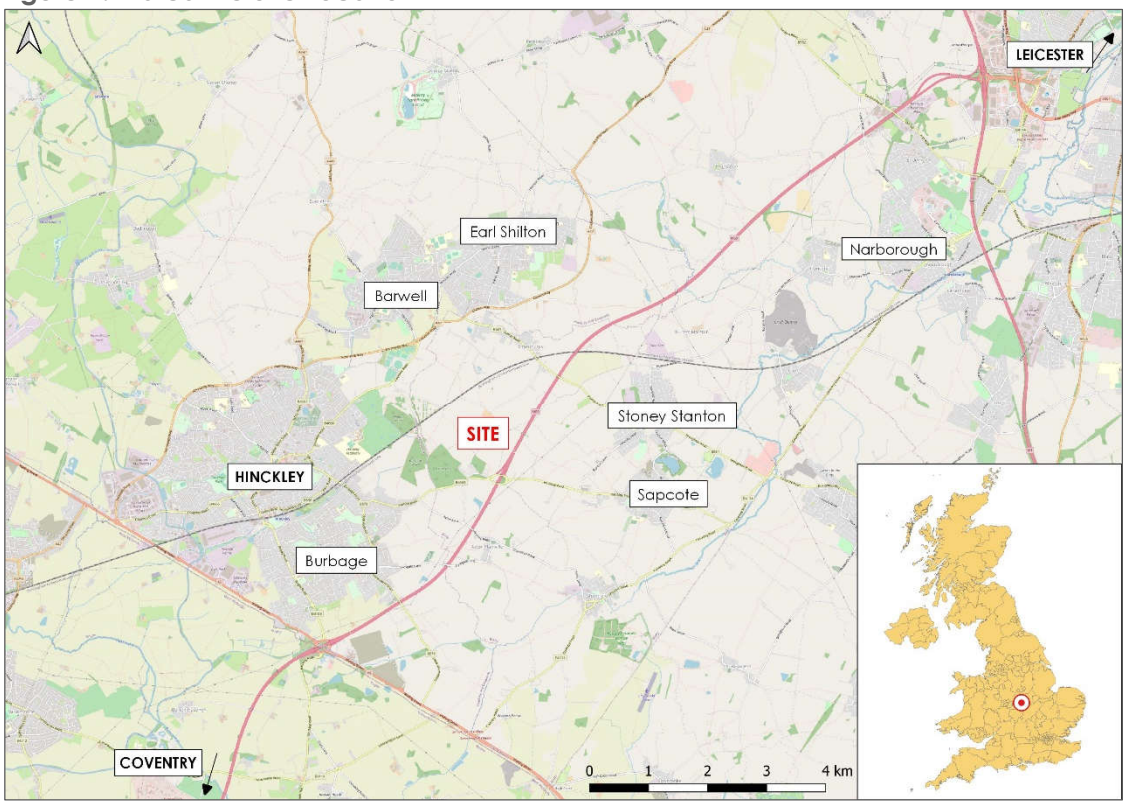
3.8 Framework Travel Plan has been developed to specify the measures promoting sustainable transport and set out the travel behaviour objectives.

4. EXISTING CONDITIONS

Site Context

4.1 The site covers an area of predominantly undeveloped fields to the east of Hinckley in the Blaby district of Leicestershire as illustrated at **Figure 2**. Hinckley town centre and railway station are both located approximately two miles to the west, Earl Shilton and Barwell lie approximately two miles to the north and Stoney Stanton and Sapcote are approximately two miles to the east. The site is bound by the Felixstowe-Nuneaton Cross-country rail line which forms its north-western boundary and the M69 motorway to the east (including Junction 2 at the southeast corner of the site). The B4669 Hinckley Road runs east-west to the south of the site, and Burbage Common Road routes through the site and enters/ exits at two separate locations to the north).

Figure 2: Indicative Site Location



Strategic Road Network

M1

4.2 The M1 is a north-south arterial route stretching the 311km (193 miles) between London and Leeds. The M1 passes Northampton, Leicester, Nottingham, Derby, Sheffield and Wakefield. The nearest point of access in relation to the site is approximately 7.2 miles to the north-east at Junction 21.

M6

4.3 The M6 extends from Junction 19 of the M1 at the Catthorpe interchange, near Rugby via Birmingham then heads north, passing Stoke-on-Trent, Liverpool, Manchester, Preston, Lancaster, Carlisle and terminating at the Gretna Junction (J45). The nearest point of access to the M6 in relation to the site is approximately 9.5 miles to the south of the site via Junction 2, known as the Ansty Interchange.

4.4 The M6 Toll, also known as the Birmingham North Relief Road or the Midland Expressway, connects M6 Junction 3a at the Coleshill Interchange to M6 Junction 11A at Wolverhampton with 27 miles of six-lane motorway. The M6 Toll is the northern bypass for the West Midlands, designed to relieve traffic congestion along the M6 through the urban area.

M42

4.5 The M42 routes north-east from Bromsgrove in Worcestershire to the south-west of Ashby-de-la-Zouch in Leicestershire, passing Redditch, Solihull, the National Exhibition Centre (NEC) and Tamworth on the way. The M42 is a road of two parts. Its southern section forms part of the box of motorways around Birmingham, traversing the southern and eastern sides of the city and linking the M5 and M6; it then strikes off to the north-east, towards Nottingham and the East Midlands. The A42 is a direct continuation of the motorway route that carries traffic through to the M1.

4.6 The nearest point of access to the M42 in relation to the site is located approximately 25km (15.5 miles) to the north-west via Junction 10 of the M42.

M69

4.7 The M69 is the motorway across approximately 26km (16 miles) between Leicester and Coventry, passing Nuneaton and Hinckley with connections available to the M1 and M6. The M69 connects to the M1 via Junction 21, approximately 11km (7 miles) to the north-east of the site and at the southern end of the M69, there are free-flowing slip roads onto the M6 towards Birmingham. Further connections are also available to the A5 via Junction 1 of the A5, approximately 4km (2.5 miles) to the south-west of the site.

4.8 The nearest point of access in relation to the site is located at the southern extent of the site via Junction 2 of the M69.

A5

4.9 The A5 trunk road connects with M69 Junction 1 approximately 4.2k south of the site access (and Junction 2), and acts as a key north – south link between the M42/Tamworth and the M1/M45/Milton Keynes. The A5 is a single carriageway road within the vicinity of Hinckley. To the north of the M69 the road is subject to a speed limit of 40mph and to the south it is subject to a speed limit of 60mph (national speed limit).

4.10 Around 2 miles to the south of the M69 the A5 turns into a grade separated dual carriageway. To the north the A5 provides access from the M69 to both the recently developed Hinckley Commercial Park and the Teal Business Park.

4.11 National Highways (NH) have removed a scheme proposed for widening the section of the A5 between Dodwells roundabout and the Longshoot junction, to create a dual carriageway and a shared use foot / cycleway. This is to included with a wider A5 strategy being brought forward under Roads Investment Strategy (RIS)3

Local Highway Network

4.12 In addition to the site accessibility to the SRN, for the purposes of commuting it is equally important that the site is accessible from the local highway network.

B4669 Sapcote Rd/ Hinckley Road

4.13 The B4669 runs in an east-west alignment immediately south of the site and forms a grade-separated junction with the M69 motorway at Junction 2. Access to the site is to be derived from this location. To the west the B4669 Sapcote Road provides a connection into Hinckley and to the east the B4669 Hinckley Road provides connections to the villages of Sapcote and Stoney Stanton.

4.14 The B4469 is a single carriageway road and within the vicinity of the site is subject to the national speed limit (60mph). On entry to the urban area of Hinckley this reduces to 40 and then 30mph. There are various side road junctions along the B4469 including the B578, Brookside and Park Road which serve residential areas in the southern part of Hinckley.

4.15 At the side road junction with Park Road the B4469 continues as the B590. In the urban area of Hinckley there is generally footway provision on both sides of the road, and in the vicinity of the site a footway on the northern side of the carriageway links Hinckley with M69 Junction 2.

4.16 The carriageway is generally well lit in the urban area of Hinckley and at key junctions but is generally unlit in the rural environment between Hinckley and M69 Junction 2.

4.17 To the east of M69 Junction 2 the B4669 provides a connection with the village of Sapcote and the B4114 Coventry Road to the south. In this location the road is generally rural in nature and is subject to the national speed limit. When the road enters the village of Sapcote the speed limit reduces to 30mph.

4.18 Footway provision is generally provided on both sides of the carriageway within the urban area of Sapcote. In Sapcote and at key junctions the carriageway is lit. However, in rural settings the carriageway is generally unlit.

Burbage Common Road

4.19 Burbage Common Road is a rural lane which links the B4668 and the B581 passing through the northern part of the site. The majority of the carriageway consists of a single-

track lane (3m wide) with intermittent passing places. It is primarily fronted by open fields with the occasional residential property and Woodhouse farm butchery. It is unlit pedestrians/vehicles share the space.

4.20 On the northern boundary of the site it passes over the Felixstowe – Nuneaton rail line via a railway bridge. It is proposed that as part of the development Burbage Common Road will be stopped-up within the site boundary. Access will be retained for existing properties but movements within the site will be restricted.

B590

4.21 The B590 connects with the arterial routes into the town of Hinckley including the B4669, Leicester Road, Hollycroft, B466 and Rugby Road. These roads act as the local distributor roads from the surrounding residential areas. The B590 forms a circular route around the town centre. Therefore, this road prevents vehicles from having to pass through the town centre to travel from the south to the north or the east and the west of Hinckley.

4.22 The carriageway varies in width and generally connects with side roads via signalized or priority junctions with ghost island right turn lanes. The road is subject to a 30mph speed limit. The carriageway is generally well lit with footways on both sides which connect the Town Centre with the surrounding residential environment. Along Hollier's Walk to the north of Hinckley Town Centre there is a time limited HGV restriction in place for vehicles over 7.5 tonnes between 1600 and 1000 except for loading. The B590 where it is known locally as Hawley Road provides a connection with Hinckley Rail Station

A47

4.23 The A47 is a major road which runs along the northern boundary of Hinckley. This is likely to act as a local route for vehicular movements accessing the site from the surrounding area which are not as well connected to the strategic highway network. This would include villages such as Barwell and Kirkby Mallory and industrial sites such as the Caterpillar UK Ltd plant in the village of Peckleton.

4.24 To the west the A47 connects with the A5 and Nuneaton with Leicester City Centre to the east. Within the area of Hinckley, the A47 is a 9-metre-wide single carriageway road with no direct frontage. It has a segregated walking and cycling route on its southern boundary. The A47 connects with amongst others the B4666, Stoke Road, B4667, B4668 and B581 via either roundabout or signalised junctions

B581

4.25 The B581 runs from the A47 and the village of Barwell to the village of Stoney Stanton passing over the M69. The road is primarily rural in nature with some intermittent residential frontage. It is subject to a 40mph speed limit to the north of the M69, the national speed limit (60mph) to the south of the M69 and 30mph within the village of Stoney Stanton. It provides secondary access to the site via Burbage Common Road or via a connection with Hinckley Road/B4669 to the south of the site.

B4114 Coventry Road

4.26 The B4114 is an arterial road to the south of the site. It connects with the A5 to the west via a complex priority junction and to the east with the outskirts of Leicester and M1 Junction 21. This connects with the development site via a simple priority junction with the B4669.

4.27 The B4114 provides access to a number of villages along the route including Sharnford, Primethorpe, Croft, Littlethorpe and Narborough. The road is generally a single carriageway road with the exception of a small section within the vicinity of the village of Croft which widens to a dual carriageway with a central reservation.

4.28 Where there is no direct frontage to the carriageway it is generally unlit with no footway provision. Where the road passes through the villages of Sharnford and Narborough the road is generally well lit with footway provision in place. The speed limit along the road varies from 30 mph to 70 mph national speed limit. There are no weight limit restrictions on the road with various lay-bys along the side of the carriageway.

B4668

4.29 B4668 connects with Burbage Common Road which passes through the proposed development site. The road then continues into Hinckley where it is directly fronted by residential properties. The B4668 is a single carriageway road with a minimum width of around 8 metres. It is generally well lit and has footway provision on both sides of the carriageway within the urban area.

4.30 Within Hinckley the road is subject to a 30mph speed limit. Outside the urban area the speed limit increases to 40 and then 60mph. No weight or height restrictions are in place along the road.

Hollycroft/ Stoke Road

4.31 Hollycroft and Stoke Road provides another connection into Hinckley Town Centre and to the A590 from the A47 and residential suburbs in north-western Hinckley. This connects with the development site via the B590 and B4669.

4.32 These roads pass through residential suburbs with direct frontage. Stoke Road also has speed cushions in place as traffic calming measures. The carriageways are a minimum of 6 metres wide, generally well-lit and have footway provision on both sides. The road is subject to a 30mph speed limit. This road is also a major bus route into Hinckley.

B4666

4.33 The B4666 connects the B590 with the A5. This road therefore acts as a major route into Hinckley from the west and connects the western areas of Hinckley with the development site via the B590 and B4669.

4.34 This is a single carriageway road which is well lit. There is a shared use walking and cycling route which runs along the northern side of the carriageway and is a major bus

route into the town. The road is fronted directly by residential properties as well as commercial properties including Tungsten Park and Harrowbrook Industrial Estate.

Rugby Road

4.35 Rugby Road is another key link road which connects residential areas to the south-east of Hinckley to M69 Junction 1. This is likely to be a key connecting route to the site from residential areas as well as commercial and industrial units located in south-west Hinckley.

4.36 Again, this road has limited direct frontage and is subject to a 30 to 40mph speed limit. The carriageway is generally well lit with a footway on the western side of the carriageway and a shared use walking and cycling path on the eastern side of the carriageway.

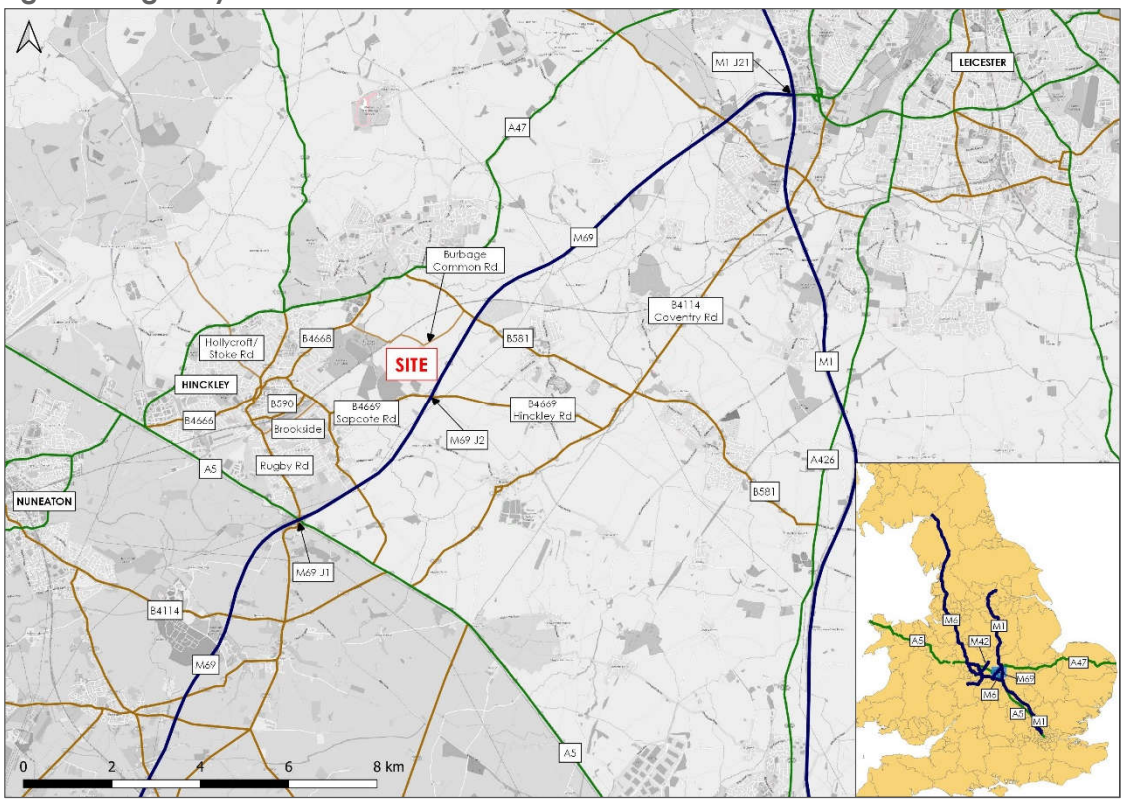
Brookside

4.37 Brookside is a local road which connects Rugby Road with the B4669. This connects the site with residential area to the south-west of Hinckley and runs parallel to the B590.

4.38 The carriageway is generally around 6m wide with traffic calming measures in the form of speed humps in place. Off-road lay-bys for residential parking is generally provided on both sides of the carriageway. The carriageway is well lit with pedestrian footways on both sides of the carriageway and is also identified as suitable for on-road cycling by the provision of road markings on the carriageway edge.

4.39 A detailed plan of the SRN and local highway network is shown in **Figure 3.**

Figure 3: Highway Network



Walking and Cycling

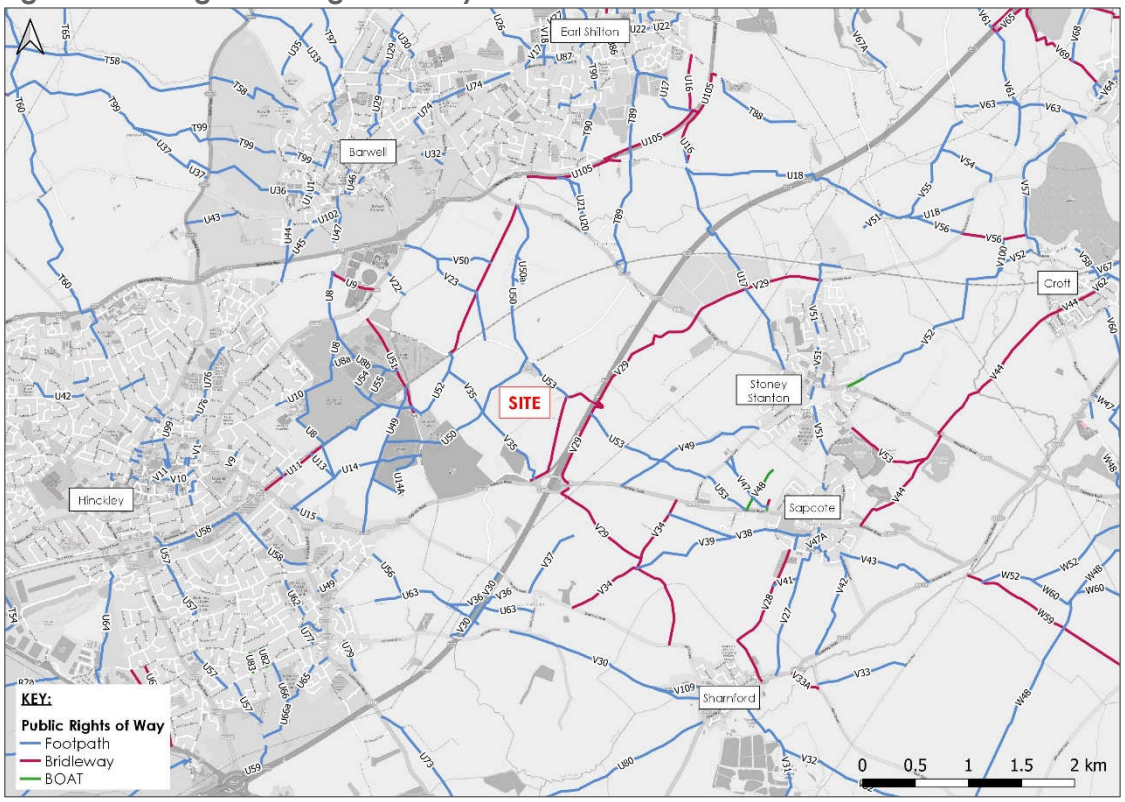
4.40 **Figure 4** shows the existing Public Right of Way (PROW) in and around the site.

4.41 The PRoW within the site boundary include:

- Footpath U50/1, 2 and 3. Footpath U50 traverses the site in a north-south alignment and is separated into three sections:
  - Section 1 connects to a network of footpaths in Burbage Woods to Footpath V35 towards the centre of the development site;
  - Section 2 connects Footpath V35 to Burbage Common Lane, close to Woodhouse Farmhouse; and
  - Section 3 connects Burbage Common Lane, close to Woodhouse Farmhouse to the B581 at Elmesthorpe, crossing over the railway line.
- Footpath V35/1 and 2. Footpath V35 traverses the site in a northwest – southeast alignment and is separated into two sections:
  - Section 1 connects the gyratory of M69 Junction 2 to Footpath U50;
  - Section 2 connects Footpath U50 to Footpath U52 close to where Burbage Common Road passes over the railway line.
- Footpath U53 connects Burbage Common Road close to Woodhouse Farmhouse to a bridleway which runs along the western edge of the site.
- Footpath U52/6 and 7. Footpath U52 runs along the eastern section of the site connecting a network of footpaths in Burbage Woods to Burbage Common Road at the railway bridge.

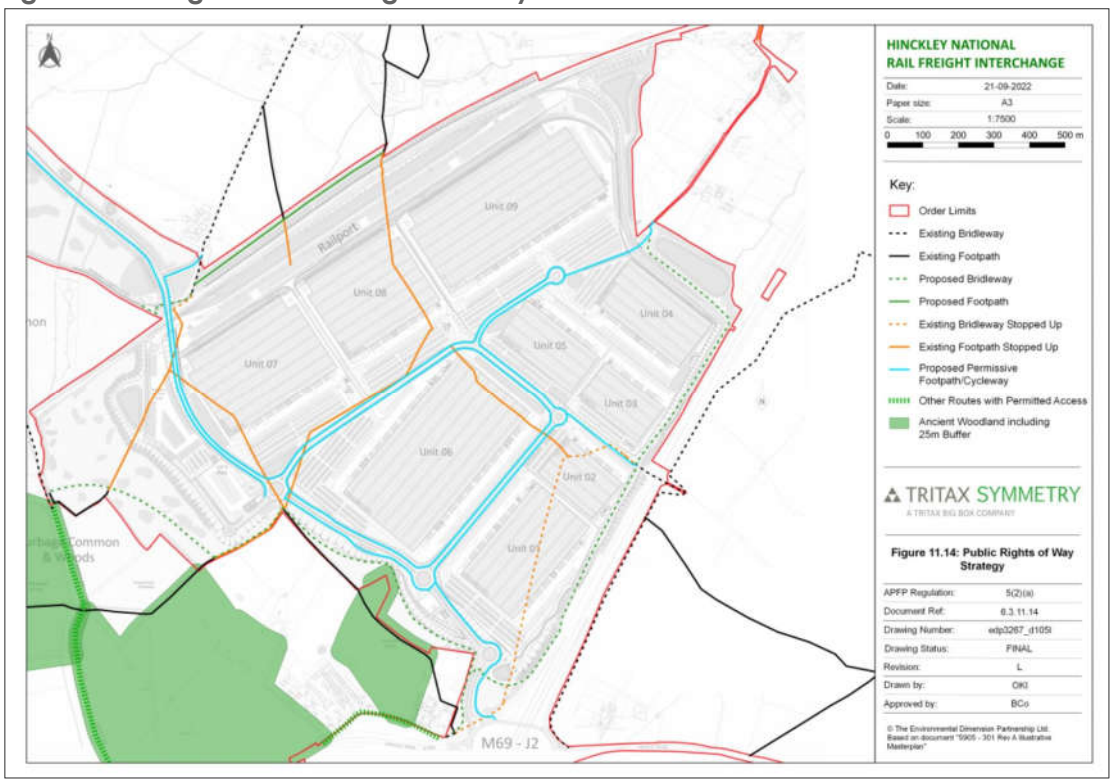
- Footpath V23 runs north from Burbage Common Road, at level over the railway line to a bridleway which continues north to Elmesthorpe and a separate footpath which continues to the B4668 close to its junction with the A47.

Figure 4: Existing Public Rights of Way



4.42 **Figure 5** illustrates how the affected Public Rights of Way running through the site will be complemented with new infrastructure for non-motorised users and the site permeability will be retained. For further information please refer to the Public Rights of Way Strategy (ES Appendix 11.2 Public Rights of Way Appraisal and Strategy, Document Reference 6.2.11.2)

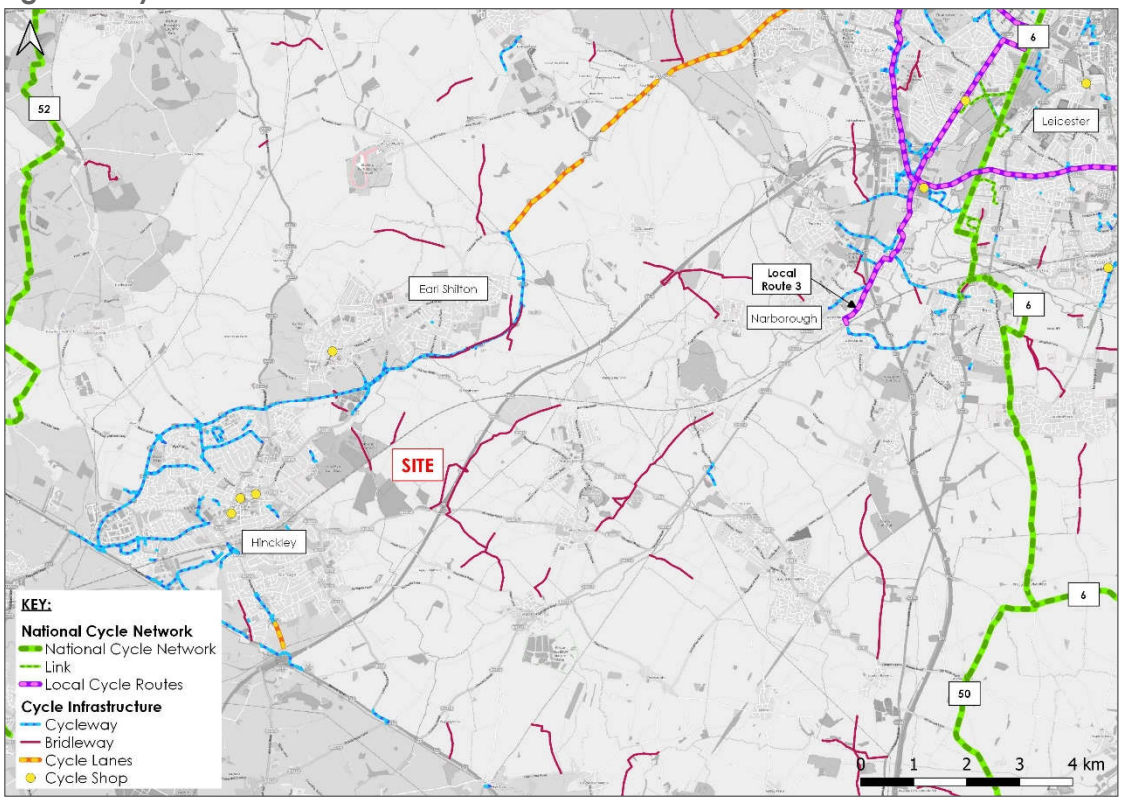
Figure 5: Changes to Public Rights of Way



4.43 In addition to the above, the proposals will close rail level crossings to improve public safety at additional locations outside the HNRFI Site within the wider DCO limits. These crossings include The Outwoods (U8/1) where a pedestrian footbridge will be installed and the level crossing closed, Alternative routes are proposed to allow level crossings to be closed at Elmsthorpe (T89) and Thorneyfields (U17). These are shown on Figure 11.5 of the Rights of Way Strategy (Document Reference 6.3.11.15),

4.44 **Figure 6** shows the wider context of strategic cycle infrastructure.

Figure 6: Cycle Infrastructure



4.45 **Figure 6** shows that although there is cycle infrastructure in place in the area, the access to the site is limited.

4.46 However, the A47 benefits from cycle infrastructure. From the A5 through to the roundabout with Leicester Road (north of Earl Shilton), there is a shared footway/cycleway adjacent to the road. To the north of that roundabout there are on-road cycle lanes.

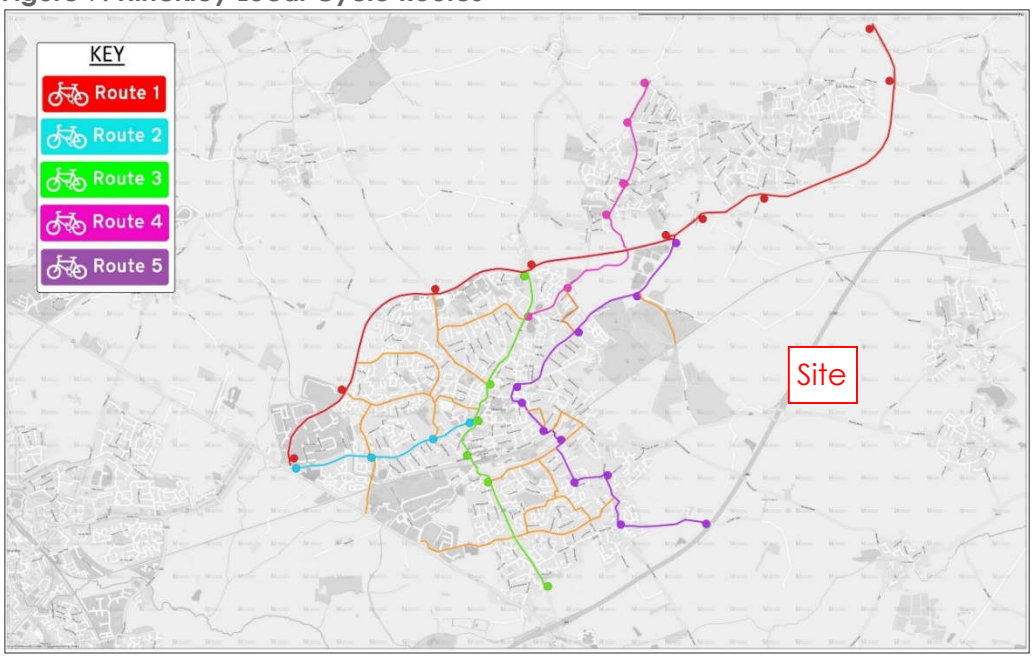
4.47 A review of the collision data with use of [redacted] for the most recently available 5 years period (2016-2020) showed that one serious collision and three slight collisions occurred involving a cyclist on the section of the A47 between the roundabout and the point where the A47 crosses the M1 in Leicester Forest East, which does not indicate severe safety issues for cyclists. There were another 17 slight and 2 serious collisions along the A47 corridor in the urban area between the M1 and the Leicester inner ring road.

4.48 A cycle route to Hinckley is provided along the A47 on the northern edge of town to the roundabout with the B4668. The proposed access link road will join the B4668 and shared cycle/footway connections will be provided. Direct cycle routes to Hinckley town centre are limited.

4.49 Leicestershire County Council's, Hinckley Town Centre improvement scheme included some cycling infrastructure improvements. However, these will be of local character and their impact on cycle accessibility to the site will be limited. The council signed five local cycle routes as shown in **Figure 7**. Route 5 is the nearest to the site running along the B4668. It is a north to south route, connecting the A47 (Route 1) on the eastern side

of Hinckley and Barwell (Route 4) for travel towards Sharnford and Aston Flamville. The route is largely based on-road with ease of connectivity onto other routes.

Figure 7: Hinckley Local Cycle Routes



Source: Leicestershire County Council

4.50 Cycle routes from Leicester are of high quality but terminate in Narborough. Leicester city centre can be accessed either via off-road NCN route 6 or via a local cycle route 3 along Narborough Road. Additionally, as the local cycle route 4 runs adjacent to the city ring road, other parts of the city can be also easily accessed by bike. To get to the City from the site cyclists can utilise the A47 and go via Enderby to Narborough and or the B4114 to the south or go via local cycle routes to the north west.

4.51 To provide an insight of the most popular routes for cycling in the area, Strava data has been analysed and the results are presented in **Figure 8**.

4.52 As with any mobility data source, Strava data does not cover the entire population. However, several independent academic studies[1] have analysed the relationship between Strava Metro data and data recorded by electronic or human cycle counters and found robust correlations between the two. It could be argued that Strava data monitors athletic activities, it is also a home for general travel.

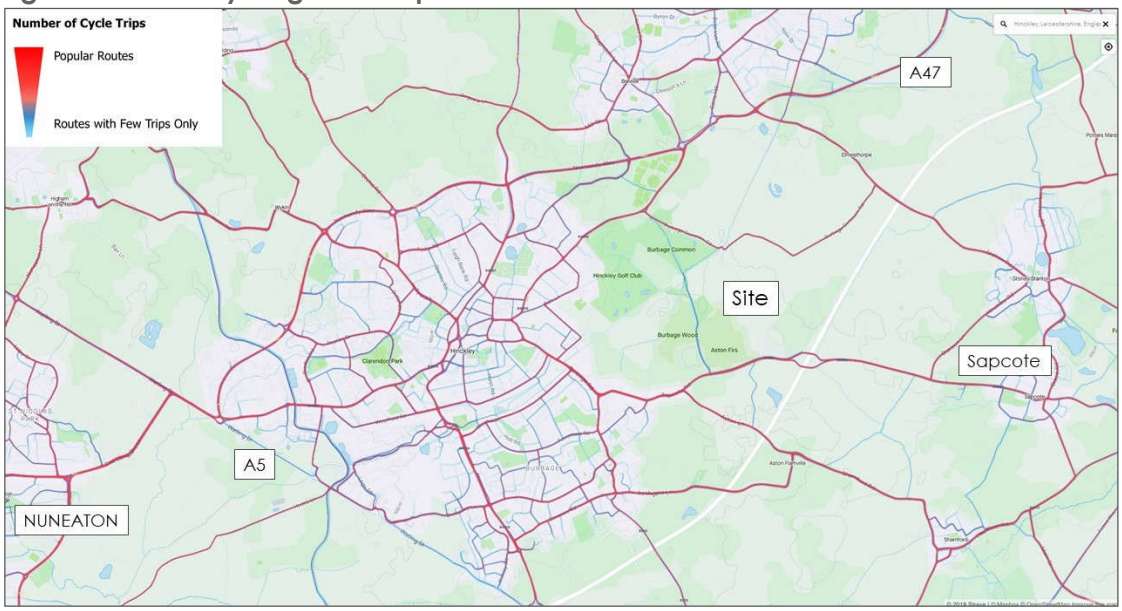
4.53 Studies[2] have discovered that there is a significant growth in the tracking of commutes among the community, for example 85% of all Strava activities in Manchester have been commutes. It is therefore believed that Strava members' travel patterns are representative of the overall population and that it also gives a robust insight about the use of the network by cyclists.

[1] [redacted]

[2] h[redacted]

4.54 The results show that there are no corridors with strong cycle demand. Cyclists flows along the A47 are above average as well as the flows of cyclists between Hinckley and Nuneaton along the A47 The Long Shoot and the B4666 Coventry Road. The B4669 Hinckley Road between Sapcote and Hinckley running through the M69 Junction 2 is also relatively popular and there are signs that the demand exists. In contrast, the amount of cycling in the heart of the town centre is relatively low. Despite the shared footways/cycleway adjacent to the A5 to the south of Dodswell Roundabout to the M69, the number of cyclists along this busy road is very low.

Figure 8: Strava Cycling Heatmap



Source: [redacted]

E-Bike

4.55 In April 2021, Leicester City Council launched Santander Cycles Leicester, which will eventually see 500 electric bikes available to hire from 50 locations across Leicester city centre. This will make Santander Cycles Leicester the largest docked e-bike hire scheme in the UK. This will include 50 on-street docking stations across the city and surrounding neighbourhoods.

4.56 To access the scheme, people register online, buy a plan based on their needs and then use a smartphone to unlock a bike and start riding. Day passes and membership fares will be available to help people make the most of their journeys in the city.

4.57 As such, e-bike hire forms an opportunity for a joined-up approach to modern, convenient cycle travel across the region.

4.58 Although the scheme is currently limited to the city, there could be opportunities to expand and add docking stations in Narborough and the HNRFI for linked trips for modal change (for example to Hinckley Rail Station and town centre), or leisure trips during breaks.

Bus Services

4.59 The Hinckley site lies to the north-east of the main town centre. There are bus services that run in relative proximity to the site, but there are no stops that sit within the recommended (CIHT) 400m walk radius. **Table 1** highlights the core services linking the major towns and cities in the vicinity.

4.60 As set out later in this report in **Chapter 5**, the key areas where employees are anticipated to commute from include Hinckley, Leicester, Nuneaton, Blaby and Coventry. The Eastern Villages of Stoney Stanton, Sapcote and Sharnford are also predicted to contain demand for employment at the HNRFI site.

Table 1: Existing Bus Services

Service	Operator	Route	Approx. Frequency		
			Mon-Fri	**Sat**	**Sun**
X6	Arriva	Coventry – Leicester (express via M69)	c 90 mins	c 90 mins	-
X55	Arriva	Leicester – Fosse Park – Hinckley (via Stoney Stanton and Sapcote)	180 minutes	180 minutes	-
			Hourly morning service between Stoney and Hinckley		
158	Arriva	Nuneaton – Leicester	20 mins	30 mins	60 mins
48	Stagecoach	Leicester – Hinckley – Nuneaton	30 mins	30 mins	60 mins
1	Arriva	Earl Shilton – Hinckley	c 90 mins	120 mins	-
2	Arriva	Barwell - Hinckley	120 mins	120 mins	-

4.61 Weekday timetables are summarised in **Table 2**. First/ last service based on time service arrives/leaves the nearest bus stop to the development site. Times for 158 and 48 services are for the Crescent bus station / Regent Street in Hinckley town centre.

Table 2: Summary of Weekday Bus Timetables

Service	Route	First Service		Last Service	
		'Outbound'	**'Inbound'**	**'Outbound'**	**'Inbound'**
X6	Coventry – Leicester (express via M69)	07:57 (from Coventry)	08:04 (from Leicester)	18:32 (to Leicester)	18:38 (to Coventry)
X55	Leicester – Fosse Park – Stoney Stanton – Hinckley	08:03 (from Leicester)	05:39 (from Hinckley)	19:39 (to Hinckley)	18:06 (to Leicester)
158	Nuneaton – Leicester	06:53 (from Nuneaton)	06:45 (from Leicester)	21:14 (to Leicester)	20:36 (to Nuneaton)
48	Leicester – Hinckley – Nuneaton	05:34 (from Earl Shilton) 07:49 (from Leicester)	05:58 (from Nuneaton)	21:31 (to Nuneaton)	22:07 (from Nuneaton) 20:38 (to Earl Shilton) 19:08 (to Leicester)
1	Earl Shilton – Hinckley	09:07 (from Earl Shilton)	08:49 (from Hinckley)	15:47 (to Hinckley)	15:19 (to Earl Shilton)
2	Barwell - Hinckley	08:16 (from Barwell)	09:54 (from Hinckley)	16:46 (to Hinckley)	17:24 (to Barwell)

X6

4.62 The X6 is an express service between Leicester and Coventry which uses the M69 in the vicinity of the site. It detours into Burbage as part of the route as shown in **Figure 9**. The route presents advantages for an employee service; it covers the larger conurbations where the workforce is likely to be sourced, it is relatively fast due to the use of the M69 and therefore has a reduced number of stops.

X55

4.63 The X55 routes from Leicester through several villages either side of the M69, including Thurlaston, Stoney Stanton, Sapcote and Sharnford. The route is more circuitous and therefore, slower than the X6. However, the route does pass through local villages where some of the potential workforce for the site may be sourced.

158

4.64 The 158 service links Nuneaton, Hinckley and Leicester via the A47. Some infrequent services extend the route with a short loop covering Desford to the north-west, as illustrated in **Figure 9**.

48

4.65 The 48 service, operated by Stagecoach, copies the route of Arriva service 158. It does not serve Desford and includes a loop in the north of Hinckley. Its frequency is 10 minutes longer than the 158 service.

1

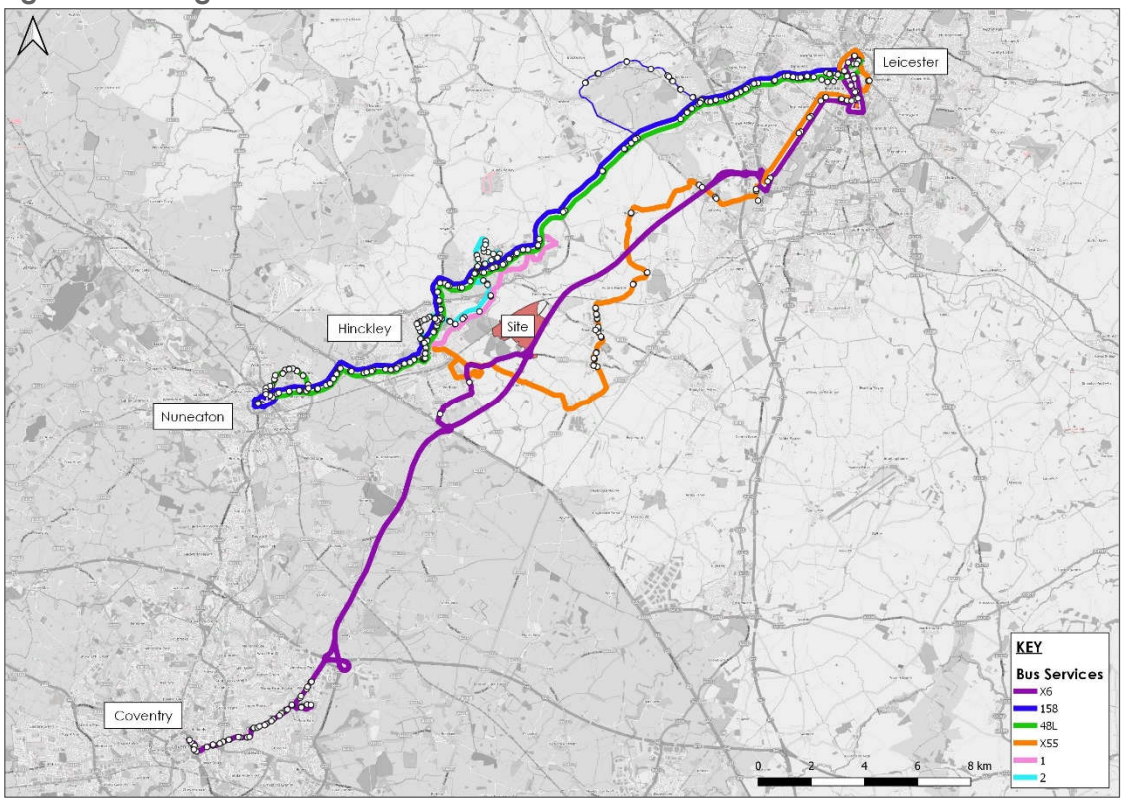
4.66 The 1 service by Arriva is a short local service between Hinckley and Earl Shilton. It is infrequent with 5 or 6 buses a day in each direction.

2

4.67 The 2 service by Arriva is a short local service between Hinckley and Barwell. It is infrequent and runs every two hours. Unlike the 158 and 48 service routing via Barwell High Street and the A447, the 2 service routes via the B4668 in vicinity to the site.

4.68 **Figure 9** below displays the existing bus services connecting the site to Hinckley, Nuneaton, Coventry and Leicester.

Figure 9: Existing Bus Services



4.69 A number of public transport services are present in proximity which could be diverted, extended or connected to with new services or as part of a multi-modal trip.

4.70 It should be noted that the timetable information was obtained in April 2021 amid the COVID-19 pandemic. Subsequently, some services might be affected and as such, the above should represent a worst-case assessment of public transport availability.

Rail Services

4.71 The site is located on the –Felixstowe - Nuneaton line. The nearest stations are in Hinckley and in Narborough as shown in **Figure 10**. The Hinckley Railway Station is within

approximately 4km of the centre of the site, whilst Narborough Railway Station is approximately 10km away. The Hinckley station provides hourly trains in the direction of both central Leicester, Nuneaton and Birmingham. As such, rail travel as part of a multi-modal journey (i.e., via cycle or bus) also provides an opportunity to increase the sustainability and connectivity of the site.

Figure 10: Railway Stations

4.72 **Table 3** provides information about train frequency and journey times to nearby destinations. Whilst the journey times from Leicester and Nuneaton are short, there are no direct trains between Hinckley and Coventry and a change either in Nuneaton or Birmingham is required. The times shown for the first and last services are the times trains arrive at Hinckley Train Station.

Table 3: Local Rail Services

Destination	Approx. Weekday Daytime Frequency	Approx. Journey Time	First Service		Last Service	
Leicester	60min	19min	06:37 (from Leicester)	05:55 (to Leicester)	22:46 (from Leicester)	22:58 (to Leicester)
Nuneaton	60min	6min	05:55 (from Nuneaton)	06:38 (to Nuneaton)	22:57 (from Nuneaton)	22:47 (to Nuneaton)
Coventry (one change)	60min	40min - 1h 15min	06:27 (from Coventry)	06:38 (to Coventry)	22:57 (from Coventry)	22:47 (to Coventry)

4.73 It should be noted that the timetable information was obtained in April 2021 amid the COVID-19 pandemic. Subsequently, some services might be affected and as such, the above should represent a worst-case assessment of public transport availability.

5. CATCHMENT

5.1 Hinckley NRFI will be a significant employment site on the edge of the West and East Midlands. The trip distribution note (TN1) produced as part of the strategic modelling suite of documents provides an insight to the extents of the commuter journeys.

5.2 The site is positioned adjacent to Hinckley, approximately 14km from Leicester, 12km from Nuneaton and 17km from Coventry. It is also close to smaller settlements within Hinckley and Bosworth and Blaby, such as Earl Shilton, Stoney Stanton and Sapcote.

5.3 The wider distribution of work force has been derived from PRTM, which Is based on a bespoke gravity model, calibrated to trip length distributions from comparable sites, including DIRFT and Magna Park.

5.4 **Figure 11** graphically demonstrates the output of the data processed from the gravity model. The general pattern aligns with expectations based on population densities across the area, with Hinckley, Leicester, Nuneaton, Blaby and Coventry all feasible key employee origins.

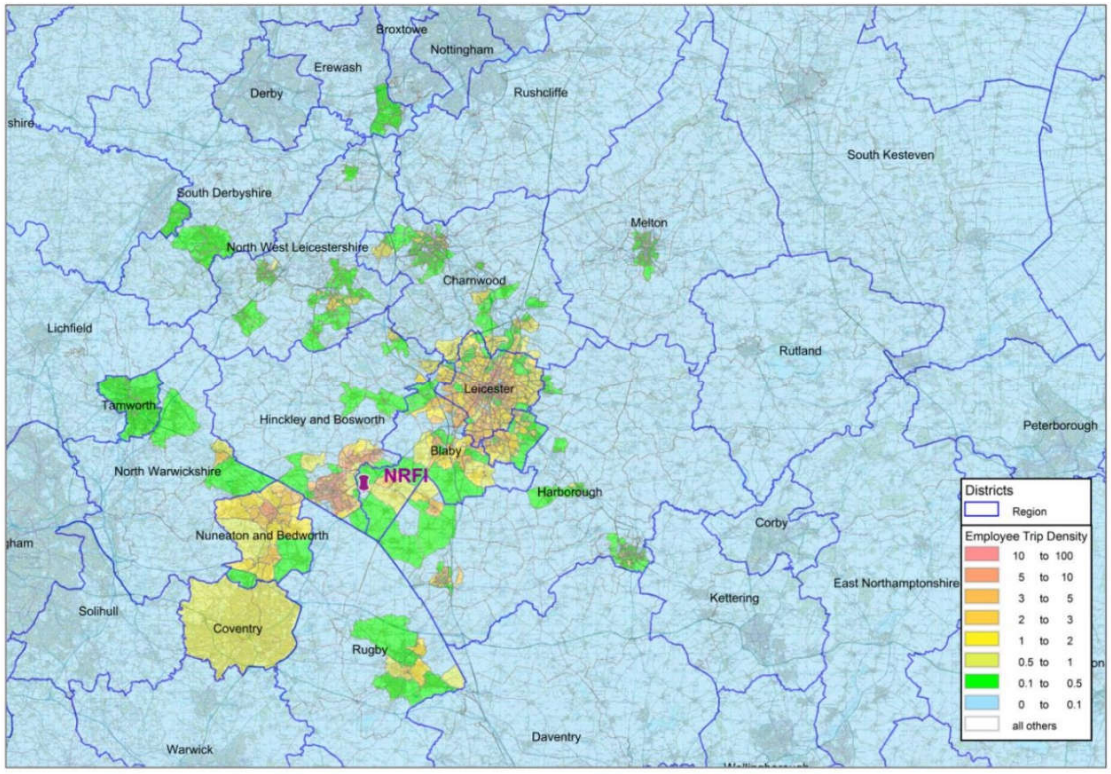
5.5 The Eastern Villages of Stoney Stanton, Sapcote and Sharnford are also predicted to contain demand for employment at the HNRFI site. This translates to some likely public transport and sustainable mode demand, given the relative proximity to the site.

5.6 Shift patterns are a critical consideration when looking at the overall access to the site for B8 the 3 general shifts operate in an 8-hour cycle across 24 hours: 06:00-14:00, 14:00-22:00 and 22:00-06:00 with office/management staff working the normal 9 to 5 hours.

5.7 It is anticipated that the circa 8,000 jobs will be split as follows:

- 70% are warehouse staff/drivers (shift workers);
- 20% office/management staff
- 10% Support Staff such as cleaners, catering, security etc.

Figure 11: Modelled HNRFI Employee Trips From HNRFI



Source: AECOM TN 1 Hinckley NRFI Development Trip Distribution. Map contains Ordnance Survey data © Crown copyright and database right 2018.

Anticipated Modal Splits

5.8 In the absence of baseline travel data for the site, reference has been made to the Office of National Statistics (ONS) Neighbourhood Statistics (2011) for the Middle Super Output Area (MSOA) – "Blaby 010" and "Blaby 012", to determine the method of travel to work to the areas and establish the likely method of travel to work for employment trips. Both MSOA were selected for analysis, as parts of the site are located within both areas as shown in **Figure 12**.

Figure 12: Middle Super Output Areas

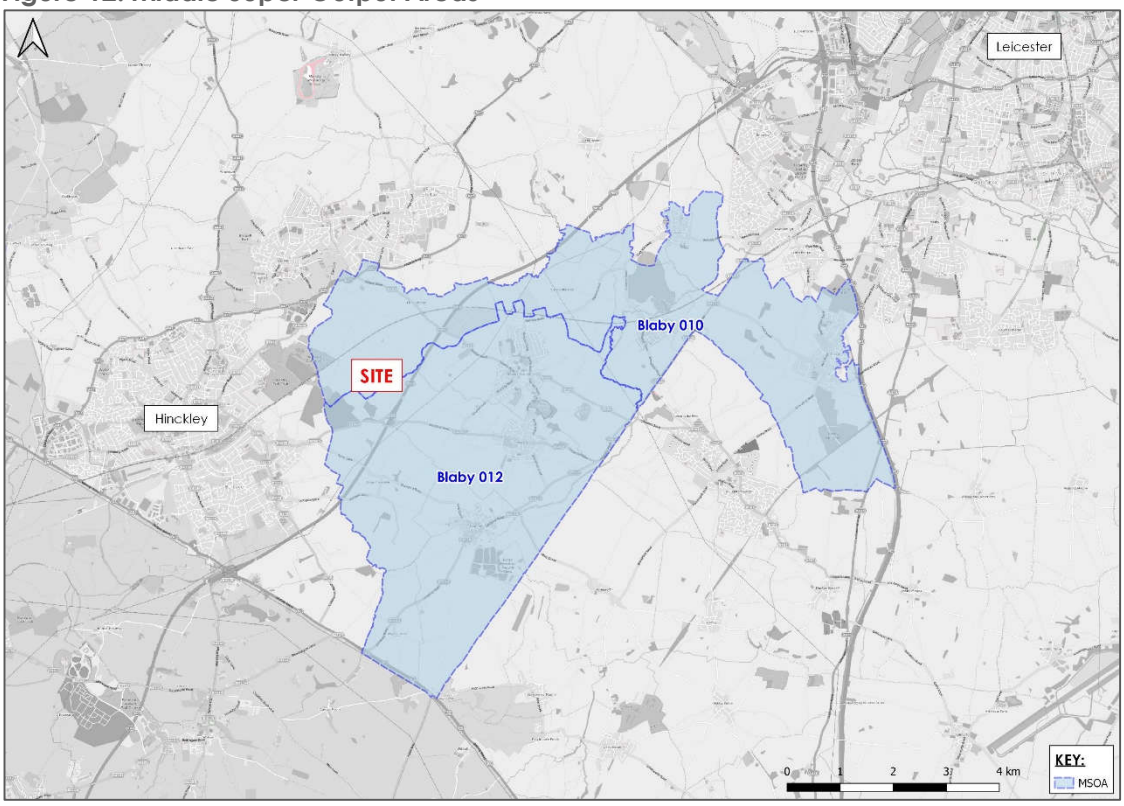


Table 4: Modal Splits (2011 Census) for employment trips in Blaby 010 and Blaby 012

Method of Travel to Work	Modal Split
Car / Van Driver	75%
On Foot	11%
Car / Van Passenger	7%
Bicycle	2%
Bus	3%
Motorcycle	1%
Train	0%
Other	1%
Total	**100%**

Source: Nomis – Office for National Statistics

5.9 **Table 4** indicates that currently approximately only 2% of trips are made using public transport and 17% are walking / cycling trips. Given the site location, the Census 2011 baseline level of walking is considered to be high and therefore sustaining the current level would be viewed as a positive.

5.10 The figures presented in **Table 4** provide a baseline from which the Siite Wide Framework Travel Plan (SWFTP) will set 'indicative measures and targets' to encourage greater adoption of sustainable modal travel options than is following the development.

5.11 It is anticipated that the provisional employee travel targets will be set as outlined below in **Table 5**. It should be noted that as part of the monitoring and review process, clear and realistic targets should be set through occupiers undertaking subsequent travel to work surveys of all its employees within three months of occupation. The travel surveys will provide the baseline information and further details of employees travel patterns at the site and therefore specific measures and actions can be considered and implemented based on the survey results.

Table 5: Provisional Employee Modal Splits Targets

Method of Travel to Work	2011 Census Modal Split	Indicative Annual Targets					Indicative Target Mode Shift
		Year 1	Year 2	Year 3	Year 4	Year 5	
Car / Van Driver	75%	73%	71%	69%	67%	65%	-10%
On Foot	11%	11%	11%	11%	11%	11%	=
Car Passenger/Share	7%	7%	8%	9%	10%	10%	+3%
Bicycle/e-Bike	2%	3%	4%	4%	4%	5%	+3%
Bus	3%	4%	4%	5%	5%	6%	+3%
Motorcycle	1%	1%	1%	1%	1%	1%	=
Train	0%	0%	0%	0%	1%	1%	+1%
Other	1%	1%	1%	1%	1%	1%	=
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**+/- 10%**

5.12 The above targets propose a reduction in single car / van driver trips and a redistribution of the methods of journeys to work to show an increase in the use of sustainable modes of transport. The provisional modal share targets will be reviewed / amended once the results of the first travel survey are available.

6. BUS OPERATOR CONSULTATIONS

Engagement from 2018

6.1 The previous consultant team (Hydrock) had held initial discussions with Arriva and Stagecoach in the Autumn of 2018. The engagement focused on the introduction of specific routes to the site and the options for timetabling around the shift patterns of the B8 Development (0600, 1400 and 2200). Comparisons to other strategic employment sites, such as Magna Park (Lutterworth), DIRFT and Swan Valley were used to illustrate options and potential drawbacks. These are summarised below.

Arriva

6.2 There was interest expressed by Arriva and they were able to assist in initial options. There was acknowledgement that the site and local area are poorly served at present.

6.3 Arriva representatives suggested it would be beneficial to introduce a more direct service that bypasses the local villages.

6.4 Origins of commuting trips to be identified, this would need to link with the catchment information for the area.

6.5 Arriva suggested three options for service frequency:

- Hourly
- Targeted shift hours (depending on occupier)
- 20 minutes with additional capacity boost 3 times a day (as evidenced at Magna Park)

6.6 Arriva wanted to understand details of phasing, including employee headcount of each phase that would help with service recommendations.

6.7 It was also suggested that the office provision within the buildings could introduce demand for a route that passes a rail station (e.g. Hinckley).

6.8 It was suggested that Arriva Click, a demand responsive app-based service, can be used for village services or as a trial run for the first phases of the development to gauge the levels of demand. Where a critical mass is then identified, a fixed bus service can be introduced. However, this service was subsequently withdrawn following re-award of contract by LCC.

Stagecoach

6.9 Discussions with Stagecoach had reached a more advanced stage, with an outline proposal sent by their Commercial Team in December 2018. This included the following key points:

- Services based on 10-year phasing of the site, circa £140k per bus per year based on a Monday-Saturday operation. Funding would reduce based on revenue from the fares under an agreed mechanism.
- Two options presented:
    - Short service between Nuneaton and the site;
    - Through service between Nuneaton and Leicester via the NRFI (recommended).
- The short service would require 2 buses and the through service would need up to 4 buses to cover the key shift change demand.
- Based on Stagecoaches experience of similar sites in the Midlands, take-up of the bus service is expected to be between 5 and 10% of staff. Assuming circa 8,000 staff, (5%: 425) If the numbers were to be equal from both ends of the route (i.e., Leicester and Nuneaton), and assuming that 70 people (a single-deck bus at capacity) use the bus to get to work at each major shift time from each direction, then 70 x 2, x 3 shift changes equals 420.
- Provision can be increased if demand is there. This is only achievable if businesses fully back the modal shift measures.
- The timetabling for the through route would allow for a half hourly service between 05:30 and 06:45, then hourly up to 14:00 when half hourly services are run before returning to hourly up to 20:00 when the same pattern is repeated.
- Catering solely for the 06:00, 14:00 and 22:00 shift changes estimated assumed costs of £100k per bus per year for a reduced timetable. This could be run with 2 buses and split so buses did not cross through, i.e., one bus arrives from Nuneaton at the site at xx.45 to the hour and departs back to Nuneaton at xx.15 past the hour, and the separate bus arrives from Leicester at xx.45 past the hour and similarly returns at xx.15 past the hour.
- Shifts at 06:00 and 22:00 are easier to cater for than 14:00 as things currently stand. Costs predicted at the time were between £50k and £100k per bus per year should duplication be required at all 3 shift change times, but that is dependent on spare capacity and if required on certain days of the week and also at what point the service becomes commercially sustainable. The use of double-deckers could be considered, although Stagecoach has not operated any in the area for some years.
- Provision between shifts was compared with DIRFT where there are concentrations of passengers at the key shift change times, there is also a steady low-level demand throughout the day with people who are working office hours or part time or heading for meetings. DIRFT currently has 4 buses per hour, all of which start at Rugby, and then of the 4, two continue to Daventry, one continues to Northampton and one terminates at DIRFT III, but they are serving other local needs with people travelling to/from the various towns and villages.
- Longer-term with the new Houlton housing development in the area, this should ensure the service grows. If the service is to be attractive to people not travelling to/from NRFI, a broadly hourly service would be required, and this is the basis of what Stagecoach currently provide to other similar locations.

Further Engagement – March 2021 and April 2022

6.10 Following on from the engagement as outlined above, BWB has approached Arriva Buses as the main existing service provider on the routes around the HNRFI site. A further detailed discussion was held around the potential service options and packages for the

site. This took account of the recent pilot launched by LCC of the Demand Responsive Transport (DRT) south of Leicester.

Existing Arriva Services

6.11 Arriva provided useful feedback on their existing services in and around the HNRFI site:

- 158: unlikely to divert as the demand from the NRFI is unlikely to replace the existing demand which would be lost through extension of the route.
- X55: Route is in a precarious position, under review post COVID and has potential to be replaced with a DRT service.
- X6: New route acquired by Arriva in Aug 2020. This presents the most likely to be able to offer i) comparable journey times to car to encourage mode shift ii) Little loss of time to existing customers. iii) Would be the most straight forward service to enhance provision- currently 90 min frequency, 6 days per week.

Potential Routes and Other Considerations

Shift Only vs Shift and Interim Provision

6.12 There are cost savings based on the provision of shift change only services. However, from the initial views put forward by Stagecoach, through routes are preferred by the operators and have opportunity to pick up demand from the public. The 50% increase in cost between shift only and the shift plus interim services is high, but this may allow for a quicker reduction in funding as revenues from the public increase between the shifts.

6.13 Suggested routes from both Arriva and Stagecoach cover links from Nuneaton and Leicester City Centre. These tend to be on the most direct routes, making use of the M69. Arriva already operate an express route between Nuneaton and Leicester (158), as well as Coventry and Leicester (X6).

6.14 There are advantages to using Arriva's existing routes and boosting shift changeover capacity. The new services presented by Stagecoach offer an ability to shape the service to HNRFI needs, though initial outlay may be significant as Stagecoach are not incumbent operators on routes in this area.

Rail Connectivity and Timetable Integration

6.15 Integration between modes can be achieved if dwell times for passengers are kept low. Timetabling to link with incoming train services from either Leicester or Nuneaton was not explored in any depth previously. This may be due to difficulties in coordinating a stopping bus service and train services without creating a delay in the bus provision.

6.16 Initial reviews of the timetables for Hinckley services from both Leicester and Nuneaton do not suggest a good correlation with the shift patterns. The first train into Hinckley from Leicester is at 06:37 and from Nuneaton it is 05:54. The timetables for both origins are limited to half hourly services in the peak hours reverting to an hourly service outside of these times.

6.17 However, a connection between the NRFI site and Hinckley Rail Station is possible for office-based staff working a more regular 9-5 pattern. This type of service is could utilise the demand responsive routes discussed later in this document.

Demand Services to the East

6.18 Bus services for Sapcote, Stoney Stanton and Sharnford are limited to a three-hourly service via the X55 (Arriva). Improving sustainable and public transport options in these areas will help to mitigate impacts of the south facing slips at M69 Junction 2. The current LCC DRT pilot may help to offer a viable fixed route alternative which could be made more permanent.

Vectare Engagement- DRT Services

6.19 From April 2022 the DRT services operating around New Lubbesthorpe and the south-east of Leicester were awarded to Vectare, a transport and technology business with in-house coding expertise. They replaced Arriva Click as the incumbent DRT provider operating under their 'NovusFlex' brand.

6.20 Engagement was held with the Vectare technical lead to discuss options for the HNRFI site and how it would connect with the wider DRT offer in south Leicestershire. Further information is contained in the next section under Bus Strategy.

6.21 The proposed Hinckley service will be a "many to one" DRT service connecting the rural hinterland around the proposed NRFI Hinckley site to employment locations within the site. Subject to site design, the service can support multiple drop off / pick up points within the site, and bus stop poles, flags, shelters and timetable cases are to be provided to support this. This service builds upon, but sits separately to the NovusFlex pilot currently being run by Vectare on behalf of Leicestershire County Council.

Linkage to Park and Ride

6.22 There are core park and ride sites in Leicester (Enderby) and Coventry (War Memorial Park) which could serve as a supplementary service to and from the Hinckley site. There are issues with this approach in that limited stop services to and from Enderby are focused on provision to the city centre. Therefore, there is reduced opportunity to pick up or drop workers through the Leicester suburbs.

6.23 Focus could be on provision of cycling hubs at Enderby and a limited stopping bus service between Enderby and Hinckley NRFI as a private service. This would allow workers from a minimum 5km catchment from Enderby (i.e., the Leicester suburbs) to use sustainable and shared transport modes to work. A similar arrangement could be reviewed for Coventry Memorial Park.

7. BUS STRATEGY

Bus Infrastructure

7.1 The construction of the A47 link Road between the Junction 2 and the B4668 creates fast and easy linkage to the southern end of the HNRFI site. A layby will be built on the westbound carriageway which will provide full kerbed separation from the link road. A large purpose-built shelter will be constructed on the southern kerb (Drwg HRF-BWB-LSI-D4-CH-00100 Document 2.4D).

7.2 A smaller unsegregated lay-by will be installed on the eastbound kerb approximately 100m to the west of the segregated stop. This will have a smaller shelter. It is anticipated that any fixed route services that layover temporarily will use the segregated stop and will then slingshot around Roundabout 3 back toward Junction 2, M69.

7.3 A controlled pedestrian crossing point will be installed on the link road on the key desireline between the secondary bus stop on the eastbound link and the main segregated stop on the southern side of the link road.

7.4 DRT services will be able to use the laybys discussed above and will use the private loop roads to access the wider site. Typically, the stops will be simple flags around the private road network.

7.5 The extension of the X6 service and provision of site bound DRT service will progressed through a private service agreement and subject to conditions, as discussed with LCC.

Opportunities for Shift Workers

7.6 Typical shift patterns for B8 Warehousing are as follows:

- 06:00 – 14:00;
- 14:00 – 22:00;
- 22:00 – 06:00.

7.7 To accommodate the demand of shift workers from different locations the following improvements are suggested:

Coventry and Leicester City Areas

7.8 The X6 service has potential to pick up core demand from Coventry and Leicester city areas. Minimal stops and routing via the M69 present the best service to encourage modal shift from the car. Existing services will need to be extended to cover the 6am and 10pm shifts and there may be need for additional capacity during the day for the 2pm shift change. This will be adapted and adjusted through the build out phase of the development.

7.9 Based on the current timetable and an assumption on continental shifts there would be incremental hours increase of circa 7 hours per day, with associated additional operating costs. As the site develops an alternative scenario will put an additional

vehicle into the cycle to increase the frequency around shift changes (ie to minimise the wait between people arriving at their place of work and their shift starting, or finishing their shift and the bus departing to take them home.

Nuneaton, Hinckley and Surrounding Villages

7.10 Introduction of DRT as part of 3-year trial through LCC has been ongoing as part of the national bus strategy; Vectare, who run the existing service have proposed options to provide a 'Many to One' extension of their existing DRT services to the access site. This would allow groupings of individuals to access the HNRFI at specific times of day without the reliance on fixed route services. It allows greater flexibility in the early stages of the project and may lead to identification of fixed routes where demand is highest. Subject to site design, the service can support multiple drop off / pick up points within the site, and bus stop poles, flags, shelters and timetable cases are required to support.

7.11 The service will operate between 04:00 and 00:00, seven days a week. The service will not operate on Christmas Day, Boxing Day and New Year's Day. The length of service day is comprehensive to enable all journey opportunities that may be required.

7.12 The service will serve a zone which is predominantly to the north and east of the site, bounded by the M1 motorway in the east, and A5 trunk roads.

7.13 The 48L Services from Nuneaton to Hinckley are regular and operate early (5:50am) until late (10pm). This presents a good opportunity for connection to the DRT service linking the site with the centre of Hinckley.

7.14 Similar to shift staff, strategies for office-based employees working the standard 9 to 5 pattern have been developed.

Coventry and Leicester City Areas

7.15 The X6 currently would permit travellers from both cities to arrive on site within an hour of the 9am start, similarly the return journey coincides with a service around the site at 5pm for both directions. Minor adjustments to timetabling will assist in allowing for better coordination with office start times.

Leicester Nuneaton and Hinckley

7.16 Rail inter-connectivity is an option for travellers from Leicester, Nuneaton and Birmingham. Half hourly services operate to and from Hinckley station during peak hours. A DRT bus service will present an alternative to a shuttle service to the site, allowing for greater flexibility around potential delays on the rail network than a fixed timetable.

Surrounding Villages

7.17 As per the LCC pilot DRT is likely to be the main alternative access for villages surrounding the site.

7.18 Public transport opportunities are summarised below in **Table 6**.

Table 6: Public Transport

Type of Service	Geographical Area	Current Timetable	HNRFI Services	Discount Scheme Potential
Initial Occupation				
X6 (existing service)	• Coventry • Leicester (and suburbs)	90 mins Good coverage at traditional office hours around HNRFI; 8am and 5pm	Additional 7 hours of services to cover continental shift change over times- likely 4am to 10pm, though subject to demand and travel planning.	Yes; similar to Magna Park travel scheme (monthly discounted travel offers)
Vectare NovusFlex (Demand responsive travel)	South Leicester Area (existing 3-year pilot) Covering Lubbesthorpe and Narborough to the City Centre (NOVUS)	NovusFlex Pilot Flexible from early morning to late night.	Use of existing Pilot DRT to access site during initial phases. Introducing 'Many to One' private service as occupation rises. (see below)	Offers available through Vectare,
Future Phasing				
X6 (Arriva)	As Above	As Above	Additional vehicle to cover increased frequency at shift change over- 60 mins	As above
Vectare Services (Demand responsive travel)	South Leicester Area (existing 3-year pilot) Covering Lubbesthorpe and Narborough to the City Centre (NOVUS)	NovusFlex Pilot Flexible from early morning to late night.	Dedicated 'many to one' demand responsive services using1-2 new vehicles within the designated zone operating under a 4am to midnight basis-	Offers available through Vectare,
Rail connections; Hinckley	• Nuneaton • Leicester • Hinckley	Half hourly in peak hours 0750, 0818, 0850 1647, 1728, 1758	Rail and bus link up with DRT services, part of business package.	Offers available through Vectare,

Delivery Timescales

7.19 When delivering the HNRFI site on a phased basis, the provision of bus services early in the opening phases will be important to cement travel habits with the new staff.

7.20 The X6 service is an existing route which links to the core areas for employee catchment, including Leicester City and Coventry. It is an express route which offers good alternatives to single car trips. This service will be the initial cog in the transport strategy as the service is able to adapt quickly to potential demands of the site.

7.21 Ahead of occupation of the first units, it is not possible to quantify the initial phases of employee numbers, for a first phase diverting the existing X6 service into the development at times suited to the principal shift changes is proposed, giving direct connections from both Leicester and Coventry city centres. Based on the current timetable and an assumption on continental shifts there would be incremental hours increase of circa 7 hours per day. This phase will also link with the Novus Flex public DRT currently under pilot scheme for Leicestershire County Council, operated by Vectare.

7.22 As occupation increases a scenario would put an additional vehicle into the X6 cycle to increase the frequency around shift changes ie to minimise the wait between people arriving at their place of work and their shift starting, or finishing their shift and the bus departing to take them home.

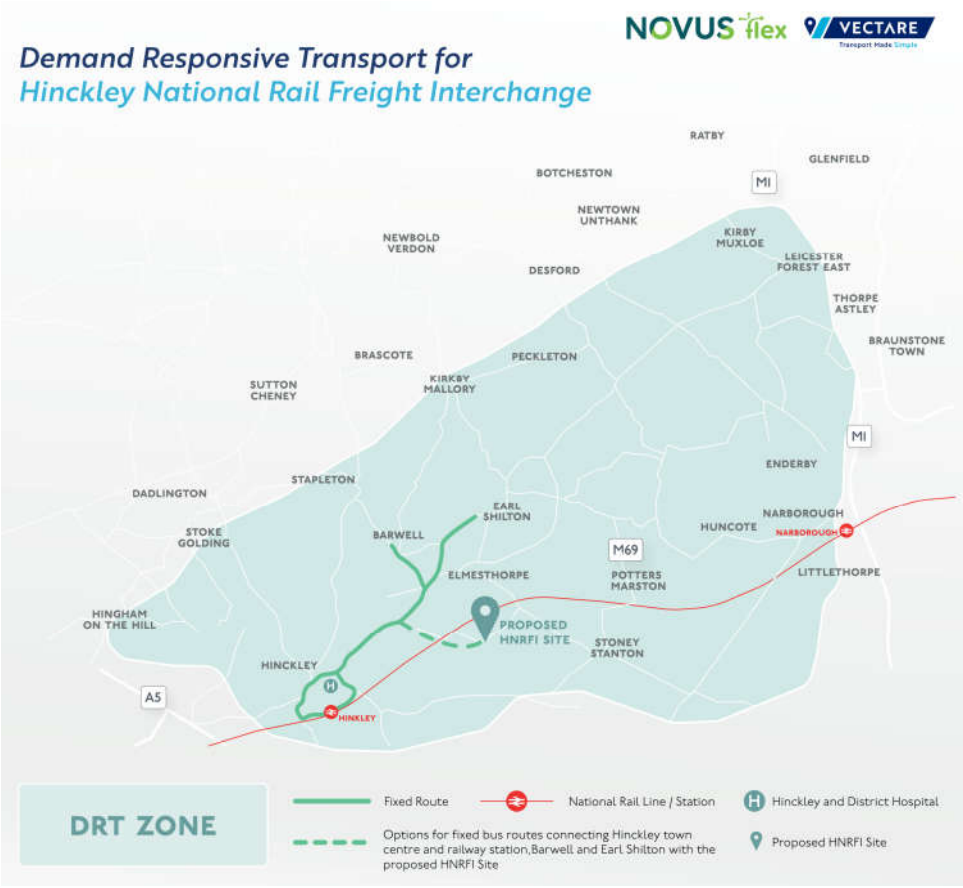
7.23 A second phase of DRT services can then be introduced picking up areas under-served by existing public transport and operated by Vectare. This would be a 'Many to One' service specific for the HNRFI site but linking to Hinckley Town Centre.

7.24 The site wide travel plan coordinator will review uptake of the bus provision following the initial occupation of the site. This will happen on a 6 month to a 12 monthly basis depending on the completion rate and occupation of units on the site.

7.25 A service performance review with the bus operators will be held to ensure that the demand is met or needs to be adjusted in line with the actual numbers of staff using the services.

7.26 The intention that there will be an initial subsidised period for both fixed and DRT services. Thereafter sufficient demand from staff at the site will enable buses to operate on a purely commercial basis.

Figure 13: Suggested Geographical Coverage for DRT based Services (source: Vectare)



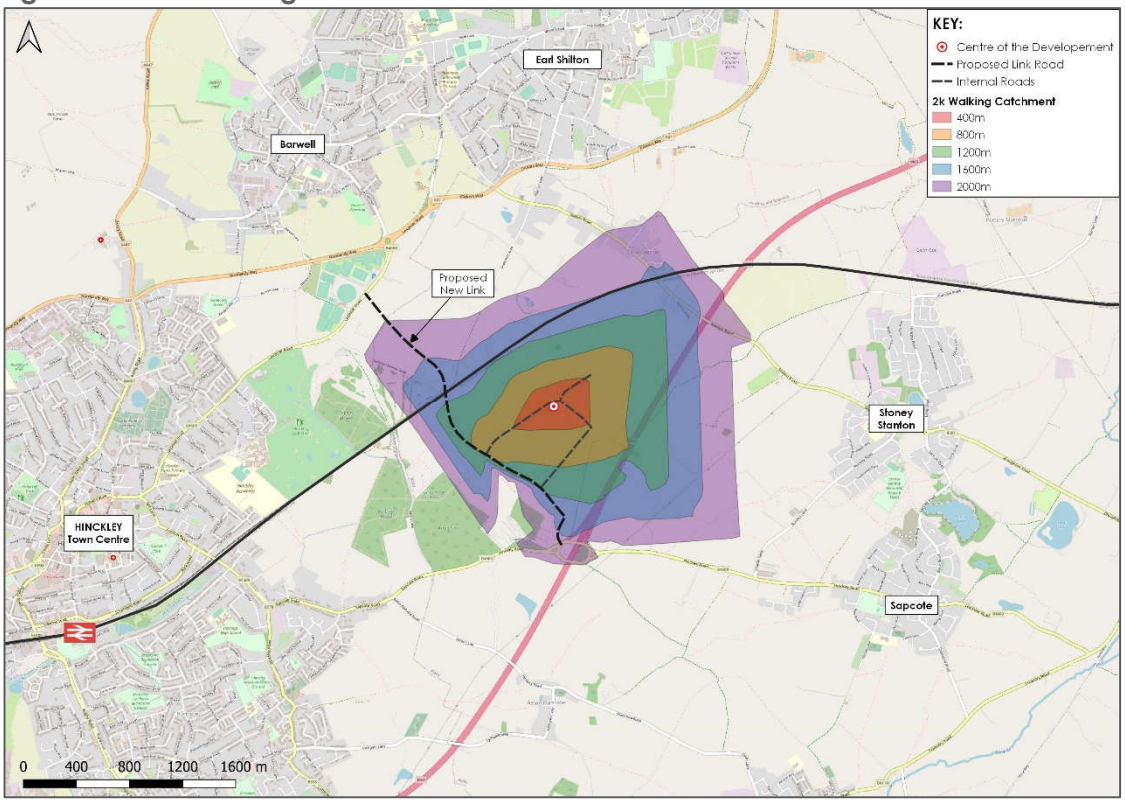
8. WALKING AND CYCLING

Walking

8.1 The Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances for pedestrians without mobility impairment. GPJF suggests that the maximum walking distance for town centres is approximately 800m, commuting/schools is approximately 2km and for other facilities is approximately 1.2km. The document states that an average walking speed of approximately 1.4m/s (5km's/hr) can be assumed.

8.2 **Figure 13** illustrates the 2km walking catchment area.

Figure 13: 2km Walking Catchment Area



8.3 Given the location of the site, the opportunities to encourage more people to walk to the site are limited. As can be seen in **Figure 13** above, the nearest built up area of Hinckley is just on the 2km threshold from the site.

8.4 Given the size of the site, crossing the site will involve significant distances and hence the walk accessibility will vary.

8.5 Walking improvements focus on accessibility of bus stops and the internal site layout will include direct and safe walking routes towards them. They will be located within a 400m walk of each of the B8 units as well as providing a bus hub and gate off the Link road through the site. These bus stops would be high quality in nature, with live timetable information and bus shelters to attract individuals to use this mode of travel if practical.

Cycling

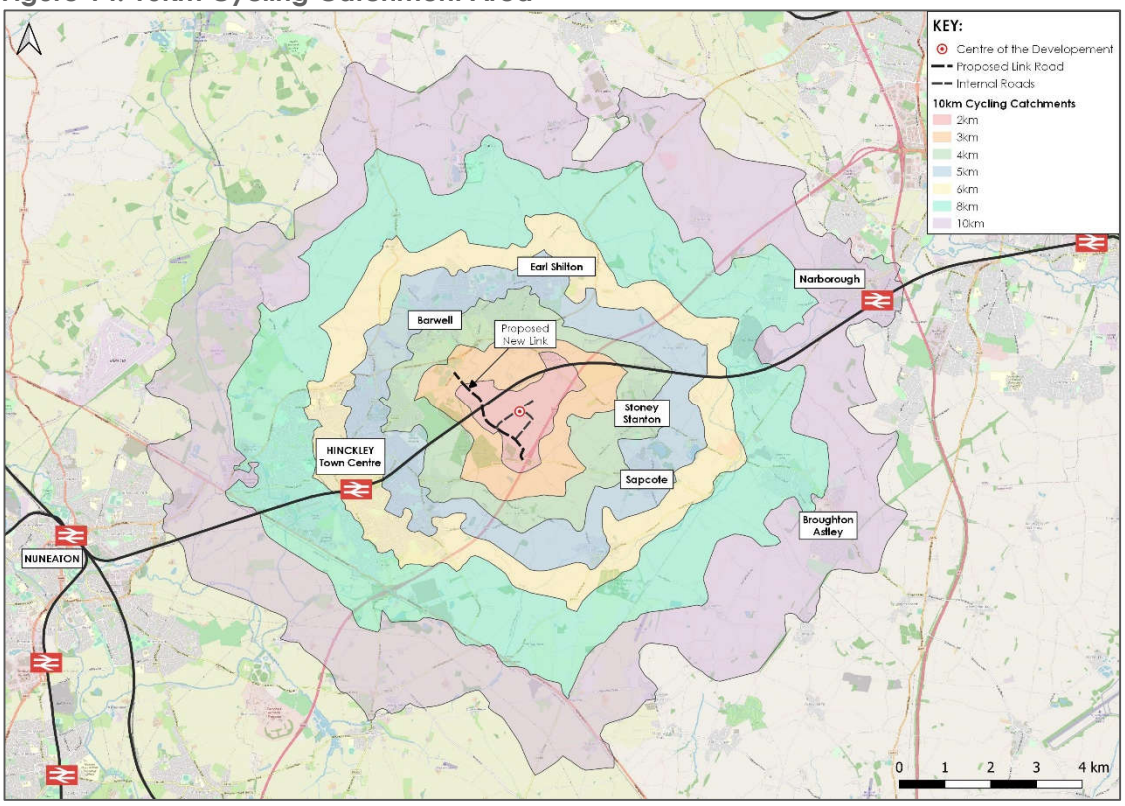
8.6 Local Transport Note (LTN) 1/04 states that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.

8.7 The cycling catchment area is shown in **Figure 14**. It demonstrates that employees from Hinckley, Sapcote, Earl Shilton and Stoney Stanton are within a commutable distance. **Figure 14** includes the proposed infrastructure, namely the new A47 link road which will open the site from the north-west and south to Nuneaton.

8.8 High quality cycle infrastructure creates opportunities to attract cyclists from further afield. Connecting existing cycle lanes on the A47 and proposed cycle lanes on the new link road could attract cyclists from as far as Leicester and Nuneaton. Connectivity to the routes running parallel to Leicester Road (B4668) is also possible, via an existing bridleway, to pick up Barwell Lane and Route 4 of the Hinckley Cycle Network.

8.9 In addition to this, cycling will also play a role in longer multimodal rail-bicycle journeys

Figure 14: 10km Cycling Catchment Area



Transforming Nuneaton

8.10 Warwickshire County Council (WCC) and Nuneaton and Bedworth Borough Council (NBBC) are working together to deliver the transformation of Nuneaton town centre, by implementing mixed-use regeneration for boosting economic growth.

8.11 The Transforming Nuneaton (Ring Road Highway Improvements) Programme has ambition to enhance existing cycling infrastructure, along with creating new infrastructure therefore encouraging more sustainable travel.

A47 Long Shoot Cycle Route

8.12 This will create approximately 1.4km of new high quality, safe, segregated cycle track on the A47 Long Shoot as part of a strategic cycle route connecting Nuneaton to Hinckley. The scheme will encourage and enable a shift from car-based travel to cycling for local journeys, providing the necessary sustainable transport links to the town centre and rail station to support Transforming Nuneaton and the significant residential expansion in north-east Nuneaton.

8.13 To the west, the scheme will connect to new cycling infrastructure to be delivered by the A47 highway improvement scheme to create a continuous cycle route between north-east Nuneaton and the town centre. To the east, the scheme will connect with the existing cycle route on the A5 to provide a connection to Hinckley. WCC have approved an allocation of £0.438 million for the A47 Long Shoot cycle route scheme.

8.14 Plans of the scheme are included in **Appendix 1**.

A47 Hinckley Road Improvements

8.15 The A47 Hinckley Road scheme will provide eastern Nuneaton with a new junction, an improved roundabout with additional pedestrian facilities and improved road and cycling infrastructure.

8.16 It is the main route into Nuneaton from the A5 and east Nuneaton to the town centre. The corridor passes through an existing densely populated area which will experience significant housing expansion through the Borough Plan proposals.

Bike Share / E-Bike Scheme

8.17 A bike share scheme is a service whereby cycles are made available for use by individuals on a short-term bases for a small fee. Many bike share schemes allow people to borrow a bike from a docking station (bike rack) where it is locked until release by computer control following payment. The user then returns the bike to a dock from the same system. Other bike share schemes are dockless and bikes can be picked up and dropped off from virtual docks in a range of locations, which can be identified via a mobile phone app.

8.18 Bike share schemes have been found to be successful in achieving modal shift. The Bike Share Users Survey 2018 quantified this by asking respondents how they previously travelled for the trip that they last made by bike share. The results were as follows:

- 42% previously walked
- 23% previously used the bus
- 4% previously used the train/tram or light rail
- 18% previously travelled by car or taxi
- 7% previously used their own bike
- 7% were using the bike share scheme as a new journey.

8.19 Bike share has also been found to add flexibility to a journey and is often used as the first or last mile of a journey. The survey identified that 26% of respondents used bike share in conjunction with the bus and 21% in conjunction with the train. 24% of respondents use bikeshare in conjunction with the car.

8.20 Subsequently, new bike/e-bike hire hubs can also be incorporated within the HNRFI which would provide easy, convenient access to cycle travel. This could be linked in combination with the new e-bike scheme which has been introduced in Leicester (as described above in paragraph **4.55**), as part of an expanded, joined up regional approach to bike hire. These hubs could also be expanded to Hinckley/Narborough railway stations. This approach would need to be re-assessed post occupation and aligned with the site wide travel plan.

8.21 This provision will provide good opportunities for the employees to cycle for all or part of their journey. In addition, the membership pricing system and the provision of bike stations at local train stations could also encourage multi-modal journeys.

8.22 Discussions will be made with the key stakeholders to understand the viability of these options and the opportunity could be explored further and promoted in the Travel Plan process.

9. CAR SHARING AND CAR CLUB

Car Sharing

9.1 Car sharing (also called lift-sharing, ride-sharing and car-pooling) is when two or more people share a car and travel together. Car sharing provides people with the convenience of the car, whilst reducing the costs and the number of single occupancy vehicles on the road, thereby helping to reduce pollution and congestion.

9.2 Typically, people sign up to a car share scheme and their details are held on a secure database to be matched with others who can provide or require a lift. Car sharing can take place on a regular basis, or ad hoc if required.

9.3 It is proposed that the HNRFI will be signed up to an established car share organisation such as Liftshare. They will provide the secure database and the messaging system to allow members to find someone to car share with. The scheme will then be promoted to all tenants as part of the Travel Plan process.

Car Clubs

9.4 A car club offers the convenience of being able to use a car for those trips that cannot be undertaken using public transport, cycling or walking, or as an emergency alternative. Car clubs can provide a great alternative to car ownership, as people can have access to a car without having to own one.

9.5 Car clubs work by giving members access to a car on a short-term "pay as you go" rental basis and charging by the hour or the day. A car can be booked online or by phone and then unlocked from a designated bay.

9.6 This can provide cost savings, as there is no car tax, fuel, MOT or car servicing to pay. Instead users pay for membership to the scheme and the car hire when they use it. Research has shown that low-mileage drivers i.e. those drive less than 8,000 miles per year could save up to £3,500 a year.

9.7 In addition, car club vehicles tend to be more environmentally friendly, emitting over 20% less CO_2 per kilometre than the average car, and they are used more efficiently and help to reduce congestion and free up parking spaces.

9.8 Use of a car club will help to reduce the required number of company cars at the site and improve car utilisation efficiency. It will also allow employees travelling to the site by sustainable modes of transport to use a car for their errands at lunch breaks. It is proposed that parking for car club vehicles will be provided within the HNRFI for use by employees at the site.

9.9 Car clubs are included as a measure within the site Travel Plan

10. SUMMARY

10.1 BWB Consulting Ltd (BWB) has been appointed by Tritax Symmetry (Tritax) to provide transportation advice to support a Development Consent Order (DCO) for Hinckley National Rail Freight Interchange (HNRFI) including 850,000 square metres of gross internal area (GIA), comprising 650,000 square metres at ground floor level and a further 200,000 square metres of mezzanine floorspace of new B8 warehousing and distribution space alongside a purpose-built rail freight terminal to the north-east of Hinckley, Leicestershire.

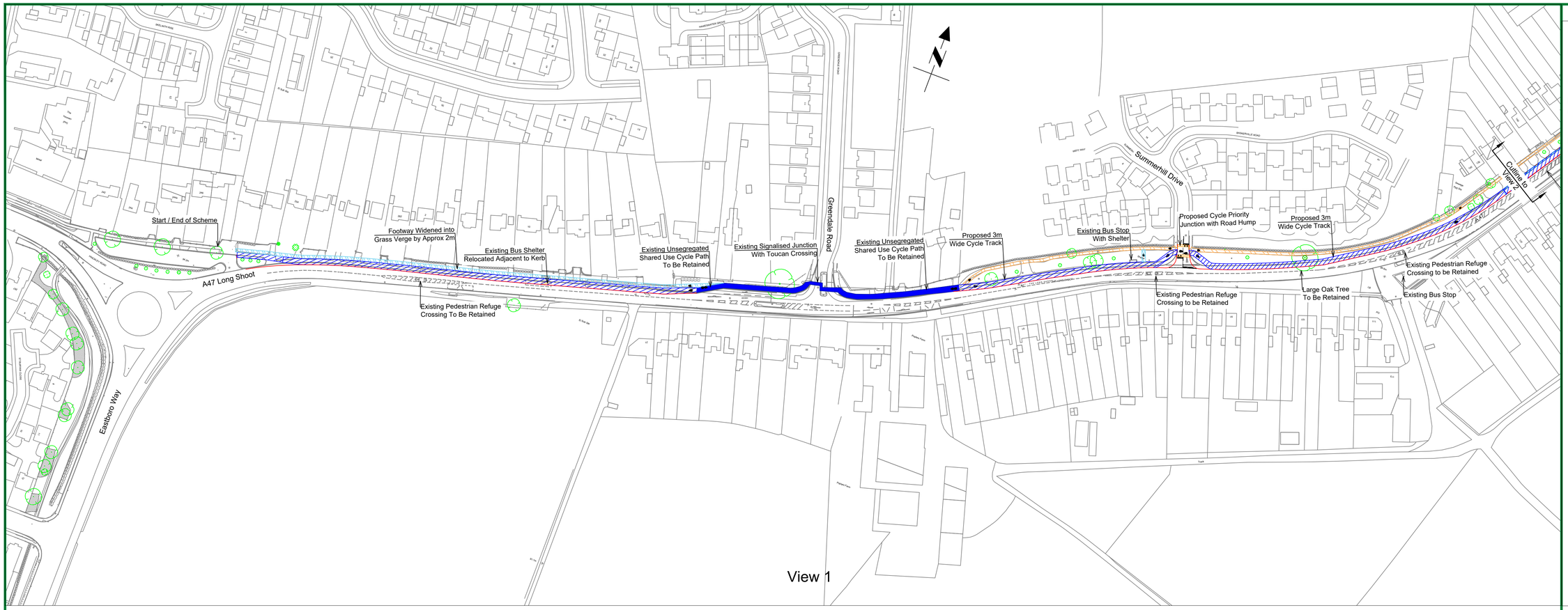
10.2 This Sustainable Transport Strategy (STS) has been produced to analyse the opportunities to maximise use of sustainable modes of transport to and from the site. This has included development of a bus strategy setting out how services in the area could be improved and proposals to enhance active travel corridors to facilitate trips to/from the site.

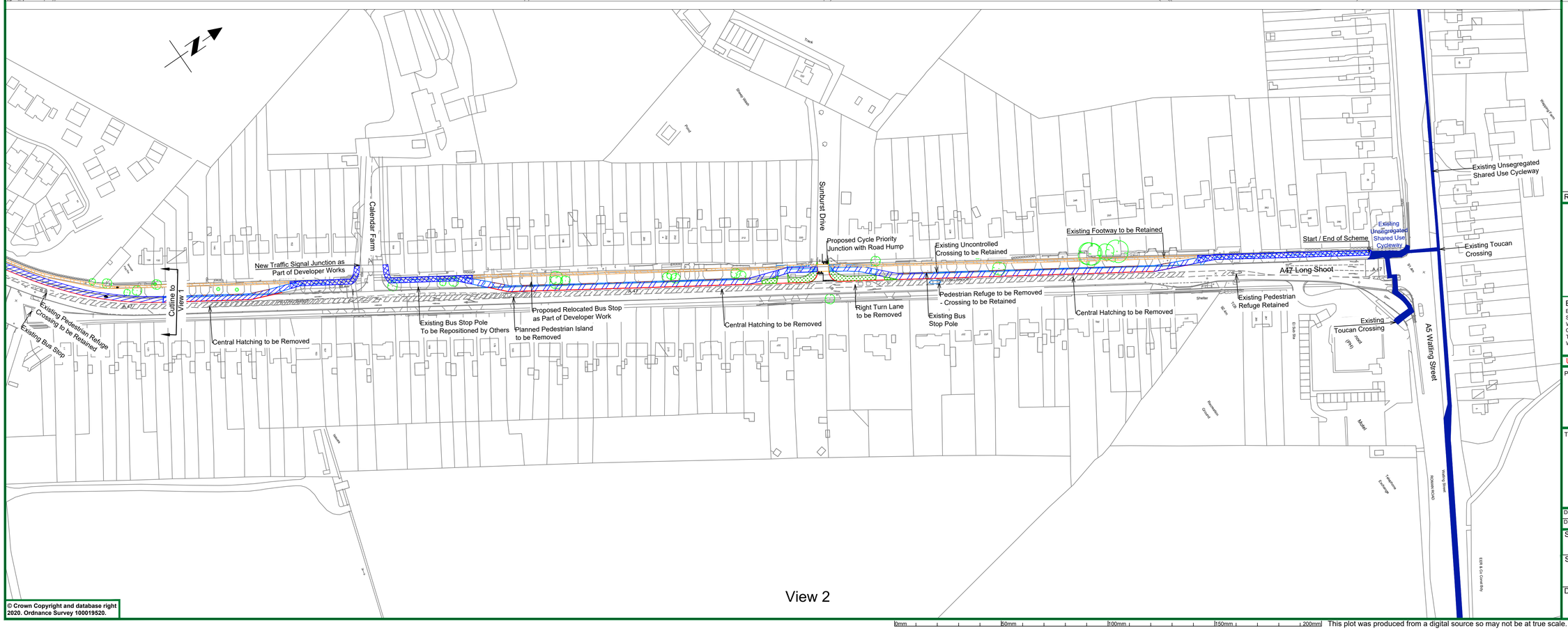
10.3 The key points of the STS are:

- The X6 service between Leicester and Coventry presents the best service to encourage modal shift from the car. Existing services will need to be extended to cover the 6am and 10pm shifts and there may be need for additional capacity during the day for the 2pm shift change, subject to demand.
- Demand Responsive Transport from Hinckley and the surrounding villages will allow employees to access the HNRFI at specific times of day without the reliance on fixed route services.
- The site accessibility on foot is limited due to its location. Walking improvements focus on accessibility of bus stops and the internal site layout include direct and safe walking routes towards them.
- Cycling to the site is a viable alternative to car use. Improvements to the cycle infrastructure focus on the following connections:
    - Cycle lanes on the A47 and the new link road;
    - Local links to the eastern villages, Barwell and Earl Shilton;
    - Links to Hinckley town centre and railway station;
    - Links to Nuneaton via the A47 (proposals are part of Transforming Nuneaton programme).
- Bike/E-bike share scheme to be considered as part of the Site Wide travel Plan.
- Car sharing and car club options are to be promoted as part of the Travel Plan process.

APPENDICES

APPENDIX 1: A47 Long Shoot Cycle Route





NOTES

Proposed Speed Limit Reduction from 40mph to 30mph.
Extents from the A5 to Eastboro Way.

Cycle Route Key

- Proposed Segregated Cycle Track, min 3m wide
- Proposed Shared Use Footway / Cycleway (Unsegregated), min 3m wide
- Proposed Footway, 2m wide (Segregated Cycle Track)
- Existing Footway Retained
- Existing Shared Use Footway / Cycleway
- Proposed Kerb Line
- Proposed Grass Verge
- Existing Trees

REV	DRN	AMENDMENT	DATE

Warwickshire County Council
Engineering Design Services

Engineering Design Services
Environment Services, Communities
Shire Hall Post Room
Warwick
CV34 4SP
Tel : 01926 410410
Web : www.warwickshire.gov.uk

UNCONTROLLED DRAWING - NOT TO BE PRINTED

PROJECT

A47 -

The Long Shoot, Nuneaton - Cycle Route

TITLE

Purpose of Drawing:

Public / stakeholder engagement

Drn	AS	Ck'd	CM	App'd	CM
Date	11-02-21	Date	15-02-21	Date	15-02-21

Status: Approved (Level 2)

Scale: 1:1250

Sheet size: A1

DRG. NO.: 9.2-A47--017-016

Rev.: A

0mm 50mm 100mm 150mm 200mm

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