

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

HGV Route Management Plan & Strategy

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CONTENTS

DOCUMENT ISSUE RECORD	2
1. INTRODUCTION	5
Background	5
2. MAIN HNRFI SITE	6
Location	6
Strategic Road Network.....	7
Local Highway Network.....	9
Development Proposals	11
3. HGV ROUTES.....	13
Permitted Routes.....	13
Undesirable Routes	14
Diversion Routes.....	16
Existing Local HGV Restrictions	17
4. ON SITE MANAGEMENT MEASURES	17
Vehicle Booking System.....	17
Driver Welfare Facilities	18
Early Arrival Bays	18
Restricted Parking.....	18
Control of HGVs on Site and Parking Facilities	19
Back Loading.....	20
5. ROUTE MANAGEMENT STRATEGY	20
Low Bridge Risk.....	20
Occupiers and HNRFI Site Management Company Responsibilities.....	20
Encouragement Measures	21

Management Plan 17.4: HGV Route Management Plan and Strategy

ANPR Implementation	21
ANPR Camera Locations	22
Monitoring.....	23
Management of Monitoring.....	24
6. SUMMARY	30

Figures

Figure 1: Main HNRFI Site location.....	7
Figure 2: Highway Network.....	11
Figure 3: Key Desirable Routes.....	15
Figure 4: Undesirable HGV Routes.....	17
Figure 5: Existing Local HGV Restrictions.....	18

Tables

Table 1: LCC Parking Guidance – B8 Warehousing	13
Table 2: Daily HGV Development Flows and suggested Breach Trigger.....	28
Table 3: Private Daily Breach Thresholds (Indicative, day one).....	28

1. INTRODUCTION

Background

- 1.1. The Hinckley National Rail Freight Interchange (HNRFI) site is proposed to be located on land directly adjacent to M69 Junction 2, with access to be gained directly from the motorway junction. M69 Junction 2 only has northern slip roads currently, with southern slip roads to be delivered as part of the development proposals.
- 1.2. The HNRFI is a proposed B8 (warehousing) employment development and National Rail Freight Terminal located to the north-west of M69 Junction 2, to the east of Hinckley. With a capacity of 850,000m² of employment land, this development is expected to generate around 8,400 jobs.
- 1.3. The development is considered to be a Nationally Significant Infrastructure Project (NSIP). As such a Development Consent Order (DCO) application is to be submitted to the Secretary of State, with the local authorities (planning and highways) and National Highways being important consultees to the process.
- 1.4. The illustrative masterplan layout is shown in Plan Reference 2.8.
- 1.5. This HGV Route Management Plan and Strategy aims to set out the principles and develop a plan and strategy to promote desirable routes and identify and manage the undesirable routes for HGVs associated with the proposed development during the operational phase of the HNRFI and for the strategy to be implemented for all occupiers at the proposed HNRFI.
- 1.6. The DCO submission includes a Transport Assessment (document reference 6.2.8.1) and Framework Site Wide Travel Plan (document reference 6.2.8.2) that identifies and mitigates the impact of the development on the highway network. These documents and subsequent mitigation proposed are to be agreed with both local highway authorities, Warwickshire County Council and Leicestershire County Council. However, local concerns remain in relation to the potential impact of HGVs routing via the B4669 through Sapcote, B581 through Elmesthorpe and Stoney Stanton in Leicestershire and Wolvey and Pailton in Warwickshire. In addition, the A5 Dodswell Railway Bridge which has a height restriction of 4.6 m is of concern.
- 1.7. Consequently, in the interests of the safe and efficient operation of the highway network and to protect the amenity of residential properties in these areas, the DCO will contain a requirement for a HGV routing strategy to be discharged prior to operational use.
- 1.8. Once agreed and implemented, this strategy is intended to supplement Leicestershire County Council and neighbouring Warwickshire County Council's role as highway authority and their ability to implement traffic regulation orders in accordance with due process and procedures.

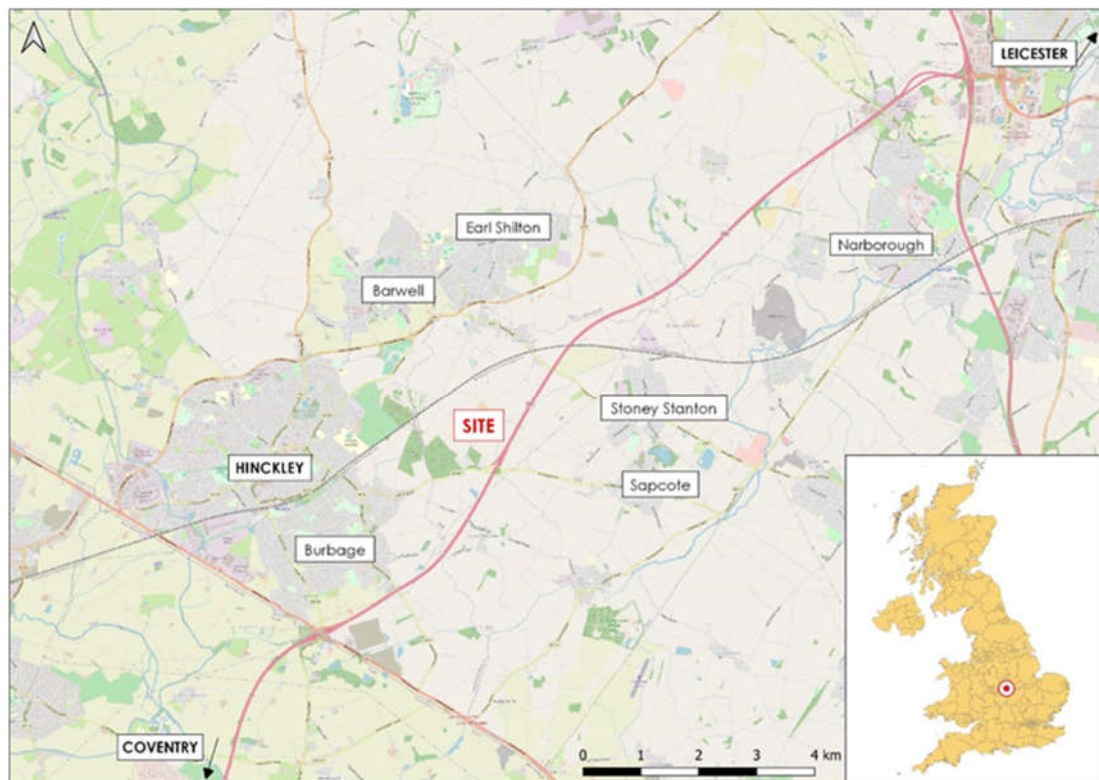
- 1.9. This document provides details of:
- The proposed HGV Route Management Strategy identifying undesirable routes to and from HNRFI before and after the delivery of new highway infrastructure associated with the site.
 - The proposed enforcement mechanisms and monitoring of the HGV Route Management, using ANPR technology and procedures.

2. MAIN HNRFI SITE

Location

- 2.1. The Main HNRFI site is located to the north-east of Hinckley in the Blaby district of Leicestershire. The site is bound by the Felixstowe to Nuneaton 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). Burbage Common Road routes through the site currently connecting the B581 Station Road to the east with the B4668 Leicester Road in the west.
- 2.2. Settlements in the wider locality include Burbage and Hinckley to the south-west, Barwell and East Shilton to the north and Stoney Stanton and Sapcote to the east. Figure 1 below displays the indicative location of the proposed development in its local context.

Figure 1: Main HNRFI Site location



Strategic Road Network

- 2.3. The Main HNRFI site is well served by road and rail, with direct vehicular access onto the M69 via Junction 2 and thereafter the wider Strategic Road Network (SRN).

M69

- 2.4. 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.

- 2.5. 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.

M1

- 2.6. The M1 is a north-south arterial route stretching the 311km (193 miles) between London and Leeds. The M1 passes Northampton, Leicester, Nottingham, Derby,

Management Plan 17.4: HGV Route Management Plan and Strategy

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

- 2.7. 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.
- 2.8. 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

- 2.9. 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.
- 2.10. 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.

A5

- 2.11. 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 A69 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).
- 2.12. 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.
- 2.13. The A5 passes below the Nuneaton-Leicester Rail line approximately 750m to the south-east of the Dodwells Roundabout. It is allegedly the most struck bridge on the SRN in England and has a clearance height of 4.6m (15ft), which is clearly signed at

the location. The bridge has been identified as a concern for the HGV Route Management Plan.

Local Highway Network

- 2.14. In addition to the site's accessibility to the SRN, the site is also accessible from the local highway network.

B4669 Sapcote Rd/ Hinckley Road

- 2.15. The B4669 runs in an east-west alignment immediate 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.
- 2.16. 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.
- 2.17. 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.
- 2.18. 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.

B581

- 2.19. 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.

A47

- 2.20. 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.

- 2.21. 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.

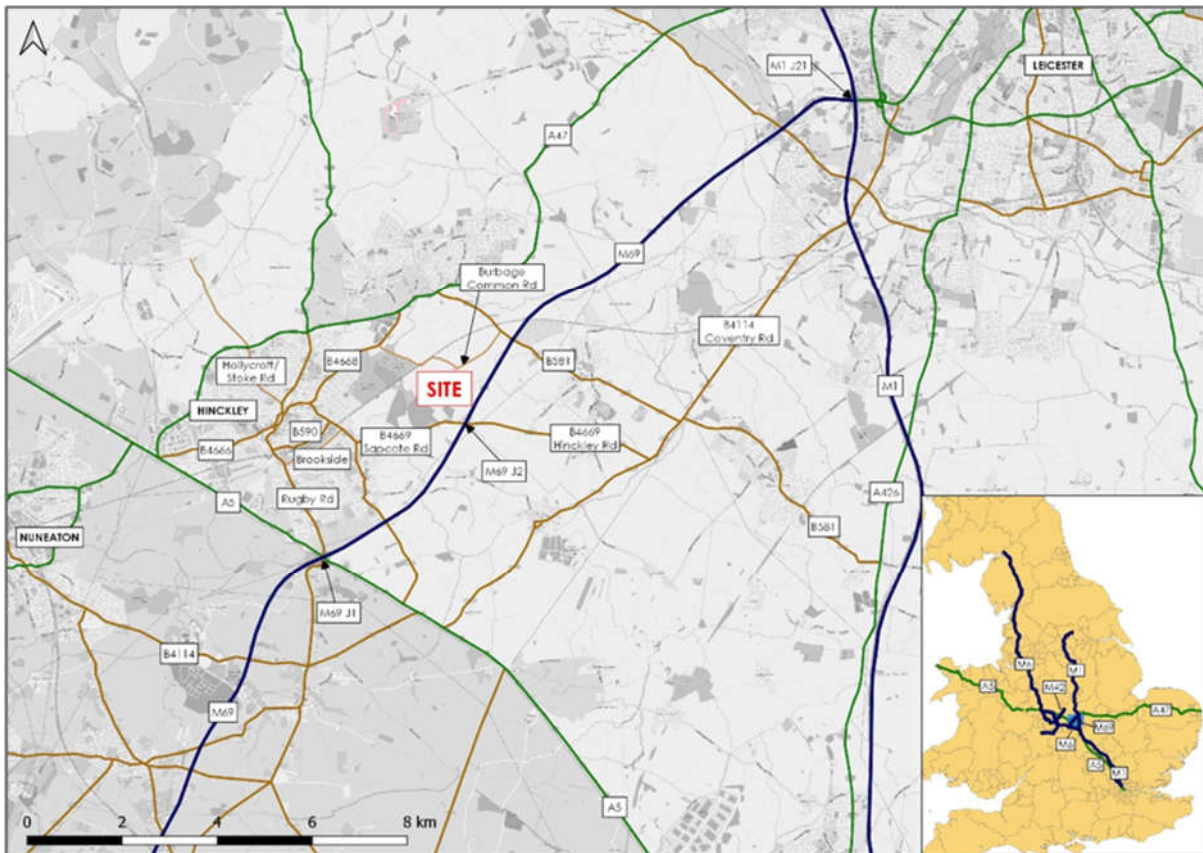
B4114 Coventry Road

- 2.22. 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.
- 2.23. 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. 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.

Burbage Common Road

- 2.24. 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.
- 2.25. On the northern boundary of the site it passes over the Birmingham – Peterborough 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.
- 2.26. A detailed plan of the SRN and local highway network is shown in Figure 2.

Figure 2: Highway Network



Development Proposals

Main HNRFI Site Vehicular Access Infrastructure

- 2.27. The Main HNRFI site access is to be created directly onto the north-western side of M69 Junction 2, via a dual carriageway connecting to the junction and extending in to the site.
- 2.28. M69 Junction 2 is a grade separated roundabout connecting the M69 motorway and the B4669 Hinckley Road.
- 2.29. M69 Junction 2 currently only has northern slip roads (northbound-on, southbound-off). Southern slip roads (southbound-on, northbound-off) are proposed which will make the junction an 'all-movements' junction.
- 2.30. A new link road between M69 Junction 2 and the B4668 Leicester Road will be provided. The link road will be a dual carriageway along its southern section (between the M69 J2 gyratory and the main site access junction) and single carriageway along its northern section as it crosses the railway line emerging on the B4668 Leicester Road close to its junction with the A47 south of Barwell.

Management Plan 17.4: HGV Route Management Plan and Strategy

- 2.31. Burbage Common Road, a minor road which traverses the site east – west between the B4668 Leicester Road in the west and the B581 Station Road in the east will be closed for through traffic.

Main HNRFI Site layout and operation

- 2.32. The layout/operation of the Main HNRFI site is expected to set out the following principles:
- The access roads will be designed to adoptable standards in accordance with local guidance/standards (LCC Highways Design Guide/DMRB).
 - Pedestrian and cycling infrastructure will be provided adjacent to the internal highway network. This will include crossing facilities, as required.
 - Any PRow routes in and around the perimeter of the site will either be retained, diverted or extinguished as agreed.
 - Internal road junctions and visibility splays (at junctions and forward visibility) will be designed to ensure that they meet the required operational and safety standards.
 - The number of cul-de-sacs within the site will be limited. Where these are however necessary appropriate turning areas, minimising reversing manoeuvres, will be provided.
 - The suitability of the internal estate roads, servicing yards, turning heads and various access points will be checked by carrying out detailed swept path analysis of the internal site layout.

Parking

- 2.33. Car parking and parking for disabled users will be provided in accordance with requirements set out in Leicestershire County Council's Design Guide.
- 2.34. HGV parking will be provided on site in accordance with guidance set out in LCC's Design Guide, which requires one HGV space per 400sqm of either B2 (general industrial) or B8 (storage and distribution) floorspace. HGV parking for each unit will also be accompanied by appropriate welfare facilities.
- 2.35. The relevant parking guidance is subsequently set out in **Error! Reference source not found.** However, it should be noted that LCC would assess the provision on a site-by-site basis.

Table 1: LCC Parking Guidance – B8 Warehousing

Cars (maximum)	Disabled	HGV's	Motorcycles	Bicycle	Electric Vehicles
One space for every 120sqm of B8 Warehousing (out of any town)	Six bays plus 2% of total parking spaces (when total over 200 spaces)	One lorry space for every 400sqm	One space, plus an additional space for every 10 car parking spaces.	One space per 400sqm	Not specified

- 2.36. The proposed development illustrative masterplan (plan reference 2.8) shows nine B8 units of different floor areas that have parking in accordance with Leicestershire's Highway Design Guide parking standards.
- 2.37. In addition to the provision at the B8 element, the illustrative masterplan provides for 99 car spaces at the Railport, 11 car park spaces and 104 HGV spaces at the Lorry Park for the Rail Terminal and Development, plus 18 car park spaces associated with the security and amenity office.
- 2.38. However, the exact level of parking will be considered as part of future applications for approval of details further to the DCO requirements and will seek to accord to the relevant parking standards.

3. HGV ROUTES

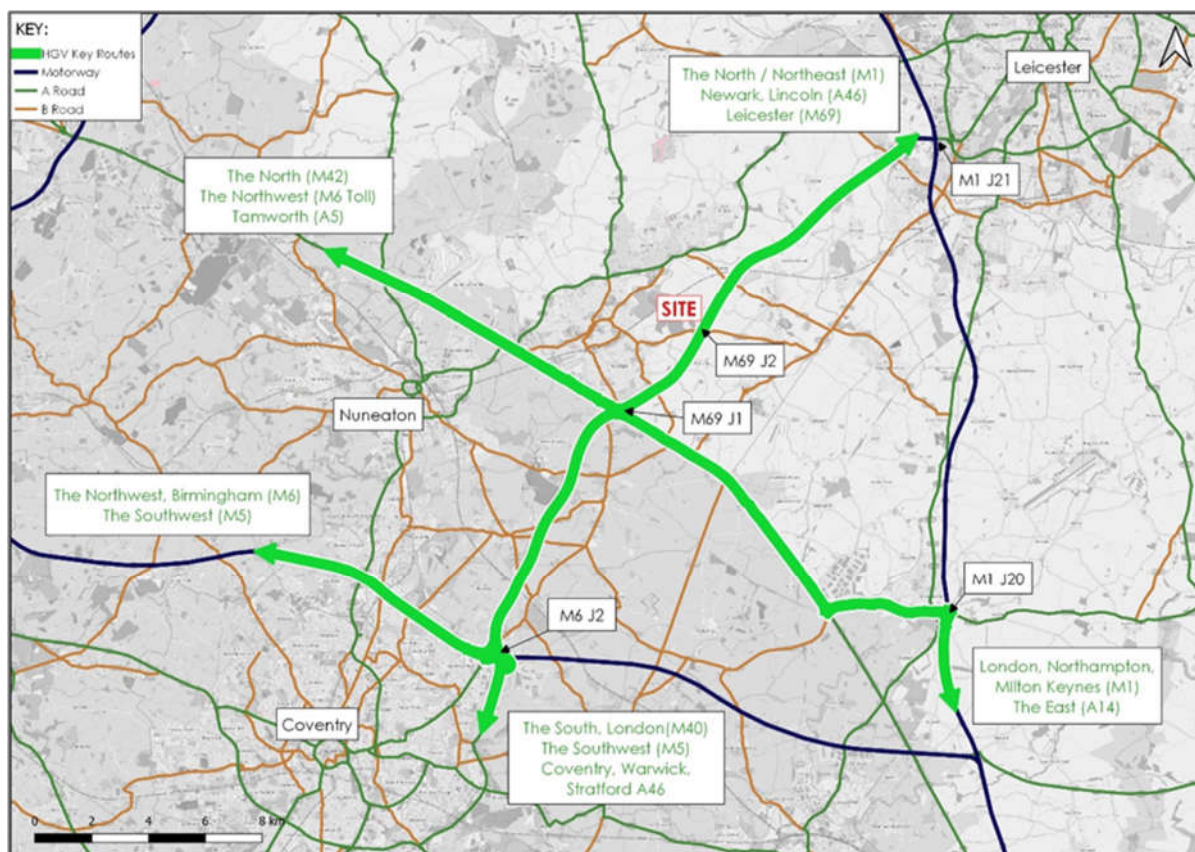
Permitted Routes

- 3.1. The recommended "permitted routes" for HGVs associated with the operation of the proposed development are set out as follows. These routes broadly follow the strategic road network which surrounds the site and are illustrated on Figure 3.
- 3.2. To / from "The North":
- M69 north (J2), M1 north (J21)
- 3.3. To / from "The East":
- M69 south (J2), A5 east (M69 J1), A4303, M1 south (J20), A14 (M1 J19)
- 3.4. To / from "The Southeast":
- M69 south (J2), A5 east (M69 J1), A4303, M1 south (J20)

Management Plan 17.4: HGV Route Management Plan and Strategy

- 3.5. To / from “The South”:
- M69 south (J2), A46 south, M40 south (J15)
- 3.6. To / from “The Southwest”:
- M69 south (J2), M6 north (J2), M42 south (J4), M5 south; or
 - M69 south (J2), A46 south, M5 south (J9)
- 3.7. To / from “The Northwest”:
- M69 south (J2), M6 north (J2); or
 - M69 south (J2), A5 west (M69 J1), M6 Toll / M6 north.
 - A47 south, A5 west (alternative route to avoid low bridge).

Figure 3: Key Desirable Routes



Undesirable Routes

- 3.8. Whilst encouraging HGV traffic to use the strategic roads which surround the site, HGV traffic will be discouraged from using local roads which route through sensitive settings such as local villages to route between the site and the key strategic roads. This will be through a combination of communication from the Travel Plan Coordinator and ANPR technology discussed in paragraphs 1.86 to 1.96. Occupiers

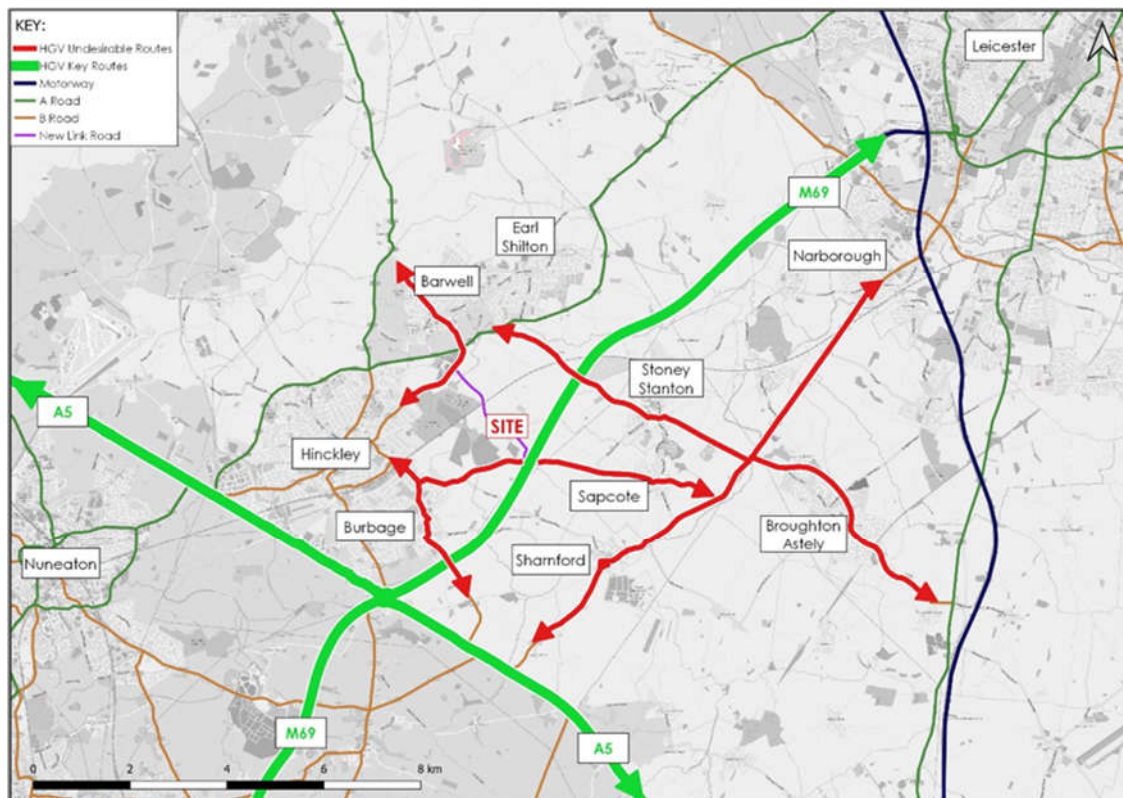
will be required to comply with this strategy and plan within their lease agreement. However, it is difficult to restrict the movement of HGV's as they are permitted to use any classification of road for access and deliveries even if there is a weight restriction in place (unless it is a structural weight limit). As a main through route, HGV's are directed to use the most appropriate route via motorways, dual carriageways and main roads.

- 3.9. Only in exceptional traffic management circumstances can consideration be given to the use of a weight limit Traffic Regulation Order (TRO) to reduce the movement of HGVs via structural restrictions (for example, a weak bridge) and environmental restrictions.
- 3.10. Local villages where this strategy is aimed at are:
- Elmesthorpe;
 - Stoney Stanton;
 - Sapcote;
 - Primethorpe;
 - Sutton in the Elms;
 - Broughton Astley;
 - Sharnford;
 - Burbage;
 - Pailton;
 - Wyken; and
 - Hinckley Town Centre.
- 3.11. The “undesirable routes” are set out as follows and are illustrated on Figure 4 and include the following.
- a) To / from M1 J21 via:
- B4669 Sapcote, B4114 Narborough
- b) To / from M1 J20 via:
- B581 Stoney Stanton, Primethorpe, Broughton Astley, A426 Lutterworth; or
 - B4669 Sapcote, B4114 Sharnford; or
 - B4669, B578 Burbage

c) To / from A5 west via:

- Link Road, B4668, A47¹
- To / from Leicester via:
 - B581 Stoney Stanton, B4114 Narborough; or
 - B4669 Sapcote, B4114 Narborough

Figure 4: Undesirable HGV Routes



Diversion Routes

3.12. In case of an accident on the Strategic Road Network, there will be an emergency plan in place which will include alternative routes to/from the Main HNRFI site.

3.13. This is likely to make use of the A47 connecting the A5 with the site and the SRN to

¹ Non-standard height HGVs which require more than 4.6m height clearance will be permitted to use the A47 to connect to the A5(W) at Dodwells as a means of avoiding the low bridge.

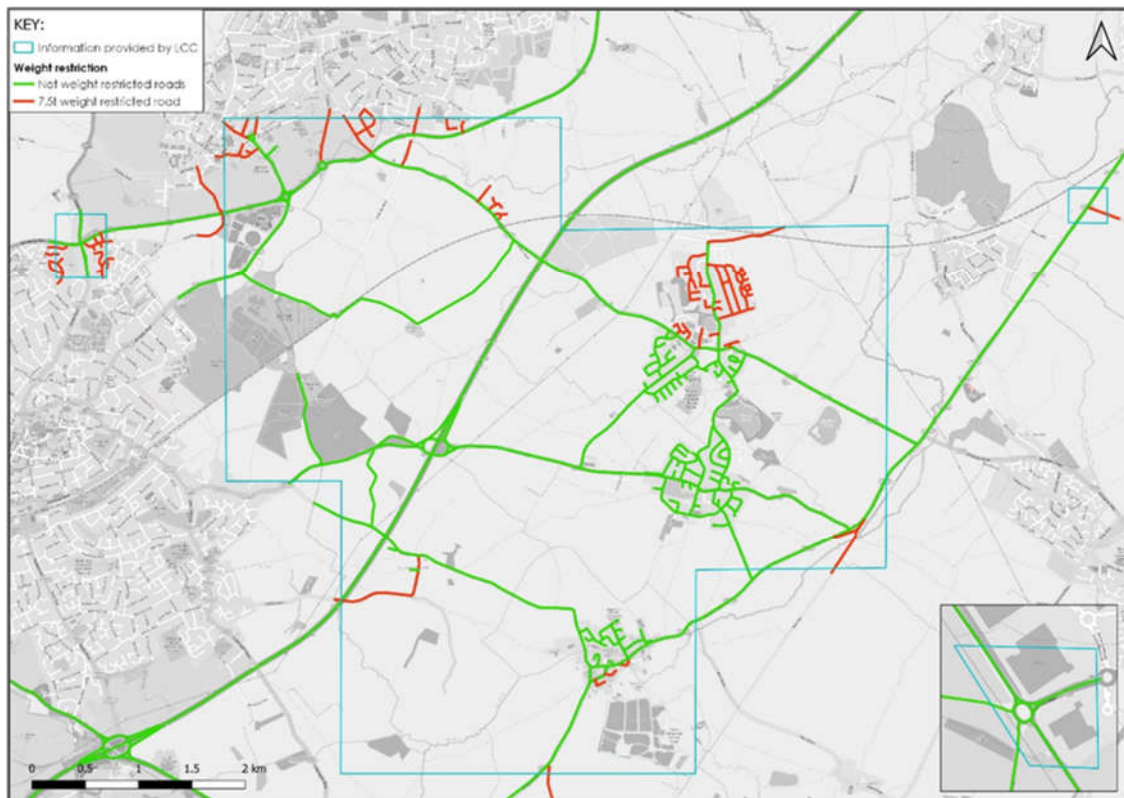
the north, but will be confirmed with the relevant authorities.

Existing Local HGV Restrictions

3.14. LCC provided information about the current weight restriction within the area. **Error! Reference source not found.** indicates existing restrictions around the HNRFI site, on the whole these are advisory, though 7.5t weight limits are present at:

- Huncote Road (to the north of Stoney Stanton);
- Local roads in Stoney Stanton;
- Local roads in Barwell and Earl Shilton including Leicester Road and Station Road.

Figure 5: Existing Local HGV Restrictions



4. ON SITE MANAGEMENT MEASURES

4.1. There are a number of on-site measures that can be implemented by occupiers to assist in the operation of the facility. The measures below are common to sites across the Midlands and have been implemented at other Rail Freight Interchanges (RFI)s

Vehicle Booking System

4.2. This will be dependent on occupiers; however, many logistics firms deploy a vehicle booking system (VBS) as part of the supply chain management process. This type of

Management Plan 17.4: HGV Route Management Plan and Strategy

system ensures that arrivals and departures from the site are planned as far as possible to ensure inbound and outbound trips are correctly sequenced. The VBS avoids unnecessary congestion or overloading of loading bays on the site.

- 4.3. The system is operated through a web-based application with hauliers given time slots. Arrivals outside of these slots are rejected. This subsequently improves driver efficiency and the management of journey destination.
- 4.4. VBS has been proven to flatten arrival and departure peaks which can have an additional positive effect on the surrounding external highway network.
- 4.5. Other advantages include reductions in site turnaround times, as queuing is minimised for loading and unloading and the effective management of LGVs providing services to the site, such as office suppliers and catering.

Driver Welfare Facilities

- 4.6. Free driver welfare facilities on site are to be provided for operators and hauliers that are based on the site. They will not be available for general HGV drivers and will be controlled by site management. Facilities will include:
 - Male and female toilets;
 - Rest areas including facilities for heating/cooling food and vending machines; and
 - Electric power points for recharging electric devices.

Early Arrival Bays

- 4.7. To complement the implementation of a VBS system, early arrival bays will be required for hauliers who arrive ahead of their designated slot. These will be allocated within the demise of each unit and accessed/egressed in a forward gear, with turning areas if necessary to avoid impact on estate or adopted roads.
- 4.8. Bays will be available for a fixed time period (for example 45 minutes) ahead of allocated delivery/pick up slots to allow for long-distance trips which may find it difficult to predict precise arrival times.

Restricted Parking

- 4.9. The link road between Junction 2 of M69 and the B4668 will be a public highway and it will be made a designated clearway through a specific Traffic Regulation Order. This means that no waiting will be permitted on verges or footways at any time.
- 4.10. Along the other Site access roads appropriate parking controls will be put in place to prevent indiscriminate lorry parking. These roads will be patrolled by the Site Management Company (which can be secured through DCO requirements as the

Internal Masterplan is developed) and enforcement action could be taken against vehicles if necessary.

Control of HGVs on Site and Parking Facilities

- 4.11. Unforeseen closures or disruption on the strategic road network can present significant problems for large distribution sites. Without proper management HGVs from such sites can create further delay and congestion on alternative routes.
- 4.12. When such incidents do occur, it is recommended that the site wide travel plan coordinator advises operators to remain on-site, using spare capacity for temporary layover while congestion on the external network clears. This is particularly important given the sensitivity of local routes around the HNRFI site, such as the B582, B4669 and the B4668.
- 4.13. Although internet apps and radio stations supply general information, site specific measures can be sent to HNRFI operators. Such notifications could be coordinated through a site wide VRM (Vehicle Route Management) system linked to National Highways information website and updates from the police. Planned road closures and Rail possessions will be communicated by the site wide travel coordinator/management company to all occupiers on site and to allow updates and input to each of their own specific VRM system.
- 4.14. In addition to planned closures, this plan will address any possible delays affecting HGV arrivals due to interruption to rail services at the intermodal terminal. This possibility and any consequential delays are likely to be rare as it would mean that there is either an unplanned short-term closure of the Felixstowe to Nuneaton line with consequential delays to freight trains .
- 4.15. For short term closures it would mean that deliveries from the intermodal terminal are delayed for a short period with slightly greater internal movements between the terminal and warehouses once services are resumed. If necessary, vehicles from the intermodal terminal can remain within either the terminal stacking areas or the HGV parking area and will be encouraged to do so during such incidents. The site wide travel plan coordinator will monitor HGV movement from the terminal during this period to ensure that HGV's can remain within this part of the Site until their goods / containers are able to be dealt with at the relevant warehouse.
- 4.16. Unplanned disruption to the intermodal terminal will result in delays to arriving and departing containers. HGVs arriving on site for pick up will be notified ahead of arrival to delay entry to the site or will be controlled within the site by the operators and site wide travel plan coordinator.
- 4.17. Longer term disruption will be managed by the site wide travel plan coordinator in conjunction with the operators. This will be to ensure temporary alternative access arrangements do not compromise the existing demand for booking systems and a workable contingency plan is in place.

Back Loading

- 4.18. Back-loading is the practice of making use of spare capacity on both legs of a delivery journey. It makes more efficient use of valuable resources, such as fuel and driver time, by finding loads that need to be shipped between similar areas as those visited by the vehicle.
- 4.19. The practice is common amongst hauliers and helps to improve fuel efficiency, increased vehicle and driver utilisation and reduced additional vehicle journeys.

5. ROUTE MANAGEMENT STRATEGY

- 5.1. It is intended that the Route Management process will encompass a similar approach to that previously adopted in Warwickshire for the Redditch Gateway Development which offers an ANPR system with a monitor and manage process managed by the site management company and with the Local Planning and Highway Authorities and Parish Councils as a steering group.

Low Bridge Risk

- 5.2. As described above, there is a low bridge on the A5 approximately 2 miles to the west of M69 J1. Occupiers of the development using vehicles above 4.6m in height will be advised to avoid the bridge and use an alternative route (which would be a choice of the A47 or the M69, M6 and M42).

Occupiers and HNRFI Site Management Company Responsibilities

- 5.3. The following measures will be put forward to each occupier and the Terminal operator in their tenancy and legal agreements:
- All occupiers to agree and implement the HGV Route Management Strategy;
 - Provide a series of information points and/or measures to encourage HGVs to utilise the identified permitted routes; and
 - Occupiers monitor HGV movement patterns and introduce constructive dialogue with repeat offenders to understand why these non-compliant movements are occurring.
- 5.4. The Main HNRFI Site management company will provide:
- A reporting system to enforce the HGV Route Management Strategy.
 - This HGV Route Management Strategy will support any statutory traffic enforcement measures, such as traffic regulation orders that limit vehicle type use on particular or sensitive roads if required.

Management Plan 17.4: HGV Route Management Plan and Strategy

- The HGV Route Management Strategy will be managed through the site Management Company, most likely through the Travel Plan Coordinator. The structure of the strategy is flexible so it can be adapted over time.

Encouragement Measures

5.5. HGVs will be directed to use the identified desirable/preferred routes. The following encouragement measures could be coordinated by the development Travel Plan Coordinator (TPC):

- An information campaign by Tritax Symmetry, identifying the undesirable routes to / from the site. It will make clear any potential enforcement measures applied, so that occupiers will make their drivers aware to avoid these routes.
- Providing route information leaflets to HGV drivers, to guide them to use the desirable routes to / from the site.
- Potential for an Automatic Number Plate Recognition (ANPR) system at the Site Access and within the Site as part of the monitoring strategy.
- A regular process of engagement and liaison with occupiers, to understand the origin / destination of HGV traffic.

5.6. Encourage occupiers and fleet operators to sign up to the Fleet Operator Recognition Scheme (FORS) or the Construction Logistics and Community Safety (CLOCS) programme. Both make it a requirement to ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all principal contractors and drivers and that these routes are to be used at all times.

5.7. Occupiers and operators are asked to provide evidence of vehicle routeing and a written policy, maps, driver training, briefings or pre-programmed navigation systems to ensure the driver is aware of the specified route, the circumstances (if any) of deviating from the route and the resulting consequences of not adhering to the route. There is also a requirement to provide clear evidence that any deviations from the route as notified by the occupier are addressed with the driver. The driver may be required to sign to acknowledge the infraction.

ANPR Implementation

5.8. Statutory Public consultation in January 2022 and subsequent conversations with the Transport Working Group were clear that any system used to monitor the HNRFI HGV Route Management Plan needed to be comprehensive and effective. Therefore, it is proposed to implement an Automatic Number Plate Recognition (ANPR) and Vehicle Classification System. A similar system has recently been successfully installed at Redditch Gateway.

5.9. The ANPR and Vehicle Classification System uses two cameras in a single housing unit mounted on a typical traffic signage post. The two cameras fulfil the following

functions:

- An ANPR camera records the registration plate of passing vehicles.
- A context camera takes an image of the whole vehicle.

5.10. Once a registration plate is matched by the ANPR camera, it triggers interrogation of the corresponding context images. The system then uses a neural network (similar to facial recognition technology) to classify the vehicle into the following categories based on specific characteristics:

- Car/car derived vans.
- LGV to 7.5T/ mini bus.
- HGV.
- Bus/coach.
- Motorbike (rear-view only).

5.11. Whilst the context image provides sufficient information for the neural network to classify the vehicle, it is rarely of adequate clarity to enable the driver to be identified. Consequently, the objective of the system will be to provide a link between an HGV that travels via a HNRFI Prohibited HGV Route and a particular occupier, rather than a driver.

5.12. The system is 95% accurate; records vehicles travelling in both directions 24/7 and works equally well during both day and night. The specification of the system is Home Office Type Approved and has been deployed in other areas in the Midlands.

ANPR Camera Locations

5.13. The HNRFI is likely to be occupied by several tenants when complete and there will be a need to distinguish between the HGVs for each tenant operation. Consequently, ANPR cameras will be located on site-maintained infrastructure, so that HGVs entering/exiting each individual tenant demise can be adequately recorded. This will be either be at the entrances to individual service yards, or on the boundary of private access roads.

5.14. The HNRFI Prohibited HGV Routes identified include the B4669 through Sapcote, B581 through Stoney Stanton, and B4112 through Pailton and Wolvey in Warwickshire. Any further routes will be agreed with Leicestershire County Council and Warwickshire County Council.

5.15. It is suggested that an ANPR camera should be located to the east of the Stanton Lane on the B4669 Hinckley Road (ANPR 1) to identify any HNRFI HGVs that have routed through Sapcote. However, there were concerns that this would not enable

HNRFI HGVs routing via Stoney Stanton to be identified. Consequently, a second ANPR camera is to be located on the B581 to the west of Stanton Lane/Hinckley Road (ANPR 2).

- 5.16. To address concerns within the Warwickshire County area a third camera is proposed on the B4109 immediately north of the village of Wolvey. A fourth camera is to be located on the B4112 to the west of the junction with Rugby Road (ANPR 3) to identify HNRFI HGVs routing towards Magna Park avoiding the A5/M69 preferred routes.
- 5.17. The ANPR cameras will need to be situated in public highway and the details of their implementation (precise location, power supply, signage etc) will be subject to approval by Leicestershire and Warwickshire County Councils.
- 5.18. The ANPR system will be implemented and operational prior to the first occupation of HNRFI. The system will be subject to a fully comprehensive maintenance agreement with the suppliers, including remote support; preventative site maintenance visits and reactive engineer call-outs to rectify faults. The maintenance agreement provides a 48-hour response time for reactive call-outs.

Monitoring

- 5.19. The system will compare all number plates of vehicles from the four off-site ANPR cameras with those at each HGV entrance to HNRFI. One at either roundabout connecting the internal loop road to the A47 link road. When a number plate has been identified at both a HNRFI HGV entrance and any off-site camera ANPR location, the corresponding context images will be compared, and the system will classify the vehicle. Should the vehicle be classified as a HGV, a notifiable match will have been made and a HGV associated with a tenant's operations will have been deemed to have used a Prohibited HGV Route.
- 5.20. Type of vehicles that the system will classify as HGVs by the ANPR system and would therefore be highlighted as a match if found to be travelling on a HNRFI HGV Route. These vehicles will include:
 - Class 1 HGVs (OGV2) - large articulated and rigid vehicles with four or more axles.
 - Class 2 HGVs (OGV1) - rigid vehicles over 7.5T with two or more axles.
- 5.21. Evidence of an HGV match will be automatically encrypted and sent via wireless virtual private network (VPN) to a designated email address of a nominated individual working on behalf of the Site Management Company. Thereby, providing immediate notification and evidence of a potential breach.
- 5.22. Consequently, the ANPR system will provide the comprehensive and efficient monitoring sought by the TWG and raised by members of the public and Parish Councils during consultation.

Management Plan 17.4: HGV Route Management Plan and Strategy

- 5.23. The system is closed and does not reference DVLA or other databases. Consequently, it does not identify drivers or registered keepers and stores no information on nonmatched vehicles. Whilst it would be a private system operated by the Site Management Company, Leicestershire Police could access the camera to assist with criminal investigations or tracking stolen vehicles, subject to legal agreement.
- 5.24. In addition to the local Planning and Highway Authorities, the parish councils of Sapcote, Stoney Stanton, Wolvey and Pailton (or indeed any other parish and town councils that LCC and WCC if other undesirable routes are identified in agreeing the final plan) will also be provided with the contact details of the nominated individual working on behalf of the Site Management Company to enable specific concerns to be raised and investigated. The contact details for this nominated individual will be displayed on the HNRFI website, along with those of the Leicestershire County Council liaison officer.

Management of Monitoring

Introduction

- 5.25. The main objectives of the management proposals are to provide local authorities with sufficient information to:
- Establish the level of ANPR notifications being received;
 - Identify which tenants may be breaching the routes and why; and
 - Provide evidence to enable enforcement action to be taken should it be required.
- 5.26. Compliance with the HGV Route Management Plan will also be managed through a private management framework secured through tenancy agreements. For the avoidance of doubt, all reference to tenants in this document relate to corporate bodies and not individuals.

Private Management Framework

- 5.27. The need to adhere to this HGV Route Management Plan (and any revisions) will be a requirement of the tenancy agreements along with the requirement for promotion to logistics companies, drivers and other relevant staff. A suitable tenant representative will also be required to liaise on HGV routing matters. Therefore, all tenants will be aware of the need to adhere to the HGV Route Management Plan prior to occupying the site.
- 5.28. The Estate Management Charge for the HNRFI will include the cost of operating and managing the ANPR monitoring system, as well as the Travel Plan Co-ordinator's costs for dealing with any notifications. Initially, costs will be shared proportionally across the various tenants. However, there will be flexibility to amend the Estate Management Charge to ensure those tenants found to be breaching the HGV Route

Management Plan contribute more towards the funding of the monitoring system.

Site Wide Travel Plan Co-ordinator

- 5.29. A Site Wide Travel Plan is required at the HNRFI to encourage sustainable travel to and from the site by employees, visitors and goods. The Site Wide Travel Plan will be managed by a Site-Wide Travel Plan Co-ordinator, appointed by the Site Management Company to liaise with tenants and the local authorities to implement, manage and operate the Travel Plan.
- 5.30. For efficiency and to provide clear accountability, it is proposed to include the management of the HGV Route Management Plan within the Site Wide Travel Plan process. Consequently, the Site-Wide Travel Plan Co-ordinator will be the nominated individual working on behalf of the Site Management Company in regards the HGV Route Management Plan.

Notification Management

- 5.31. The Site Wide Travel Plan Co-ordinator will receive all automatic notifications from the ANPR system and investigate any potential routing breaches on behalf of the Site Management Company. The notifications will include photographic evidence of the vehicle, along with the time and location of the triggered camera.
- 5.32. The ANPR system will enable the Site Wide Travel Plan Co-ordinator to identify the tenant responsible for the notified HGV. The tenant will be contacted as soon as possible within a target response time of 2 working days and given 10 working days to provide an evidenced explanation of why the HGV was travelling via a HNRFI Prohibited HGV Route. Where necessary, all photographic evidence sent to the tenant will be redacted to avoid identification of the driver, or other individuals that may have been captured by the camera.
- 5.33. Such evidence might include documentation to prove delivery within the immediate area, or details of Motorway and local road closures/diversion etc. In terms of the latter, the Site Wide Travel Plan Co-ordinator will scrutinise the availability of alternative, less sensitive routes at the time of diversion to establish whether the circumstances made it unreasonable to expect the driver to avoid the Prohibited HGV Route.
- 5.34. Should no satisfactory explanation be forthcoming, the Site-Wide Travel Plan Coordinator will inform the tenant that it is operating in contravention of the HGV Route Management Plan, thereby breaching the terms of tenancy agreement and that a management intervention is required. The name of the tenant responsible; the date and time of the breach; details of the vehicle and the redacted photographic evidence of the breach will be provided to nominated officers at Warwickshire County Council, Leicestershire County Council and Blaby District Council Council to investigate in line with their policies and procedures.

Data Protection

- 5.35. The Information Commissioners Code of Practice for Surveillance Cameras and Personal Information (the Code) sets out the regulatory compliance requirements for the implementation of the ANPR system under this Strategy. This Code reflects the regulatory environment; GDPR; the Freedom of Information Act 2000 (FOIA), the Protection of Freedoms Act 2012, the Human Rights Act 1998 (HRA) and the Surveillance Camera Code of Practice issued under the Protection of Freedoms Act (POFA code).
- 5.36. It should be noted that the ANPR system used in this HGV Route Management Plan does not rely on the identification of individual drivers or registered keepers. The objective of the system will be to connect an HGV travelling via HNRFI Prohibited HGV Route with a specific tenant of the Development.
- 5.37. All automatic outputs from the system will be manually checked by the Site Wide Travel Plan Co-ordinator and redacted where necessary before distribution to ensure that no personal data is released. The original unredacted images will be destroyed within 30 days. Subsequent liaison with the tenant will only seek to establish whether there are any justified business reasons for the HGV being on the Prohibited HGV Route.
- 5.38. At all times, the protection of personal data will be paramount in using the ANPR system. Where personal data must be stored, transferred or processed, it will be undertaken in strict compliance with the Code current at the time of operation, but primarily within the principles of GDPR. Data required to operate the HGV Route Management Plan will be transferred via an encrypted virtual private network and stored for the minimum time necessary. Data processing agreements will be in place between the ANPR supplier, the Site Travel Plan Co-ordinator and the Site Management Company to ensure this is the case.

Private Site Management Measures

- 5.39. Whilst local highway authorities will decide whether to take formal Enforcement Action at any stage upon notification of any reported breaches, a parallel process of escalating site management measures will also be operated to influence tenant behaviour and discourage breaches. These management measures will be dealt with by the Site Management Company or its representatives and will comprise the following two stages:
- Stage 1 – Management Interventions.
 - Stage 2 – Private Penalty System.

Stage 1 – Management Interventions

- 5.40. Management interventions are intended to ensure that the tenant, its staff

and supply chain understand the HGV Route Management Plan and are actively seeking to adhere to it. This Stage applies to situations where there are isolated or low-level breaches that can be resolved by supporting the tenant's management processes. Examples of such situations might be confusion by a new supplier and/ or driver.

- 5.41. Typical management interventions will include the need for the tenant to:
- Evidence that it is actively seeking to manage the specific breach.
 - Evidence that the HGV Route Management Plan have been effectively communicated to staff and supply chain such as by mail shots etc.
 - Organise and fund an event for the Travel Plan Co-ordinator to directly communicate to staff and supply chain such as by mail shots etc.
 - Communicate the HGV Route Management Plan to its staff and supply chain.
 - Analysis of tenant breach patterns and potential amenity implications.
 - Evidence that action is being taken to avoid breaches.

Stage 2 – Private Fining

- 5.42. As previously outlined, the tenancy agreements and Estate Management Charges at the HNRFI Development will both require adherence to the HGV Route Management Plan and allow the costs of administering the monitoring and management system to be allocated to those tenants who persistently breach the strategy.
- 5.43. In addition, financial penalties will be incurred for those considered to be persistently breaching the strategy. In keeping with existing legal penalties for contravening a weight restriction order, the HNRFI financial penalty will be set to a maximum of £1,000 per breach. Any funds collected from Private Fining will be used to off-set the Estate Management Charge for those tenants complying with the HGV Route Management Plan.

Daily Breach Thresholds – HNRFI

- 5.44. The PRTM model forecast flows have been used to set out suggested trigger points for the HNRFI in terms of daily breaches. The maximum one-way HGV flows that could use routes through Sapcote, Stoney Stanton, Wolvey and Pailton on a typical weekday when the whole development has been built out have been considered and are shown in Table 2. Based on these figures, the HGV Routing Strategy will be considered to have failed if more than those breaches are recorded on a single day. The process will then be escalated to Stage 3 and the Strategy Panel will assess the HGV Routing Strategy and revise it.
- 5.45. These Trigger points will be agreed with the relevant County Councils.

Table 2: Daily HGV Development Flows and suggested Breach Trigger

Route	Link	Direction	HGV Development Flow	Max Flow Trigger Breach (Stage 3)
Stoney Stanton	1	EB	9	10
	1	WB	10	
	2	EB	8	
	2	WB	10	
	3	EB	0	
	3	WB	-5	
Sapcote	4	EB	66	67
	4	WB	12	
	5	EB	66	
	5	WB	11	
	6	EB	67	
	6	WB	18	
Wolvey	7	SB	-2	10
	7	NB	-14	
Pailton	8	EB	58	58
	8	WB	35	
	9	EB	20	
	9	WB	0	

5.46. Whilst the development flows through Wolvey are predicted to offer a benefit, as the route has been identified as sensitive by Warwickshire County Council a max flow has been applied.

5.47. Then, Table 3 shows the suggested HNRFI daily breach thresholds for each site management stage. The thresholds apply to the whole 850,000sqm development and would be divided proportionately between individual tenants based on floor area. The thresholds need only be breached on a single day to be escalated to the next stage.

Table 3: Private Daily Breach Thresholds (Indicative, day one)

Stage	Daily Breaches	Measure	Responsibility
Stoney Stanton			

Management Plan 17.4: HGV Route Management Plan and Strategy

Stage	Daily Breaches	Measure	Responsibility
1	3-5	Management interventions	Travel Co-ordinator
2	5-9	Private Penalty System	Site Management Company
3	10+	Revised HGV Route Management Plan	Strategy Review Panel
Sapcote			
1	15-34	Management interventions	Travel Co-ordinator
2	35-67	Private Penalty System	Site Management Company
3	68+	Revised HGV Route Management Plan	Strategy Review Panel
Wolvey			
1	3-8	Management interventions	Travel Co-ordinator
2	8-15	Private Penalty System	Site Management Company
3	15+	Revised HGV Route Management Plan	Strategy Review Panel
Pailton			
1	10-28	Management interventions	Travel Co-ordinator
2	28-58	Private Penalty System	Site Management Company
3	58+	Revised HGV Route Management Plan	Strategy Review Panel

Private Daily Breach Thresholds – Individual Tenants

5.48. The daily breach thresholds in Table 3 apply to the whole development but would be divided proportionately between the individual tenants based on floor area for Stages 1 and 2. An example based on 95,225sqm unit on the illustrative masterplan is shown in **Error! Reference source not found.** for the Pailton Route.

Table 4: Private Daily Breach Thresholds (example set for 95,225sqm Unit) through Pailton

Stage	Daily Breaches	Measure	Responsibility
1	1-3	Management interventions	Travel Co-ordinator
2	3-6	Private Penalty System	Site Management Company

Assessment of Measures

5.49. The Travel Plan Co-ordinator will report details of all notifications to the Developer, Site Management Company, Blaby District Council and the two Highway Authorities every 3 months from first occupation unless additional requests are made by the

local planning and highway authorities.

5.50. These HNRFI HGV Review reports will include:

- Evidence of each notification;
- Details of the tenant responsible;
- Explanation given by the tenant and decision on whether a breach occurred;
- Details of the Stage 1 and 2 enforcement measures used;
- Analysis of breach patterns and potential amenity implications; and
- Tenant's overall compliance with the HGV Route Management Plan

5.51. A Strategy Review Panel will be held between the Developer, Travel Plan Co-ordinator, the relevant planning authorities and the Highway Authorities within one year of first occupation (unless requested sooner by one of the parties) to:

- Review the breach patterns and potential amenity implications to establish the effectiveness of the HGV Route Management Plan and recommend required changes;
- Discuss the effectiveness and changes required to the enforcement measures;
- Identify the need for measures requiring funding;
- Agree future service charge costs and allocations; and
- Agree the frequency and content of future reporting

5.52. The frequency of subsequent Strategy Review Panels will be established by Leicestershire and Warwickshire County Council upon identification and consideration of any reported breaches.

6. SUMMARY

6.1. This document sets out a Site Wide HGV Management Plan & Strategy forming a part of a suite of documents of the DCO submission for the Hinckley National Rail Freight Interchange in Leicestershire. It presents objectives and strategy for the delivery of measures to promote sustainable freight management.

6.2. It describes the existing local HGV restrictions in the area and identifies key HGV routes utilising the Strategic Road Network which will be promoted for HGV journeys

to and from the Site as well as routes through the local villages where HGV movements are undesirable. An enforceable solution has been outlined which corresponds with other HGV monitoring solutions deployed on highway networks within the Midlands.

- 6.3. The document includes a package of encouragement measures which will assist in formalising the HGV movements. The measures will raise awareness of the Strategy in place, support efficient operations of the Main HNRFI site and encourage positive freight patterns.