Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Hinckley NRFI ES Appendix 8.1 Transport Assessment [part 15 of 20] Sustainable Transport Strategy and Plan

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TRANSPORT & INFRASTRUCTURE PLANNING

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Hinckley Rail Freight Interchange
Leicestershire
Sustainable Transport Strategy

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1. INTRODUCTION

Overview

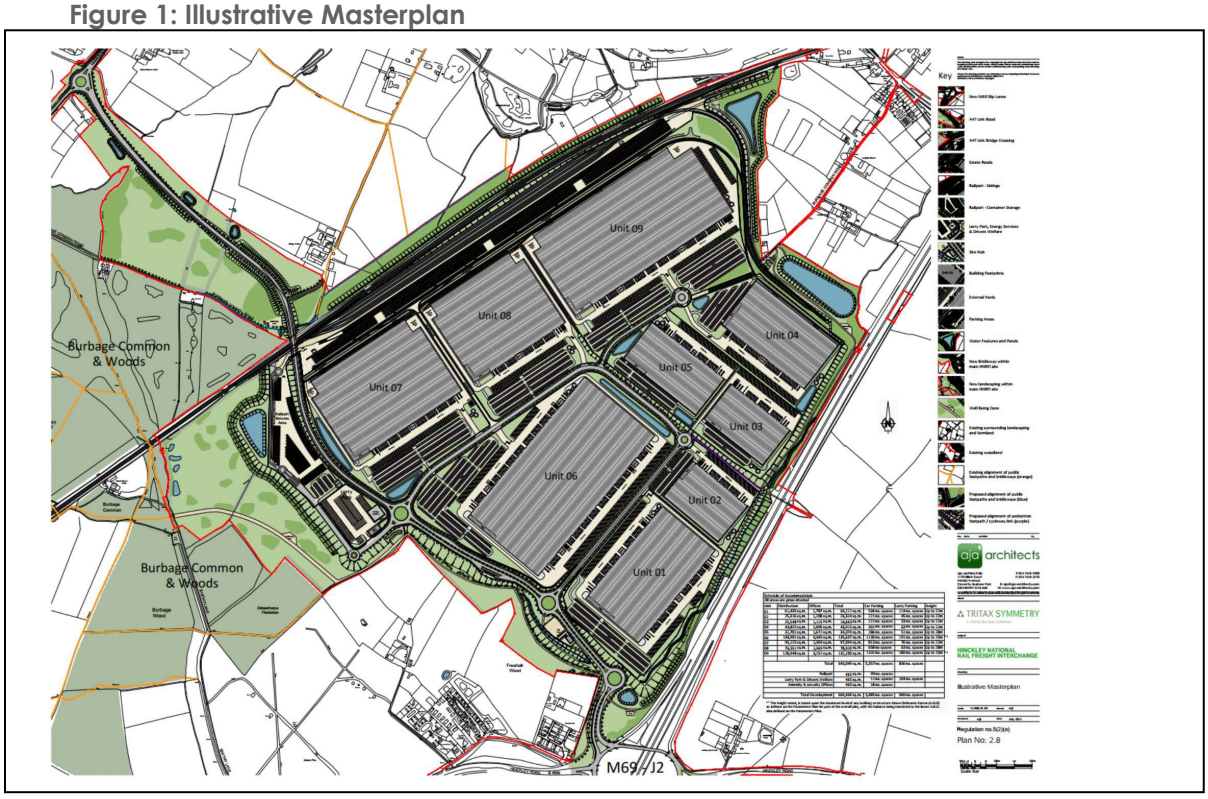
1.1. BWB Consulting Ltd (BWB) has been appointed by Tritax Symmetry (Hinckley) Limited (TSH) to provide transportation advice to support a Development Consent Order (DCO) for Hinckley National Rail Freight Interchange (HNRFI). HNRFI is proposed to introduce 850,000 square metres of gross internal area (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 and active travel. It analyses the opportunities to maximise use of sustainable modes of transport to and from the site. Importantly the 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



Report Structure

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, several 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 most 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."

Circular 01/22 National Highways

2.23. National Highways Circular 01/22 provides a refresh of guidance in connection to development and the Strategic Highway Network. Within the document there is a significant refocusing on locational considerations and enhancement of active travel modes. Key items for consideration for HNRFI are set out below:

- *Paragraph 12: "New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable."*
- *Paragraph 28: "The policies and allocations that result from plan-making must not compromise the SRN's prime function to enable the long-distance movement of people and goods."*
- *Paragraph 30: …. "To operate efficiently, the freight and logistics sector requires land for distribution and consolidation centres at multiple stages within supply chains including the need for welfare facilities for the drivers of commercial vehicles. For instance, some hubs serve regions and tend to be located out-of-town near the SRN.."*

2.24. It is clear from the policy that focus needs to be placed on Sustainable Travel as a priority for new development. However, it is accepted that specifically logistics facilities will be located in areas close to rail and SRN links and will therefore be generally in out of town locations.

Leicestershire Local Transport Plan (2011-2026)

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

2.26. 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)

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

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

2.29. 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)

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

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

2.32. 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).

2.33. 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'.

Hinckley and Bosworth Development Plan Core Strategy (2009)

2.34. Hinckley and Bosworth current Core Strategy highlights the importance of reducing reliance on car travel, this is set out in their Spatial Objectives, specifically 13:

2.35. Spatial Objective 13: Transportation and Need to Travel To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing the majority of development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans.

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. Without positive measures to actively encourage car drivers to consider and use these alternatives, this is 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:

3.3. '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'.

3.4. 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.

3.5. 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 and provide travel benefits to the wider local community.

3.6. To achieve this aim, the following specific objectives have been identified:

- 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.

3.7. 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.

3.8. 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.

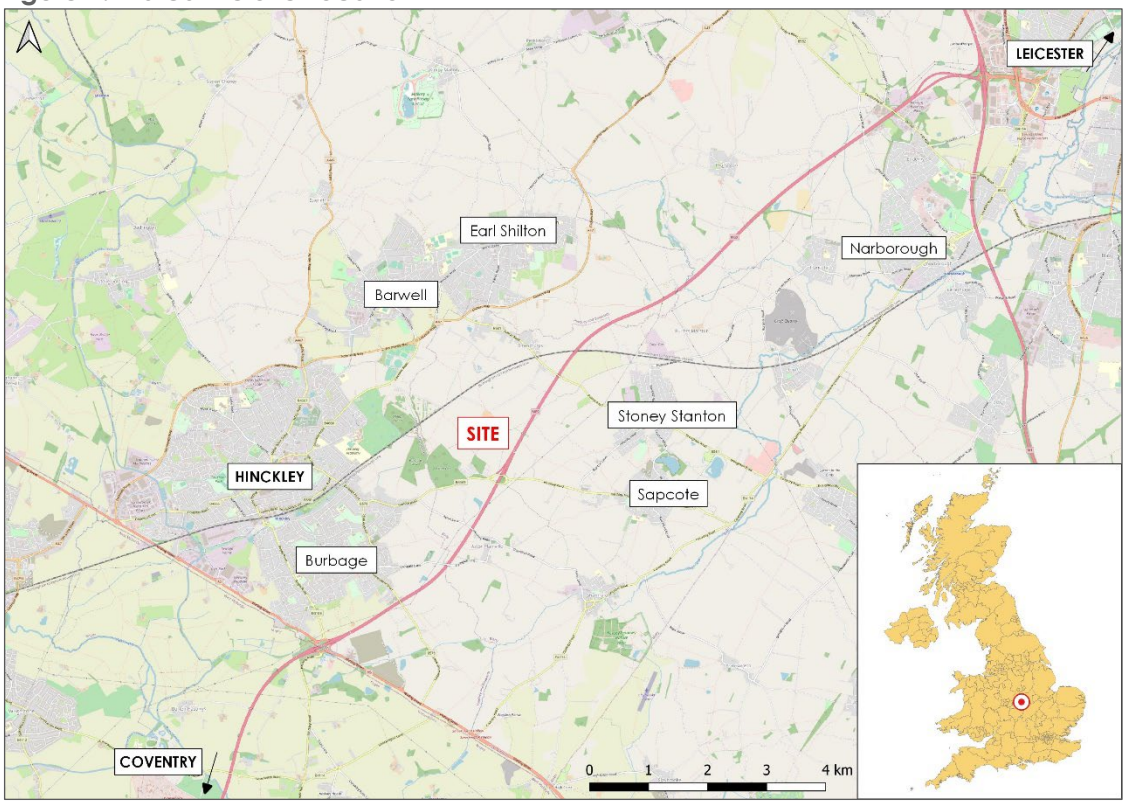
3.9. A Framework Travel Plan has been developed to specify the measures promoting sustainable transport and set out the travel behaviour objectives.

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 be 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 several villages along the route including Sharnford, Primethorpe, Croft, Littlethorpe and Narborough. The road is generally a single

carriageway road except for 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.

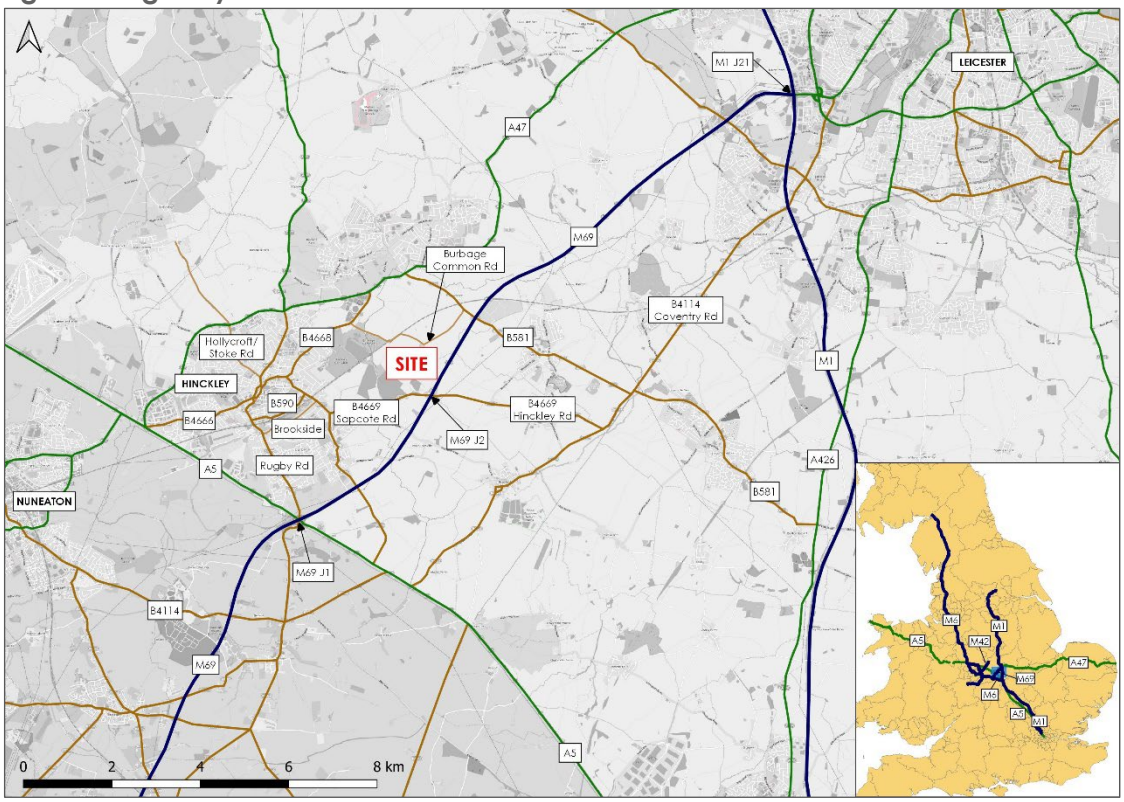
Brookside

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.

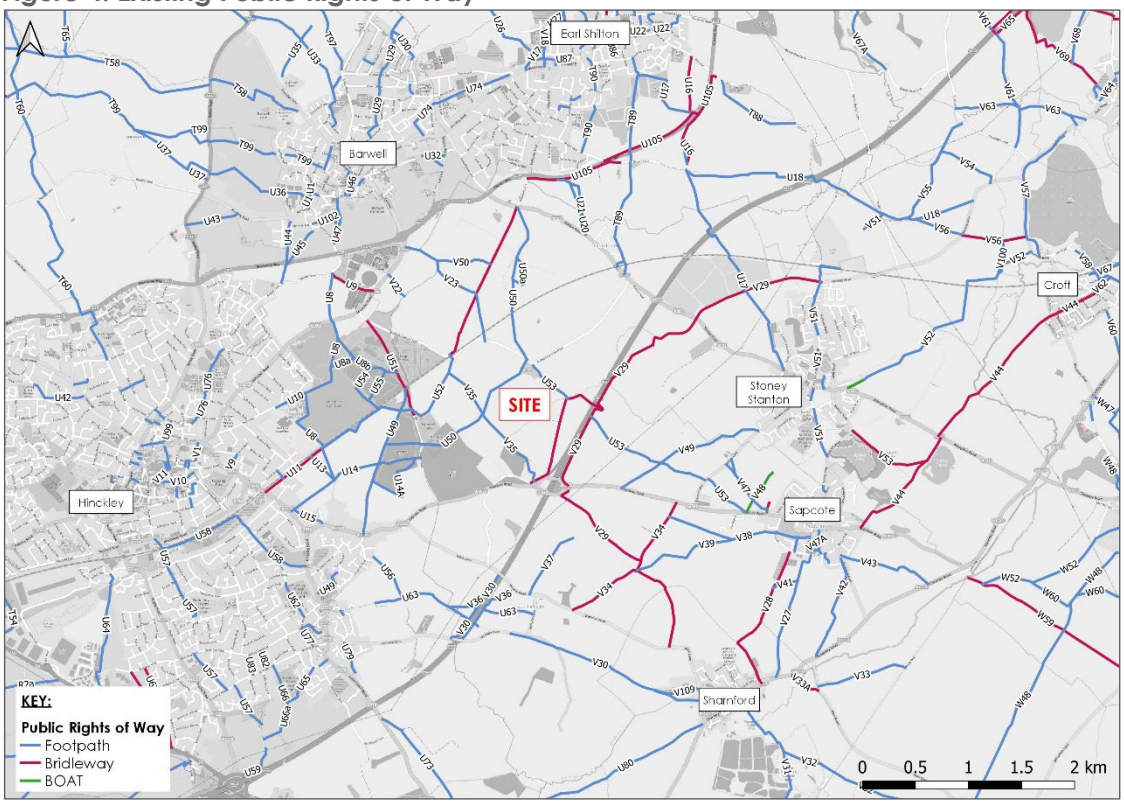
4.41. The PRoW within the site boundary include:

- 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.

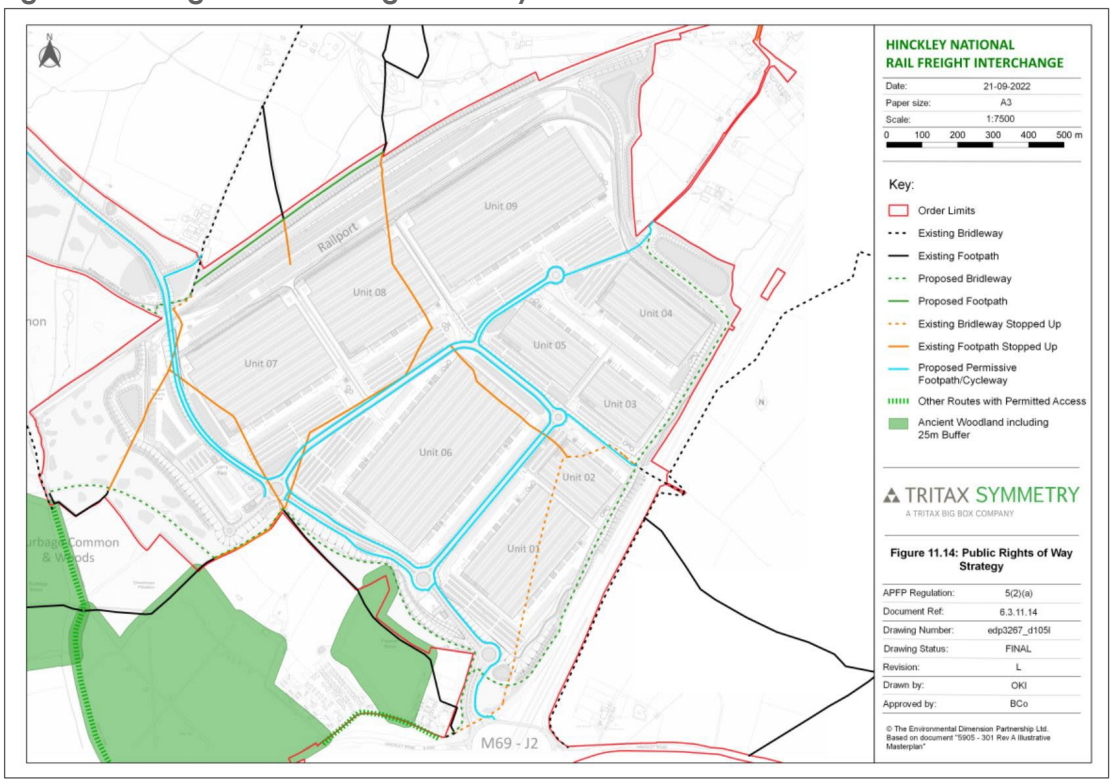
- Footpath V35/1 and 2. Footpath V35 traverses the site in a northwest – southeast alignment and is separated into two sections:
  - Section 1 connects the gyratory of M69 Junction 2 to Footpath U50;
  - Section 2 connects Footpath U50 to Footpath U52 close to where Burbage Common Road passes over the 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)

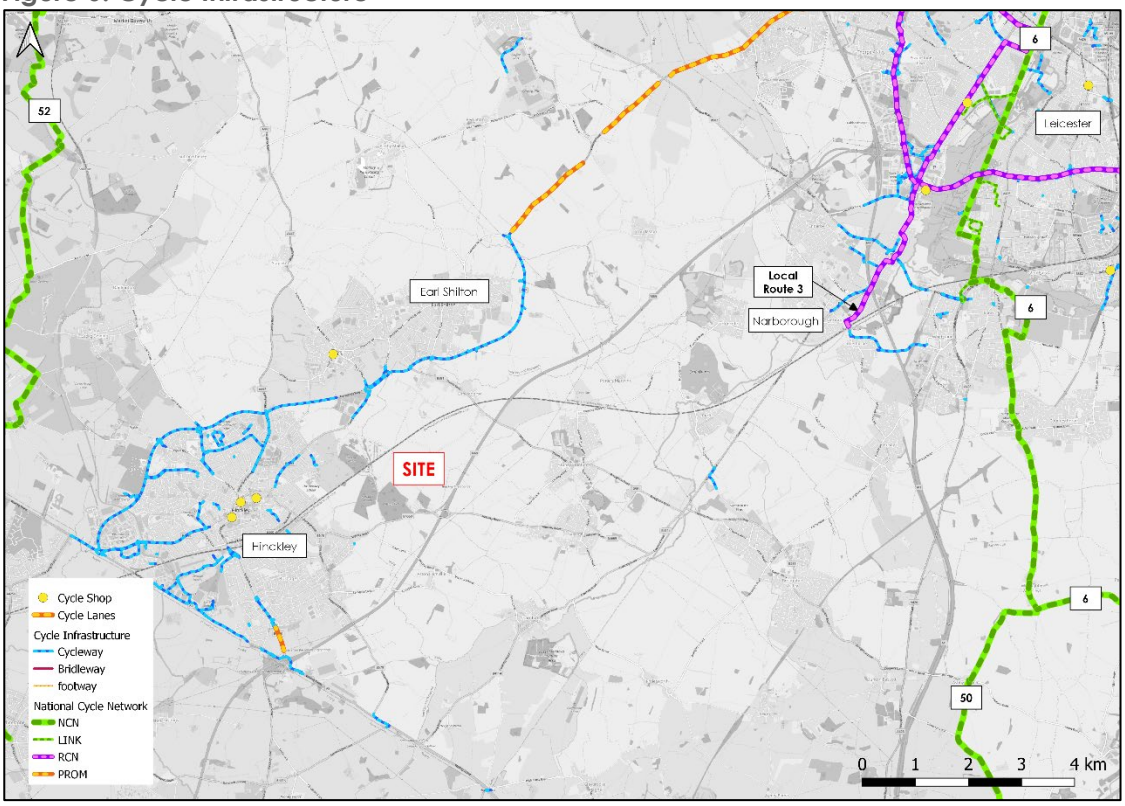
Figure 5: Changes to Public Rights of Way



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 Elmsethorpe (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



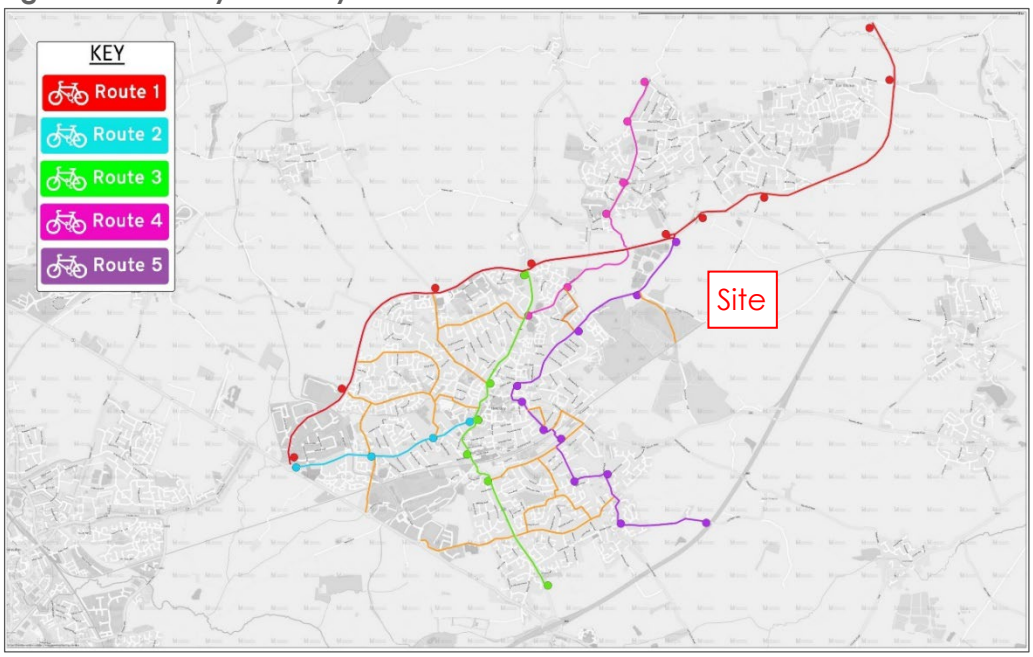
4.45. **Figure 6** shows that although there is cycle infrastructure in place in the area, the access to the site is relatively limited. However, the A47 does benefits from cycle infrastructure from the A5 through to the roundabout with Leicester Road (north of Earl Shilton) in the form of a shared footway/cycleway. To the north of that roundabout there are on-road cycle lanes. There are also shared footway/cycleways on sections of both the B4467 Ashby Road and the B4668 Leicester Road.

4.46. A review of the collision data with use of www.crashmap.co.uk for the most recently available 5 years period (2018-2022) showed that one serious collision and four 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 15 slight and 6 serious collisions along the A47 corridor in the urban area between the M1 and the Leicester inner ring road.

4.47. A cycle route to Hinckley is provided along the A47 on the northern edge of town to the roundabout with the B4668. The proposed A47 link road will join the B4668 and shared cycle/footway connections will be provided.

4.48. Leicestershire County Council's, Hinckley Town Centre improvement scheme included some cycling infrastructure improvements. 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 proposed signposted route from the site will be via Routes 1, 4 and 3, through a combination of traffic-free routes, off-road facilities and identified on on-road connections.

Figure 7: Hinckley Local Cycle Routes



Source: Leicestershire County Council

4.49. 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.

4.50. 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.**

4.51. As with any mobility data source, Strava data does not cover the entire population. However, several independent academic studies1 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.

4.52. Studies2 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.

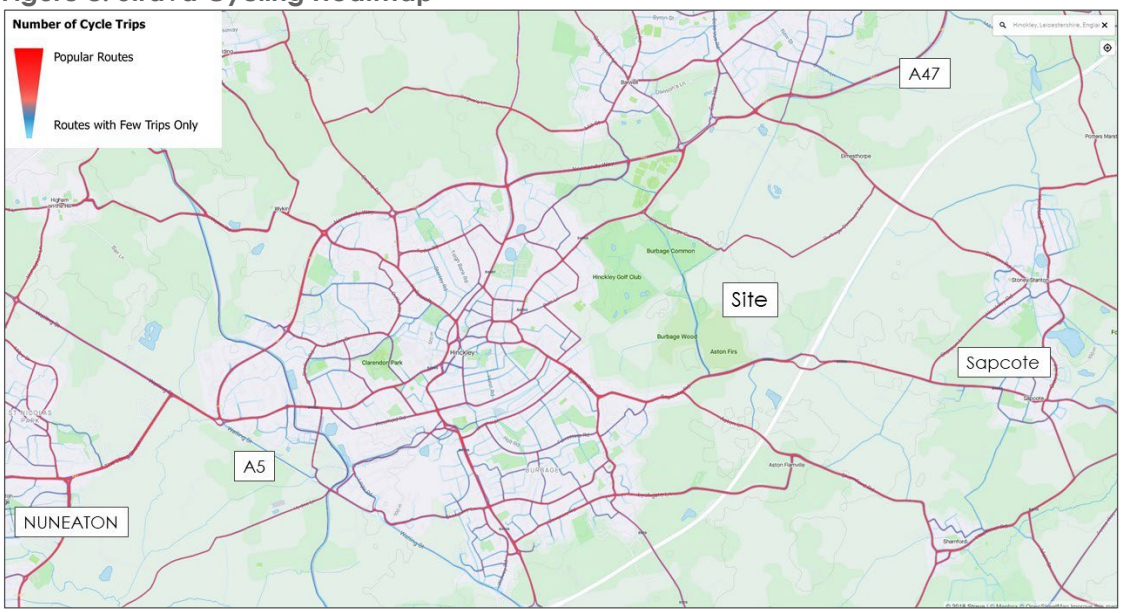
4.53. The results show that there are no corridors with strong cycle demand. Cyclists flows along the A47 are above average as well as the flows of cyclists between Hinckley and Nuneaton along the A47 The Long Shoot and the B4666 Coventry Road.. In contrast, the amount of cycling in the heart of the town centre is relatively low. Despite the shared

[1] https://medium.com/strava-metro/cdc-finds-strava-metro-data-correlates-strongly-with-census-active-commuting-data-8ab1be0fe130

[2] https://medium.com/strava-metro/tracking-the-rise-of-bike-commuting-around-the-world-5bada94585c5

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: www.strava.com

E-Bike Rental

4.54. E-Bike rental schemes have the potential to provide electric bikes for hire across a fixed network of locations. 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.

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

4.56. Opportunities to add docking stations in Narborough and the HNRFI for linked trips for modal change have the potential to be introduced in later stages of the development phasing and will be reviewed through the travel plan coordinator and the required updates to the plan

Bus Services

4.57. 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.

4.58. 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	-
158	Arriva	Nuneaton – Leicester	20 mins	30 mins	60 mins
148	Stagecoach	Leicester – Hinckley – Nuneaton	30 mins	30 mins	60 mins
8	Arriva	Hinckley- Lutterworth	60 mins	60 mins	3 services at shift changes

4.59. 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)
158	Nuneaton – Leicester	06:53 (from Nuneaton)	06:45 (from Leicester)	21:14 (to Leicester)	20:36 (to Nuneaton)
148	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)
8	Hinckley- Lutterworth	05:10 (Hinckley)	06:05 Lutterworth	17:55 Hinckley	18:45 Lutterworth

X6

4.60. 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.

158

4.61. 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**.

148

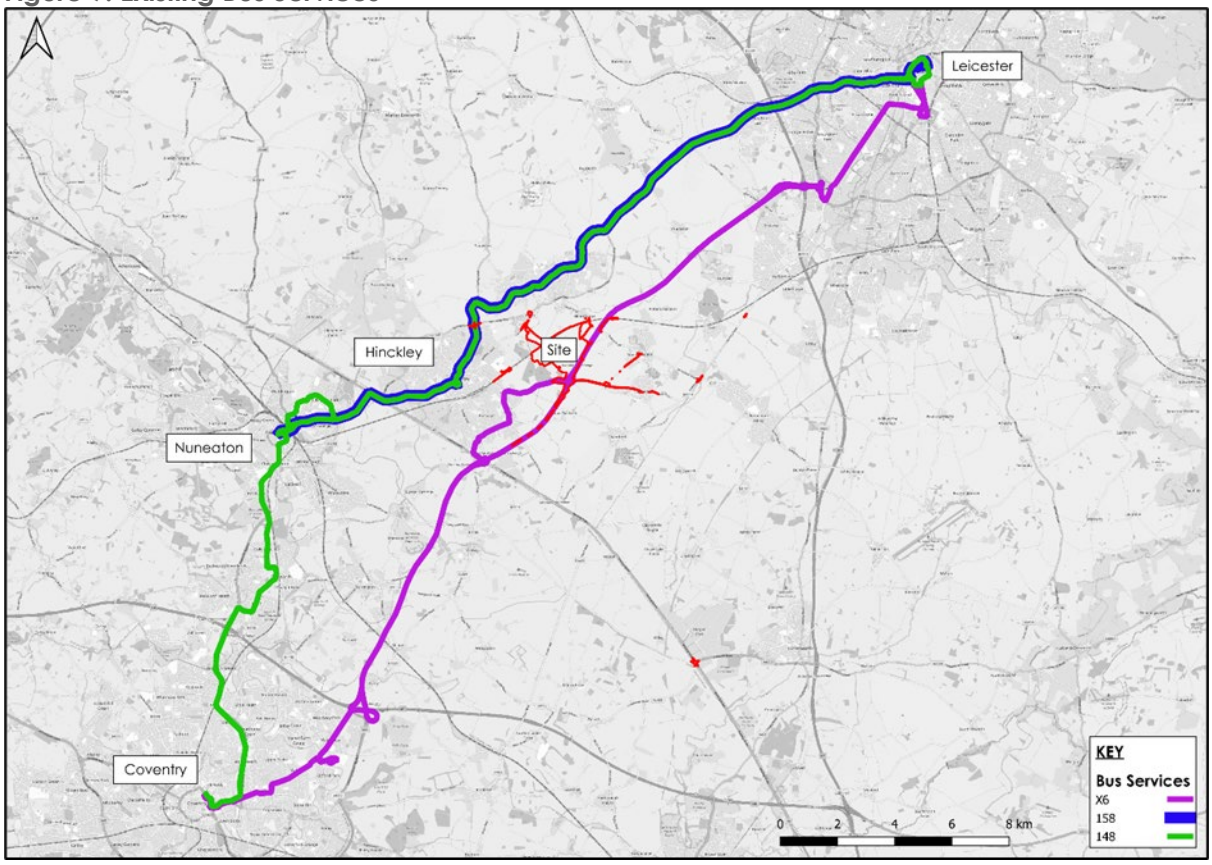
4.62. The 48 service, operated by Stagecoach, copies the route of Arriva service 158. It does not serve Desford and includes a loop in the north of Hinckley. Its frequency is 10 minutes longer than the 158 service.

8

4.63. The 8 services is operated by Stagecoach links Hinckley to Lutterworth via Magna Park. It provides early morning services in the week day to key destinations within Magna Park and Sunday services at shift change over times. It provides a 60 minute frequency through the day.

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

Figure 9: Existing Bus Services



4.65. Several 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.

Rail Services

4.66. The site is located on the Felixstowe to 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

4.67. **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	06:18 (from Leicester)	05:55 (to Leicester)	22:56 (from Leicester)	23:11 (to Leicester)
Nuneaton	60min	6min	05:49 (from Nuneaton)	06:38 (to Nuneaton)	23:05 (from Nuneaton)	23:15 (to Nuneaton)
Coventry (one change)	60min	40min - 1h 15min	06:56 (from Coventry)	06:38 (to Coventry)	23:05 (from Coventry)	23:15 (to Coventry)

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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. The Eastern Villages of Stoney Stanton, Sapcote and Sharnford are also predicted to contain demand for employment at the HNRFI site.

5.5. Shift patterns are a critical consideration when looking at the overall access to the site. B8 warehousing, generally shifts operate 3 shifts 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 standard, but flexible working hours.

5.6. It is anticipated that the circa 8,400 to 10,400 jobs will be created at HNRFI. Given the 24—hour nature of B8 warehousing, these employees will attend site at various times across a typical week and will therefore not all be on-site at any given time. Attendance will generally be split as follows:

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

5.7. Additional active travel catchments have been included within **Appendix 2.** These diagrams illustrate walk and cycle distances and map against population numbers within specific distances. This has allowed further refinement of the active travel modal share and identification of appropriate interventions discussed within this report.

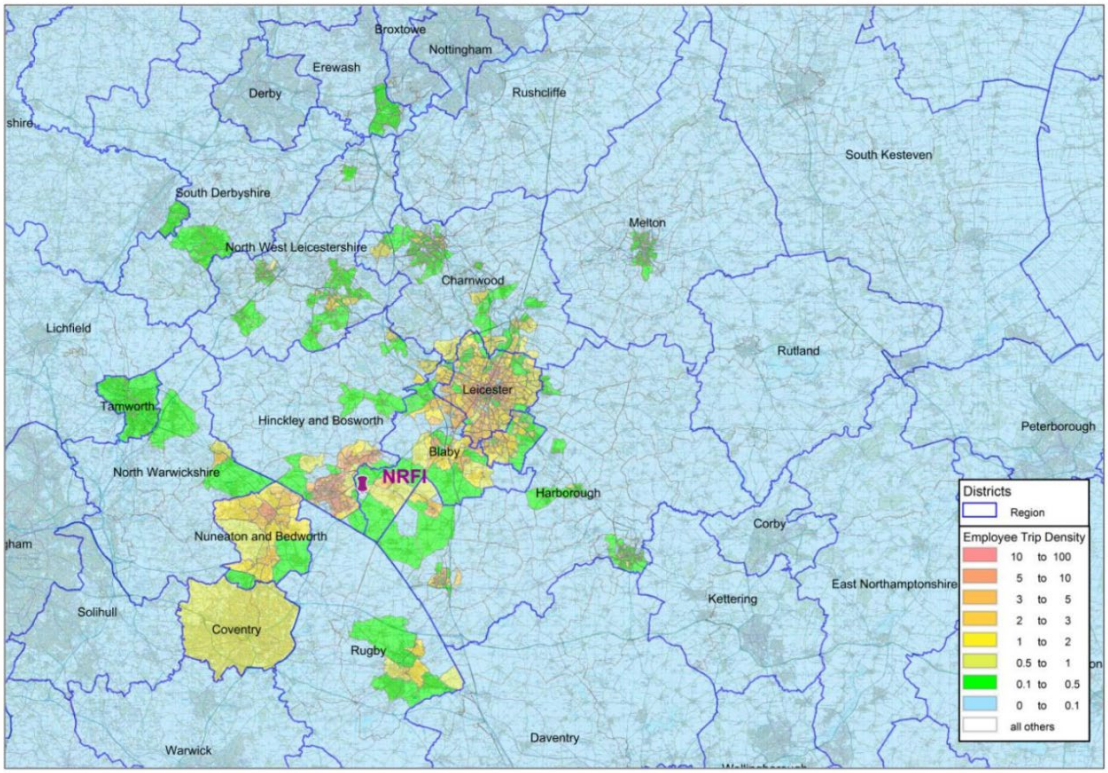
5.8. The catchments have been based on population within distances from the site centroid. This has provided a clear picture of the likely attractiveness of walking and cycling routes and where the priority for investment in upgrades should be focussed.

5.9. Figure A1 of **Appendix 2** illustrates the walking catchment of up to 2km. As is common with large employment schemes close to SRN, the population catchment from the site centroid is limited. Parts of Elmesthorpe are within walking distance, but this has a low population density and even when considering walking distances from the edge of the site, there remains a limited population. Therefore, the walking mode share percentages have been adjusted from the Census baseline to reflect this.

5.10. Figures A1 to A3 within **Appendix 2** analyse the cycling catchments and population within them. This is based on census population data for the respective settlements within the catchments.

5.11. The proximity of Hinckley as the largest population centre results in the prediction that 44% of cyclists would be drawn from the town. A further 17% are predicted to be drawn from Barwell and Earl Shilton. The remaining spread and distance of other settlements would suggest that concentration on improvements to cycle links to Hinckley would present the most viable solution for enhancing cycle mode share.

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

5.12. Initial modal split assessment data has been extracted from 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

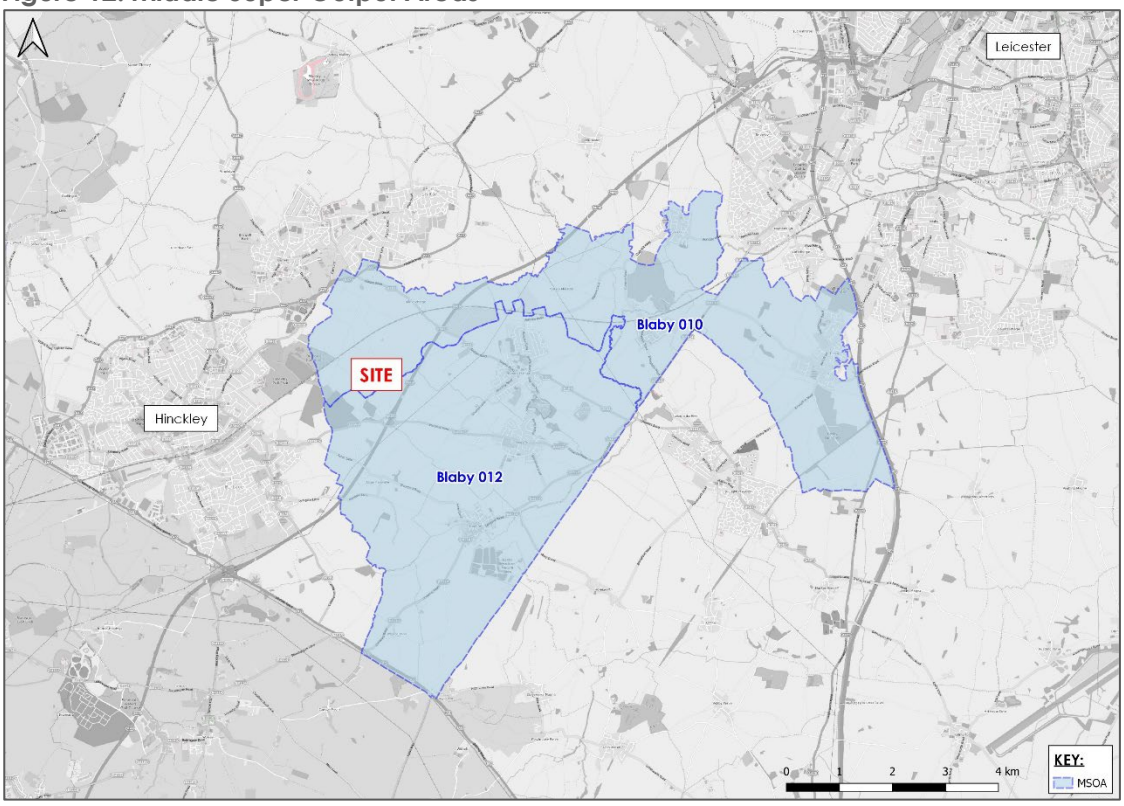


Table 4: Modal Splits Employment Trips

Mode of Travel	Blaby Existing*	EMG Observed Mode Share^	Gigafactory Target Mode Share	Baseline For HNRFI
Car Driver	75%	60%	65%	75%
Car Passenger	7%	12%	14.5%	9%
Public Transport	3%	24%	5.4%	8%
Active	11%	<1%	10.1%	4%
Motorbike	1%	<1%	1%	1%
Working From Home	<1%	2%	2%	2%
Other	1%	0%	1%	1%

I-EMG-East Midlands Gateway SRFI

Source: *Nomis – Office for National Statistics,

^ https://www.itpworld.net/news-and-views/2022/creating-better-places-a-case-study-east-midlands-gateway

5.13. **Table 4** Demonstrates that, based on the Census data, approximately 3% of trips are made using public transport and 11% are walking / cycling trips within the MSOA. Given the site location and nature of the development the Census 2011 baseline level of

walking is high. Therefore adjustments have been made based on the population catchment assessments and reported modal share from East Midlands Gateway (EMG-January 2022), which represents a reasonable proxy for active travel due to geography and the similar operational nature of the site. Warwickshire County Council also suggested that reference should be made to West Midlands Gigafactory as an example of good practice with regards to sustainable travel provision.

5.14. The EMG site has a comparable walking catchment to the Hinckley site, being relatively remote from residential areas within the 2km catchment. Though cycling catchments for Hinckley cover a number of settlements within the 10km radius. Consequently, the baseline HNRFI active travel modal share is lower than the census data, but remains higher than the EMG site modal share.

5.15. Public transport trips within the census are also low, which reflects the coverage of bus routes within the MSOAs. The EMG public transport services are very good due to proximity to the East Midlands Airport and the number of services that stop in the vicinity. This is reflected in the high public transport mode split in **Table 4** for EMG. The baseline case for HNRFI will be marginally higher than the census estimate, based on the likely workforce and travel profiles for logistics sites. However, there is clear scope to enhance both public and active travel modes above the baseline.

5.16. Car driver mode share in the baseline has been retained, this will be the principal target for mode shift across the site. Notably the ability to boost car sharing will raise the numbers of car passengers and reduce single occupancy car trips. It is these modes, especially for shift-based workers, that present the easiest and most attractive mode shift choice.

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

5.18. The provisional employee travel targets will be set as outlined below in **Table 5**. This is based on a projection at 5 years post occupation and 10 years post occupation (full completion). Establishing good travel habits from the outset will depend on strong messaging and the availability of good quality alternative modes of travel to reduce the reliance on single occupancy car trips.

Table 5: **Provisional Employee Modal Splits Targets**

Mode of Travel	Baseline For SRFI	Suggested HNRFI Target 5 years	Suggested HNRFI Target 10 Years
Car Driver	75%	65%	60%
Car Passenger	9%	12%	14%
Public Transport	8%	15%	15%
Active	4%	5%	8%
Motorbike	1%	1%	1%
Working From Home	2%	2%	2%
Other	1%	<1%	0%

5.19. It should be noted that these targets and the initial measures and actions have been established based on predicted travel demand. A part of the monitoring and review process, travel to work surveys will be undertaken within three months of occupation. This will provide information on actual employee travel patterns, thereby enabling refinement of the specific measures and actions to best target opportunities for modal shift.

5.20. The modal shift targets for single occupancy car trips align with both EMG and Coventry Gigafactory sustainable transport targets. Therefore, reducing the car modal share from 75% to 65% within the first five years is considered realistic and deliverable.

5.21. Much of the mode shift will be achieved in the early stages of development, , as good practice and travel habits are embedded from day one. This will be achieved through quality Travel Plan coordination/communication and the early availability of public transport services, car sharing platform and active travel routes.

5.22. The public transport modal share target accounts for both an enhanced public bus provision to Hinckley, Nuneaton, Coventry and Leicester, as well as Demand Responsive Travel (DRT) to improve connections with villages in Leicestershire. These proposals are further outlined in the following sections.

5.23. Based on these enhancements, a modal share target of 10 to 15% is considered reasonable for HNRFI. Operators, Arriva and Vectare, have confirmed this to be a realistic target given the proximity of the site and their experience of similar developments in the area. EMG has a reported mode share of 24%, which demonstrates that higher levels of patronage can be achieved. Consequently, it is considered that there is the opportunity to exceed the bus modal share targets.

5.24. Car sharing is a clear opportunity for shift driven work sites. A shift of 12% in driver numbers to passengers, according to industry providers is realistically achievable. This can be higher if a good quality database amongst the HNRFI workforce is established.

5.25. Active travel modes combine walking and cycling. As outlined above the site is not in a location readily accessible to those travelling on foot.. However, cycling opportunities are available, especially to Hinckley, Early Shilton and Barwell. With targeted interventions to encourage travel from these areas, a modal share of 5% to 8% is considered realistic. This target is higher than the more remote EMG but lower than Coventry Gigafactory, which has a larger population within both walking and cycling distances.

5.26. The above targets propose a reduction in single occupancy car use and a redistribution to sustainable modes of transport. The 5-year target would result in a 15% reduction in employee traffic compared with baseline. The 10-year target would result in a 20% reduction in employee traffic compared with the baseline. The modal share targets will be reviewed and refined 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 were to be identified, and 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. 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).

6.7. It was suggested that Arriva Click, a demand responsive app-based service, could 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 the contract by LCC.

Stagecoach

6.8. 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, based on a Monday-Saturday operation. Funding would reduce based on revenue from the fares under an agreed mechanism.
- Two options were 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.
- Provision could 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 fora 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. 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, April 2022 and November 2023

6.9. Following on from the engagement as outlined above, BWB approached Arriva Buses as the main existing service provider on the routes around the HNRFI site. Further detailed discussion were 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

6.10. 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.
- X6: A route acquired by Arriva in Aug 2020. This presents the route able to offer i) comparable journey times to car to encourage mode shift especially from large concentrations of population. 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.

- 8: This service links Hinckley to Lutterworth via Magna Park and is the preferred route to extend into Nuneaton. Arriva has suggested that this would be viable with an appropriate contribution to initially support the service.
- Stagecoach has provided some feedback on bus provision between Nuneaton and Leicester via the site, which they would also be willing to run. All three operators we have engaged with are prepared to operate services from the HNRFI site.

Potential Routes and Other Considerations

Shift Only vs Shift and Interim Provision

6.11. 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, as they have the opportunity to pick up additional passenger demand. The 50% increase in cost between shift only and the shift plus interim services is high, but could provide financial sustainability more quickly as revenues from the public increase between the shifts.

6.12. 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).

6.13. 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.

Rail Connectivity and Timetable Integration

6.14. Integration between modes can be achieved if dwell times for passengers are kept low.

6.15. 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.

6.16. 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 will use the demand responsive routes discussed later in this document.

Vectare Engagement- DRT Services

6.17. 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.

6.18. 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 Section 7 under Bus Strategy.

6.19. The proposed Hinckley service will be a "many to one" bespoke DRT service connecting the rural hinterland around the proposed NRFI Hinckley site to employment locations within the site., The service will 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 would build upon but sits separately to the NovusFlex pilot currently being run by Vectare on behalf of Leicestershire County Council. Vectare has confirmed that the service can be easily scaled from an initial provision at the earliest stages of the occupation of the site, expanding as further buildings and occupiers become established. The core commitment being to have provision from day one to embed preferred travel behaviour patterns and align with the Travel Plan intentions.

7. BUS STRATEGY

Bus Infrastructure

7.1. The construction of the A47 link Road between M69 Junction 2 and the B4668 creates fast and easy linkage to the southern end of the HNRFI site. Dedicated bus infrastructure is to be provided on the A47 Link Road prior to first occupation. This includes a bus interchange with a large purpose-built shelter and layby on the eastbound carriageway, providing full kerbed separation from the link road. The westbound bus stop will also have a layby and bus shelter and will be connected to the site via a signal-controlled pedestrian crossing.

7.2. Upon first occupation, the DRT and scheduled public bus services will use these A47 Link Road stops and then likely slingshot around Roundabout 3 back towards Junction 2, M69 or Roundabout 2 towards the A47. As soon as a section of the internal loop road is constructed (either with the provision of a turning circle or through the construction of the loop back to the A47 Link Road), scheduled services will have the opportunity to access the HNRFI, with further bus stops, shelters and live travel information provided throughout the development to allow passengers to board and alight within 400m of every building.

7.3. Whilst it is expected that the DRT services could enter the HNRFI, it is unlikely that scheduled bus services would enter the site until passenger demand supports it. Consequently, the Applicant will provide a private shuttle bus to route between the A47 Link Road and internal bus stops on demand.

7.4. The timetable for this private service will be established to coincide with the arrival and departure times of scheduled bus services and will be operational until such time as the scheduled bus service provision routing through the site allows for its removal.

Initial Bus Provision

7.5. As well as employees working standard officed hours, B8 warehousing typically operate the following shift patterns:

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

7.6. Travel demand is typically highest at shift changes and therefore it is important that bus provision covers these periods in addition to typical office hours. The HNRFI will be delivered on a phased basis and as such passenger demand will increase over time. However, early provision of these services is not only important to cater for predicted passenger demand, but also to give potential new employees clarity on their travel choices during the recruitment process. Thereby, establishing sustainable travel habits from the offset.

7.7. To provide and maintain a comprehensive bus provision to HNRFI, the Applicant proposed to enter into private service agreements with local bus operators, to provide services to the following locations from first occupation:

- Coventry and Leicester
- Hinckley and Nuneaton (including both railway stations)
- Surrounding Villages (via DRT)

7.8. Bus provision would coincide with office hours and standard warehouse shift changes on all HNRFI working days and would be maintained as the baseline services going forward. Details of these bus services are set out in the sections below and summarised in **Table 6**.

7.9. The bus operators in the area have confirmed that discounted travel passes would be available for employees of HNRFI. Consequently, the Site Wide Travel Plan Coordinator will promote the availability of these passes and any other local or national discount schemes intended to encourage travel.

Coventry and Leicester City Areas

7.10. 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 a service is able to adapt quickly to potential demands of the site.

7.11. 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.

7.12. Based on the current timetable and standard warehousing shift patterns, there would be incremental hours increase of circa 7 hours per day. As the site develops an alternative scenario will put an additional vehicle into the cycle to increase the frequency around shift changes (i.e. 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 and Hinckley

7.13. Given the identified potential for bus trips from both Nuneaton and Hinckley and the wider opportunity provided through access to the rail network via their rail stations, a regular service will be provided to link the HNRFI with these towns.

7.14. The Service 8 which links Hinckley with Lutterworth and Magna Park has been identified by Arriva for extension into Nuneaton. There is a clear commitment from the HNRFI applicant to connect the site to Nuneaton directly as part of this Strategy. This will be via existing Arriva services. Extensions to existing services are achievable and the current timetabling is geared towards shifts at Magna Park.

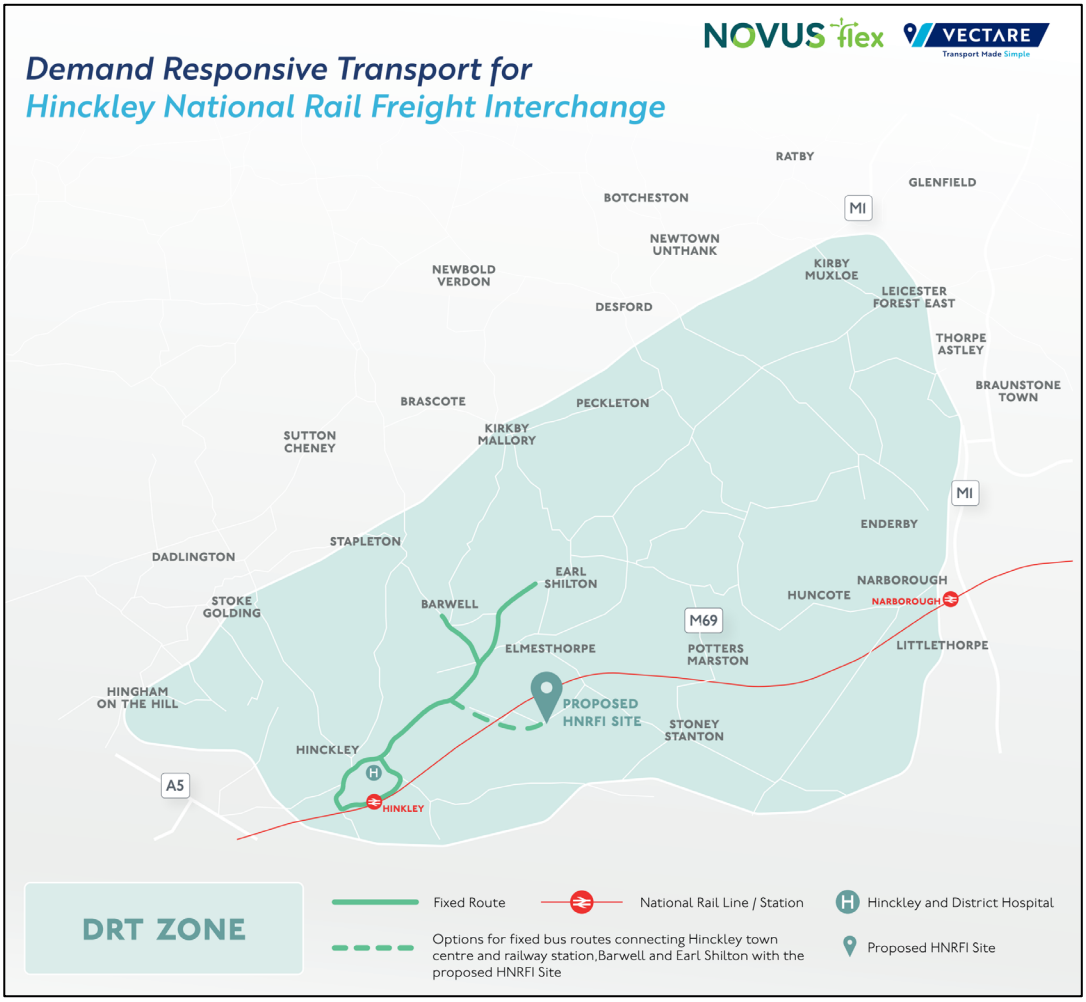
Surrounding Villages

7.15. 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.

7.16. 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.

7.17. As shown in **Figure 13,** 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,

Figure 13: Suggested DRT based Service Zone (source: Vectare)



7.18. A potential second phase of DRT would increase the number of buses in circulation within the prescribed zone. Travel Planning analysis and a review by Vectare will also test the potential for newly fixed routes, where DRT is most popular.

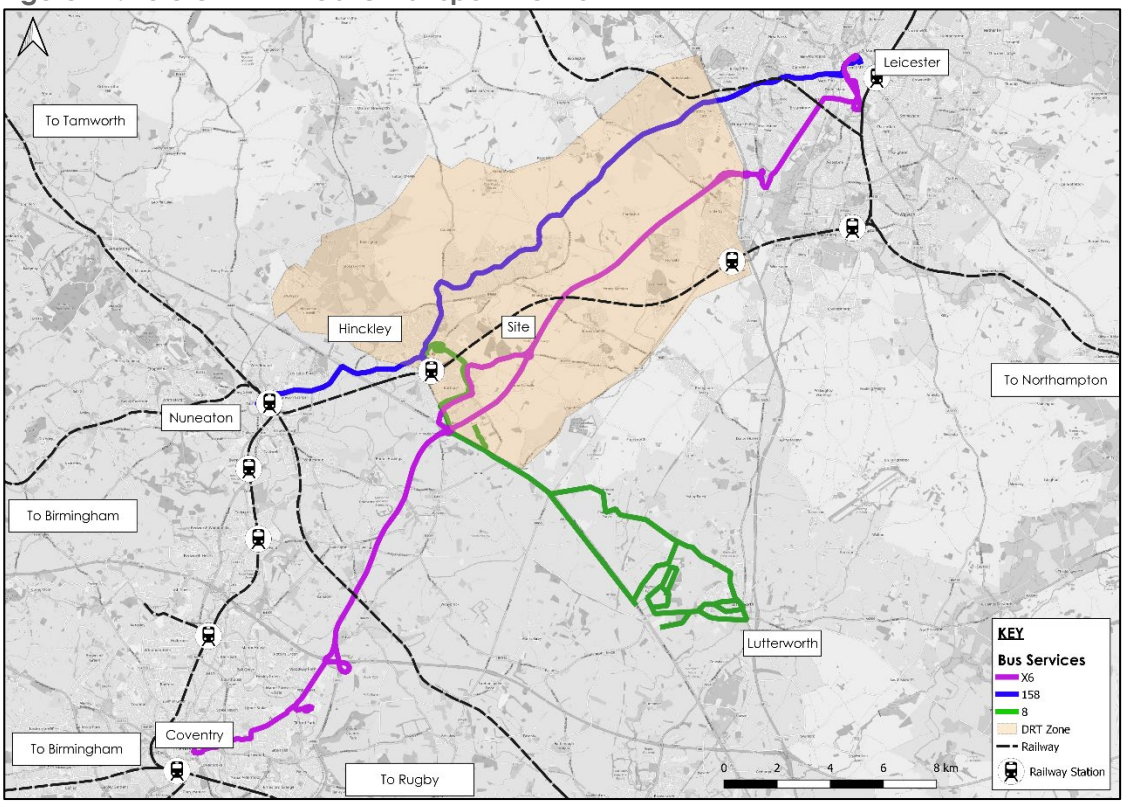
7.19. Public transport opportunities are summarised below in **Table 6** and illustrated in **Figure 14.**

Table 6: Public Transport

Type of Service	Geographical Area	Current Timetable	HNRFI Services	Discount Scheme Potential
First Occupation				
X6 (existing service)	• Coventry • Leicester (and suburbs)	90 mins frequency Good coverage at traditional office hours around HNRFI; 8am and 5pm	Additional 7 hours of services to cover standard warehouse 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)
Nuneaton Service (provisionally the existing Arriva 8 or new Stagecoach)	• Hinckley • Lutterworth • Nuneaton	Early shift patterns included typically 60 mins though day	Extend this through to Nuneaton at times appropriate for shift changes.	Yes; similar to Magna Park travel scheme (monthly discounted travel offers)
Vectare (Demand responsive travel)	South Leicester Area covering Fosse area .)	Novus Fosse now a fixed route, every 30 mins to the North of the site,	Introduction of 'Many to One' private service Starting with subsidy for one bus in year one, rising to two services in year 3 and three Services by year 8	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
Nuneaton Service	As above	As above	Options to enhance frequency following extension of the service to Nuneaton.	As above

Type of Service	Geographical Area	Current Timetable	HNRFI Services	Discount Scheme Potential
Vectare Services (Demand responsive travel)	South Leicester Area Covering Lubbesthorpe and Narborough to the City Centre	NovusFlex DRT Flexible from early morning to late night. Bespoke Service for HNRFI	Dedicated 'many to one' demand responsive services using up to 3 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,

Figure 14: Future HNRFI Public Transport Network



Bus Provision Review

7.20. As HNRFI will be delivered on a phased basis, passenger demand will increase over time and the requirements for bus provision will evolve. Therefore, as part of the Travel Plan review, every two years following first occupation the Site Wide Travel Plan Co-ordinator

will analyse bus patronage and the effectiveness of the bus provision in achieving modal shift based on staff travel surveys.

7.21. In the event the review demonstrates that car driver target modal share is not being achieved, provision for additional and/or alternative public transport will be made to reflect the identified requirements.

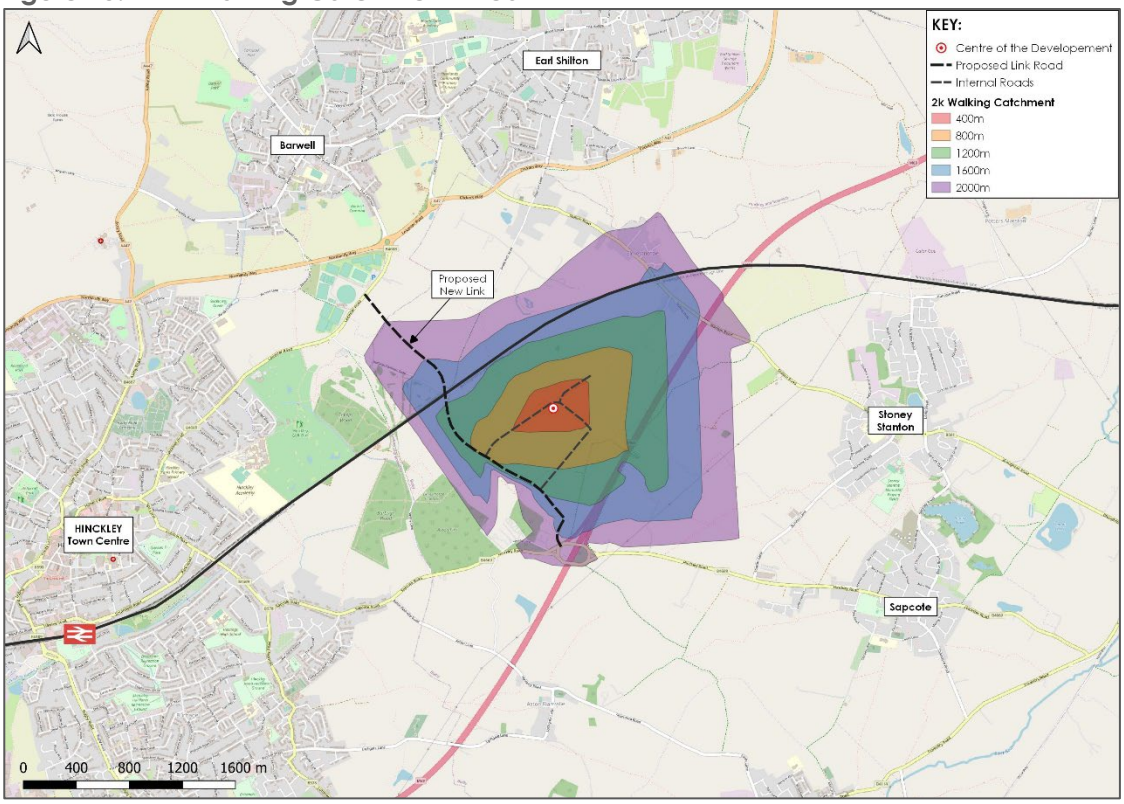
8. WALKING AND CYCLING

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 15** illustrates the 2km walking catchment area.

Figure 15: 2km Walking Catchment Area



8.3. As can be seen in **Figure 15** above, there is little population within walking distance of the site. Given the nature of the development and low walking modal share at similar schemes such as EMG, it is predicted that few employees will walk to HNRFI and measures to encourage such travel are unlikely to materially contribute to modal shift, Consequently, the mode share in **Table 4** have been adjusted accordingly.

8.4. Existing pedestrian routes are available from the site to the nearest communities of Hinckley, Burbage, Earl Shilton, Barwell, Elmesthope, Sapcote and Stoney Stanton. It is accepted that facilities to areas such as Sapcote and Stoney Stanton are below current highway design standards. However, these are very lightly used and consequently would still provide adequate routes for the limited number of employees precited to walk to the site.

8.5. It is apparent that there are several locations where pedestrian facilities are below current design standards and footway widths are further reduced by poor maintenance and overgrown vegetation. Consequently, the Applicant proposes to provide LCC with an audit of these locations prior to commencement of the first building, so that maintenance can be undertaken prior to first occupation.

8.6. Walking improvements at HNRFI focus on accessibility of bus stops and the internal site layout will include direct and safe walking routes towards them. All buildings will be located within a 400m walk of a bus stop, which would be high quality in nature, with live timetable information and bus shelters.

8.7. PRoW routes around the site will be diverted or reinstated to suitable standards. This will provide opportunities for leisure connections to surrounding areas and improved surfacing and potential improvements to links north to Elmesthorpe are included in the cycling section below, which will benefit both pedestrians and cyclists.

Cycling

8.8. 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 and the use of e-bikes is becoming increasingly common for commuting. 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.

8.9. The cycling catchment area is shown in **Appendix 2**. It demonstrates that there is a wide and disperse area within cycle distance of the site with Hinckley, Burbage, Barwell, Earl Shilton and Nuneaton the most attractive areas. Consequently, these are considered the most appropriate areas for improvement, particularly given that travel from the wider cycle catchment would also be covered by the DRT zone.

Cycle Proposals

8.10. The Applicant will provide the following to provide for HNRFI cyclists:

- The buildings on the site are to be designed to BREAAM excellent standards and with cyclists in mind. Covered, secure and accessible cycle parking will be provided and monitored for adequacy. Showers and changing facilities will also be provided. Travel Plans will include a range of measures for occupiers to tailor for their workforce. This will include the option to participate in a Cycle to Work scheme, Bike User Groups and national promotion events such as Cycle to Work Day.
- A network of pedestrian/cycle routes are proposed throughout the site, which would connect to a footway/cycleway on the southern side of the A47 Link Road to provide direct cycle connections to Identified Hinckley Cycle Route 5 on Leicester Road. Connections would also be provided to Smithy Lane and Burbage Common Road.
- In agreement with LCC, wayfinding cycle signage will be provided at key locations between HNRFI and the main catchment areas of Hinckley, Burbage Earl Shilton, Barwell and Elmesthorpe via the identified Hinckley Cycle Routes

- The Applicant will also use reasonable endeavours to reach agreement with the Network Rail for the enhancement of covered bike stands at Hinckley and Narborough Stations following the first occupation beyond 105,000 sqm.

Potential Future Enhancements

8.11. Whilst the above would provide cycle access to the site from the main identified catchment areas, potential future enhancements are currently being investigated to further encourage cycle trips and facilitate modal shift. These are set out below and shown indicatively in **Figure 16.** The aim is for each of these to be investigated further for Deadline 4 to include design, budget, delivery and cost benefit analysis to inform discussions with LCC and an updated STS.

Enhanced Route to Barwell

8.12. An existing traffic free route is available to Barwell via Barwell Lane (Hinckley Cycle Route 4). However, there is the potential to implement improvements to provide a more direct route via The Common. This could involve the introduction of a Toucan crossing on the A47 (Enhancement 1), extension of the existing footway/cycleway by approximately 50 metres and the introduction of a gateway feature on entry to the urban area (Enhancement 2). This could be in the form of a northbound carriageway narrowing with southbound priority to safely introduce cyclists back onto the carriageway.

Enhanced Route to Elmsethorpe

8.13. Whilst an existing traffic free route is available via the A47 (Hinckley Cycle Route 1), crossing facilities could potentially be implemented on the B581 to provide employees with routes to Elmesthorpe via Bridle Path Road (Enhancement 3) and Burbage Common Road (Enhancement 4).

Enhanced Route to Hinckley

8.14. A cycle route is available to Hinckley town centre and the railway station via Hinckley Cycle Routes 3 & 4. However, it would require HDRFI cyclists to travel northbound on the B4668 Leicester Road and join the A47 before routing into Hinckley via the Barwell Lane traffic free route. Therefore, the following are being investigated to potentially provide a more direct route:

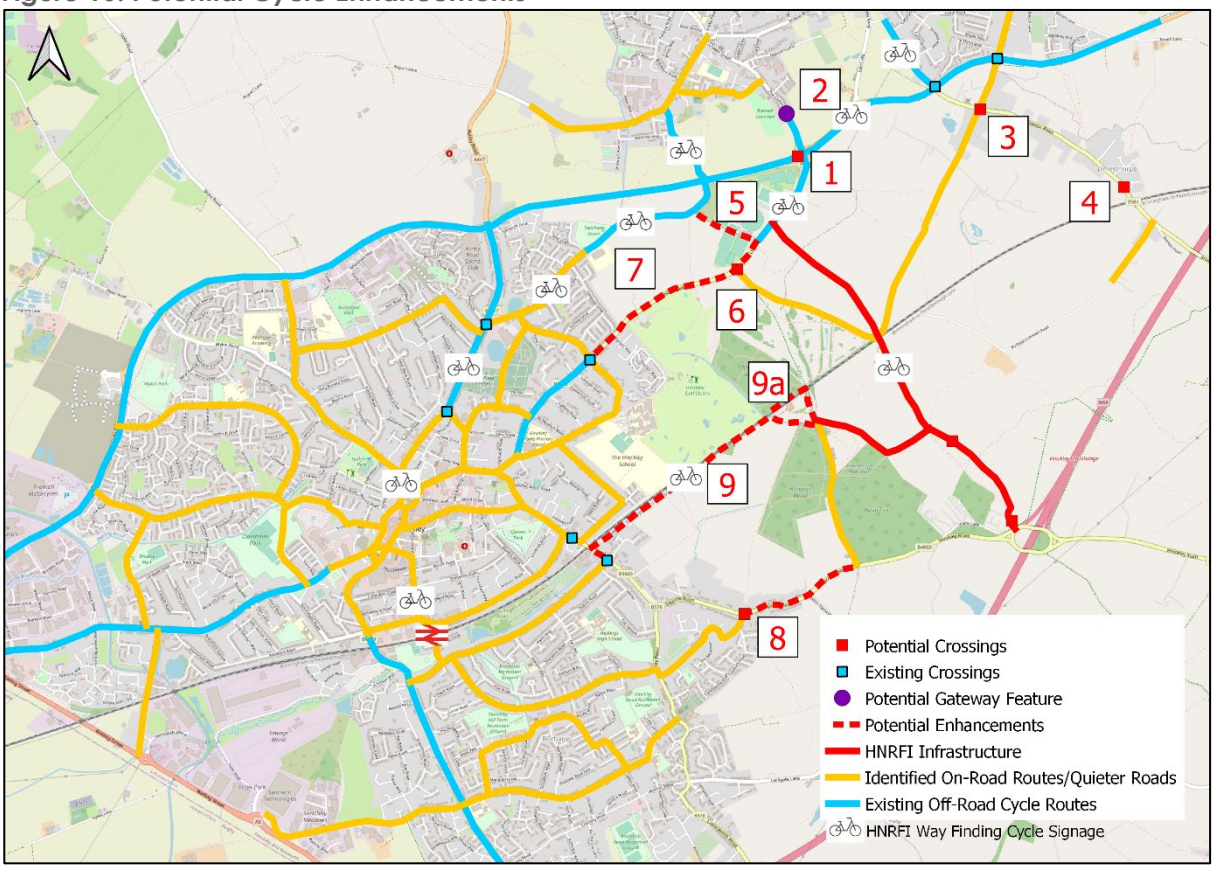
- Option 1 – The speed limit on the B668 Leicester Road could potentially be reduced from 50mph to 40mph following construction of the A47 Link Road roundabout to improve the environment for pedestrians and cyclists. This could potentially be undertaken alongside a scheme to maximise the width of the existing footway on the western side of the B4669 Leicester Road within the highway boundary to enhance connections to the existing footway/cycleway at Stoneygate Drive (Enhancement 5).
- Option 2 – The 400 metres of Bridleway U9/1 could potentially be upgraded with new surfacing to provide a more direct route between the B4668 Leicester Road and Barwell Lane (Enhancement 6) Crossing facilities could potentially also provide a better route via Burbage Common Road if Enhancement 6 is implemented (Enhancement 7).

Enhanced Route to Burbage

8.15. Two options are being investigated for improving the route to Burbage:

- Option 1 – A footway/cycleway could potentially be provided within highway boundary on the B4669 for the 750 metres between Smithy Lane and Winchester Drive along with an uncontrolled crossing across the B4669 Sapcote Road (Enhancement 8).
- Option 2 – Potentially upgrading Bridleway U11/2, PROW 52/3 & PROW 52/4 to provide the most direct route to Hinckley and Burbage via Outwoods. The route is largely suitable for cyclists but would benefit from improved surfacing and would require third party approvals (Enhancement 9). There is also potential alternative route (9a), which would connect under the railway at U54/1 and back onto Bridleway U54/3 through the woods, this is reliant on third party approvals.

Figure 16: Potential Cycle Enhancements



A47 Long Shoot Cycle Route

8.16. 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.

8.17. 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.

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

A47 Hinckley Road Improvements

8.19. 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.

8.20. 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.

Future Measures: Bike Share / E-Bike Scheme / Mobility Hub

8.21. 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.

8.22. 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.

8.23. 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.

8.24. Subsequently, new bike/e-bike hire hubs can also be incorporated within the HNRFI which would provide easy, convenient access to cycle travel. With the recent termination of the Santander Bike within Leicester, there is currently no existing hire hub scheme within the county. This approach would need to be re-assessed post

occupation and aligned with the site wide travel plan, which the applicant is fully committing to within the Travel Plan

8.25. 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.

8.26. Mobility hubs are an emerging concept for large employment sites as well as urban areas. These are areas set aside for mobility interchange and can incorporate, bus stops micro-mobility modes, such as e-scooter hire and car club spaces.

8.27. Every two years, the viability of these transport options and the opportunity for HNRFI will explored with stakeholders 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. Car sharing schemes operate best when employees travel to and from similar locations at similar times. Therefore, they rely upon large employee pools, shift working and dense population centres to maximise sharing opportunities. Typically, employees 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. Further advice has been sought from Lift and Go, a specialist provider who analyse and provide bespoke solutions for organisations to boost the take-up of car sharing across an employment zone. Their offer includes the set-up of a site-specific phone app for drivers and passengers to share lift details and measures to extend and monitor the percentage mode share of car sharing trips. Further analysis from Lift and Go is included in **Appendix 3,** which has informed the mode share for the HNRFI site.

9.4. Lift and Go has had significant success on similar employment sites and would target 20% to 30% of HNRFI employees car sharing, which is similar to the 25% reported at EMG. They predict that car sharing is likely to be most effective from Leicester with 40% of car sharers expected to originate from this area, with Coventry (15%), Birmingham (10%) and Solihull (10%) and Rugby (5%) making up another 40%.

9.5. So that car sharing is a travel choice from the earliest opportunity, the Applicant will ensure the HNRFI car share platform is operational from first occupation. This will provide the secure database and messaging system to allow members to find someone to car share with. The scheme will then be promoted to all occupiers as part of the Travel Plan process.

9.6. There would also be the opportunity to expand the platform to include other major employers in the vicinity of HNRFI. Depending on operational practices, these businesses would have the option to provide their employees with access to prospective car sharers from all businesses on the platform or restrict access to selected businesses, or simply their own. This expansion could further enhance the benefits of car sharing to both the HNRFI and the wider business community.

Car Clubs

9.7. 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.

9.8. 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.

9.9. 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.

9.10. In addition, car club vehicles tend to be more environmentally friendly, emitting over 20% less CO2 per kilometre than the average car, and they are used more efficiently and help to reduce congestion and free up parking spaces.

9.11. 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 and are included as a measure within the site Travel Plan.

10. SUMMARY

10.1. BWB Consulting Ltd (BWB) has been appointed by Tritax Symmetry (Hinckley) Ltd 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 the use of sustainable modes of transport to and from the site. Due to the location of the site and the nature of the development, it is anticipated that this will primarily be achieved through car sharing, public transport and cycling. Consequently, this is the main focus of the STS. Nevertheless, it is considered that the existing local facilities would adequately cater for those wishing to walk to the site.

10.3. The Applicant is committed to achieving the modal share targets set out in this document, with the following measures proposed to ensure a comprehensive bus provision and to encourage car sharing and cycling.

Public Transport

10.4. To enter into private service agreements (secured through condition) with local bus operators, to provide services between the HNRFI and the following areas from first occupation.

- Coventry & Leicester via enhancement of Arriva X6
- Hinckley & Nuneaton (including both railways stations) via enhancement of Arriva 8
- Surrounding Villages via a Demand Responsive Transport (DRT) service).

10.5. Bus provision to these areas would coincide with office hours and standard warehouse shift changes on all HNRFI working days. It would be maintained as the baseline service provision going forward.

10.6. Dedicated bus infrastructure is to be provided on the A47 Link Road prior to first occupation. This includes a bus interchange with a large purpose-built shelter and layby on the eastbound carriageway, providing full kerbed separation from the link road. The westbound bus stop will also have a layby and bus shelter and will be connected to the site via a signal-controlled pedestrian crossing.

10.7. Initially, scheduled bus services will only stop at the bus stops on the A47 Link Road. However, once a section of the internal loop road is open, scheduled services will have the opportunity to access the HNRFI. Bus stops, shelters and live travel information will be provided throughout the development to allow passengers to board and alight within 400m of every building.

10.8. A private shuttle bus will also be provided between the A47 Link Road and the internal bus stops. The timetable for this private service will be established to coincide with the arrival and departure times of scheduled bus services stopping at the interchange on

the A47 Link Road and will be operational until such time as the scheduled bus service provision routing though the site allows for its removal.

10.9. The bus operators in the area have confirmed that discounted travel passes would be available for employees of HNRFI. Consequently, the Site Wide Travel Plan Coordinator will promote the availability of these passes and any other local or national schemes to encourage bus travel.

10.10. As the HNRFI will be delivered on a phased basis, passenger demand will increase over time and the requirements for bus provision will evolve. Therefore, as part of the Travel Plan Monitoring, every two years following first occupation the Site Wide Travel Plan Co-ordinator will analyse bus patronage and staff travel surveys to establish the effectiveness of the bus provision in achieving modal shift.

10.11. In the event the review demonstrates that the car driver target modal share is not being achieved, provision for additional and/or alternative public transport will be made to reflect the identified requirements.

Active Travel

10.12. The buildings at HNRFI will be designed to BREAAM excellent standards and with cyclists in mind. Covered, secure and accessible cycle parking will be provided and monitored for adequacy. Showers and changing facilities will also be provided. Travel Plans will include a range of measures for occupiers to tailor for their workforce. This will include the option to participate in a Cycle to Work scheme, Bike User Groups and national promotion events such as Cycle to Work Day.

10.13. A network pedestrian/cycle routes are proposed throughout HNRFI. These would connect to a footway/cycleway on the southern side of the A47 Link Road to provide direct cycle connections to the identified Hinckley Cycle Routes. Connections would also be provided to Smithy Lane and Burbage Common Road.

10.14. Prior to commencement of the first building, the Applicant will provide LCC with an audit of locations where footway widths are reduced by poor maintenance and overgrown vegetation, so that maintenance can be undertaken prior to first occupation.

10.15. In consultation with LCC, wayfinding cycle signage will be provided at key locations on the identified Hinckley Cycle Routes between HNRFI and the main cycle catchment areas of Hinckley, Burbage Earl Shilton, Barwell and Elmesthorpe.

10.16. The Applicant will also use reasonable endeavours to reach agreement with the Network Rail for the enhancement of covered bike stands at Hinckley and Narborough Stations following the first occupation beyond 105,000 sqm.

10.17. Whilst the above would provide cycle access to the site from the main identified catchment areas, options for potential future enhancements are currently being investigated to further encourage cycle trips and facilitate modal shift from Hinckley, Barwell, Earl Shilton and Elmesthorpe. The aim being to submit them at Deadline 4.

Car Share Platform

10.18. From first occupation a car sharing platform (app or similar) will be available for all staff at HNRFI to share details of lift availability to and from the site.

Future Mobility

10.19. As part of the Travel Plan, every two years following the first occupation, the Travel Plan Co-ordinator will undertake a feasibility study for:

- The establishment of a mobility hub in the vicinity of the public transport interchange within the HNRFI
- The establishment/participation of a Hinckley bike/e-bike share scheme.
- The establishment/participation in a Hinckley car club scheme

10.20. Through the implementation of these measures and the operation of an effective Travel Plan, it is considered that sustainable travel will be encouraged, modal share targets achieved, and development traffic will be reduced in accordance with the various national and local transport polices.

APPENDICES

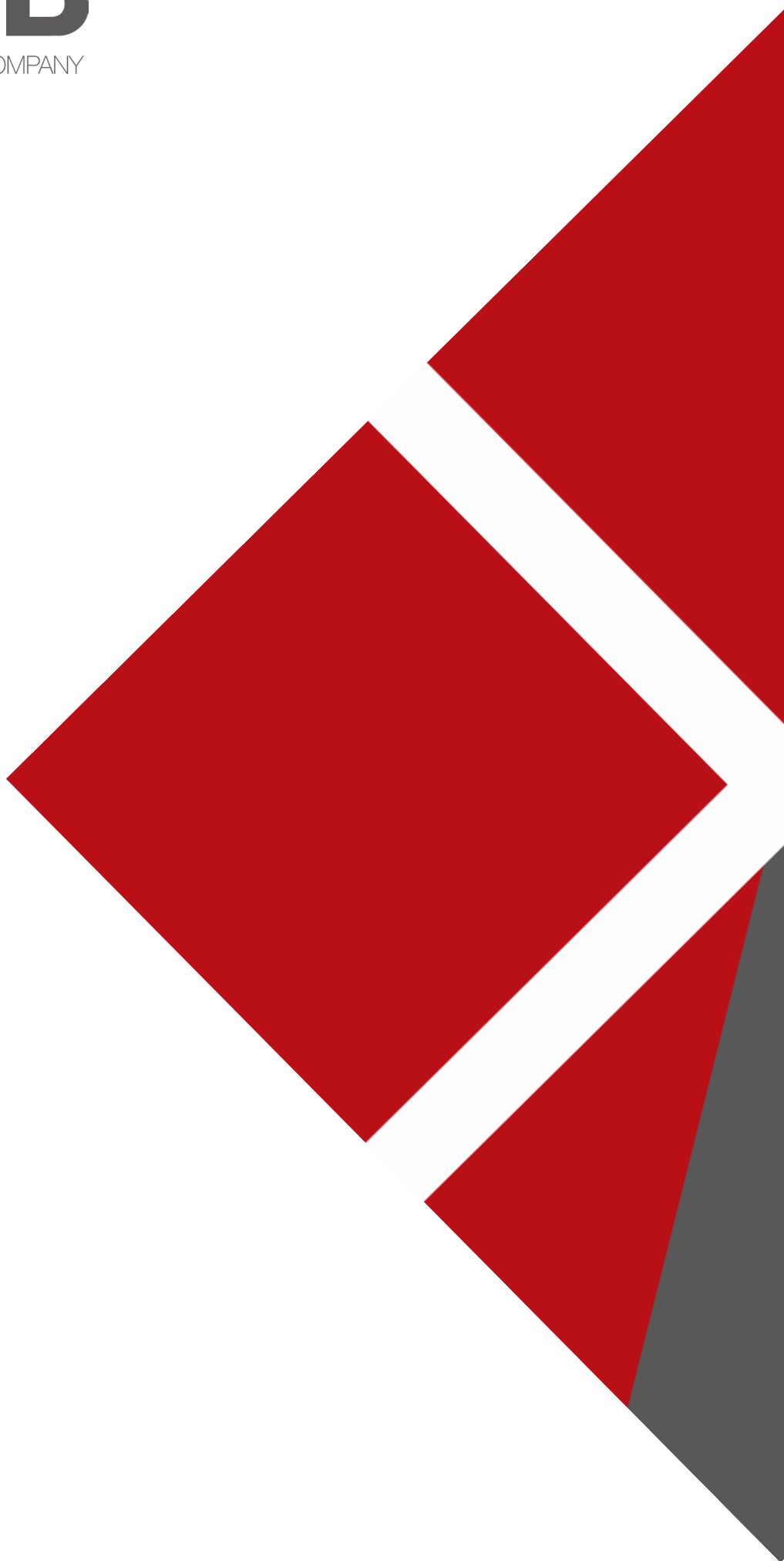
APPENDIX 1: A47 Long Shoot Cycle Route

APPENDIX 2: Active Travel Catchments

APPENDIX 3: Car Share Analysis

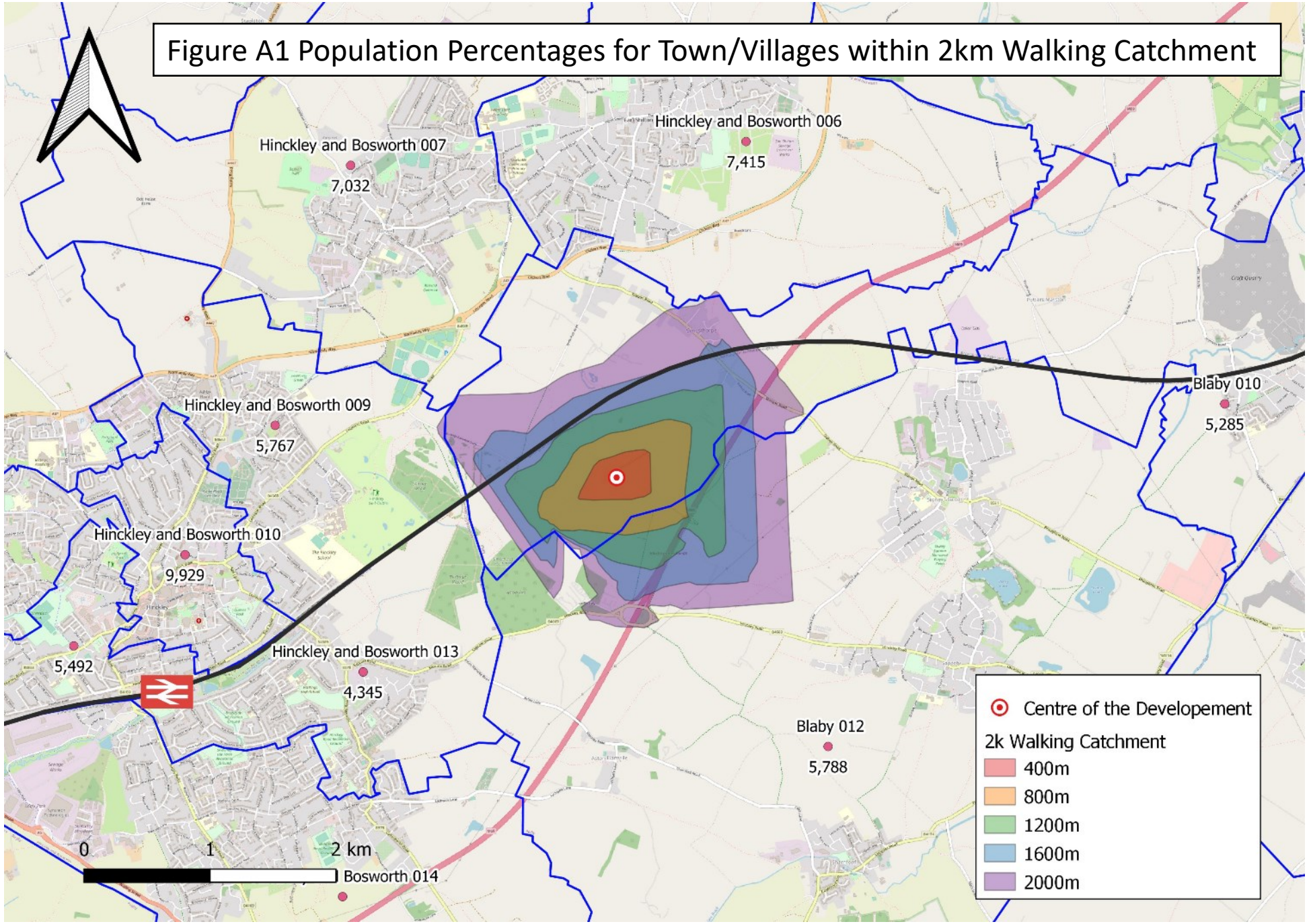
BWB

A CAF GROUP COMPANY



www.bwbconsulting.com

Figure A1 Population Percentages for Town/Villages within 2km Walking Catchment



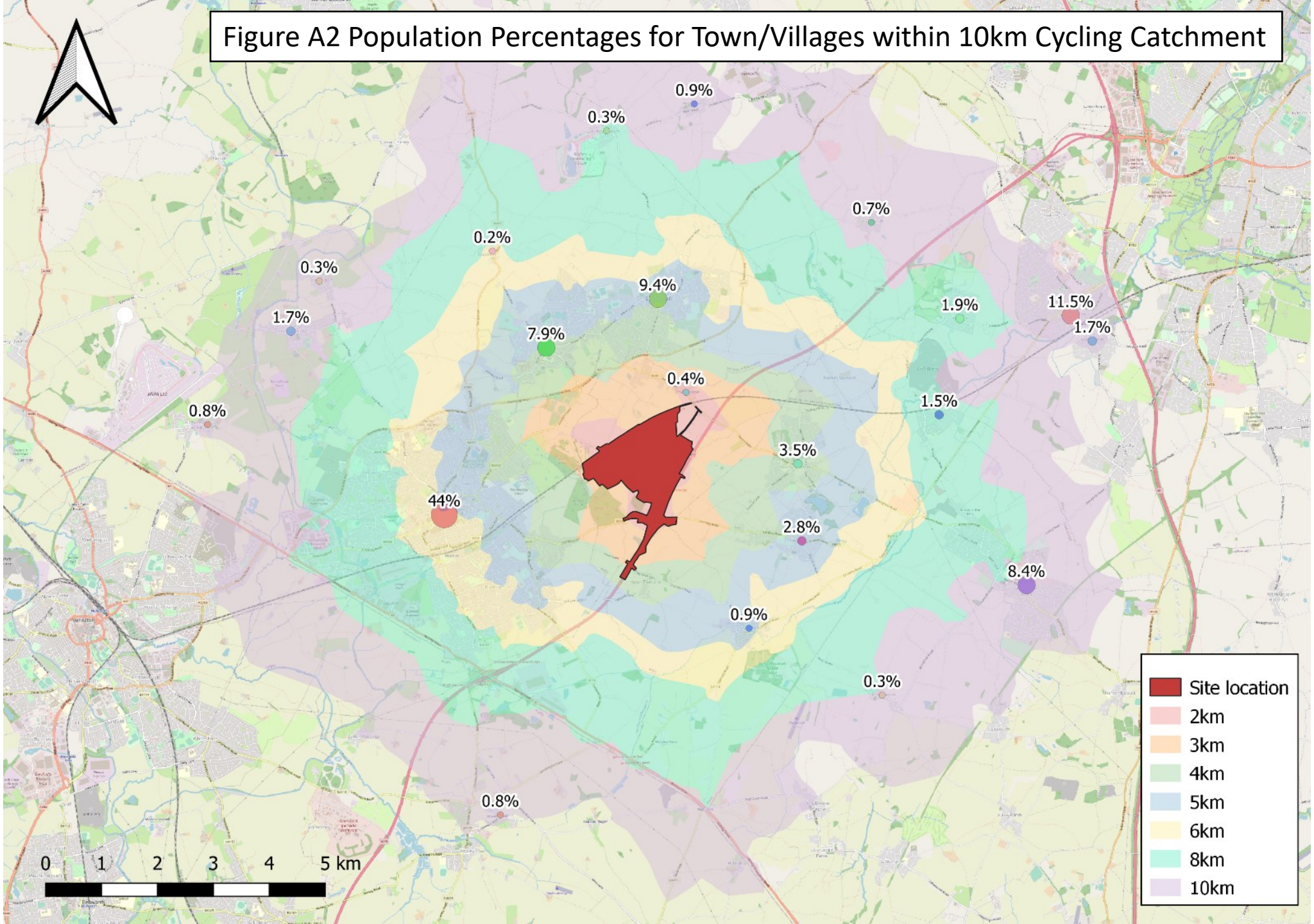


Figure A2 Population Percentages for Town/Villages within 10km Cycling Catchment
0.9%
0.3%
0.7%
0.2%
0.3%
9.4%
1.9%
11.5%
1.7%
1.7%
7.9%
0.4%
0.8%
1.5%
3.5%
44%
2.8%
8.4%
0.9%
0.3%
0.8%
0 1 2 3 4 5 km
Site location
2km
3km
4km
5km
6km
8km
10km

Figure A3 Cycling Trips Based on TA Table 6-10 and Population Percentages - AM

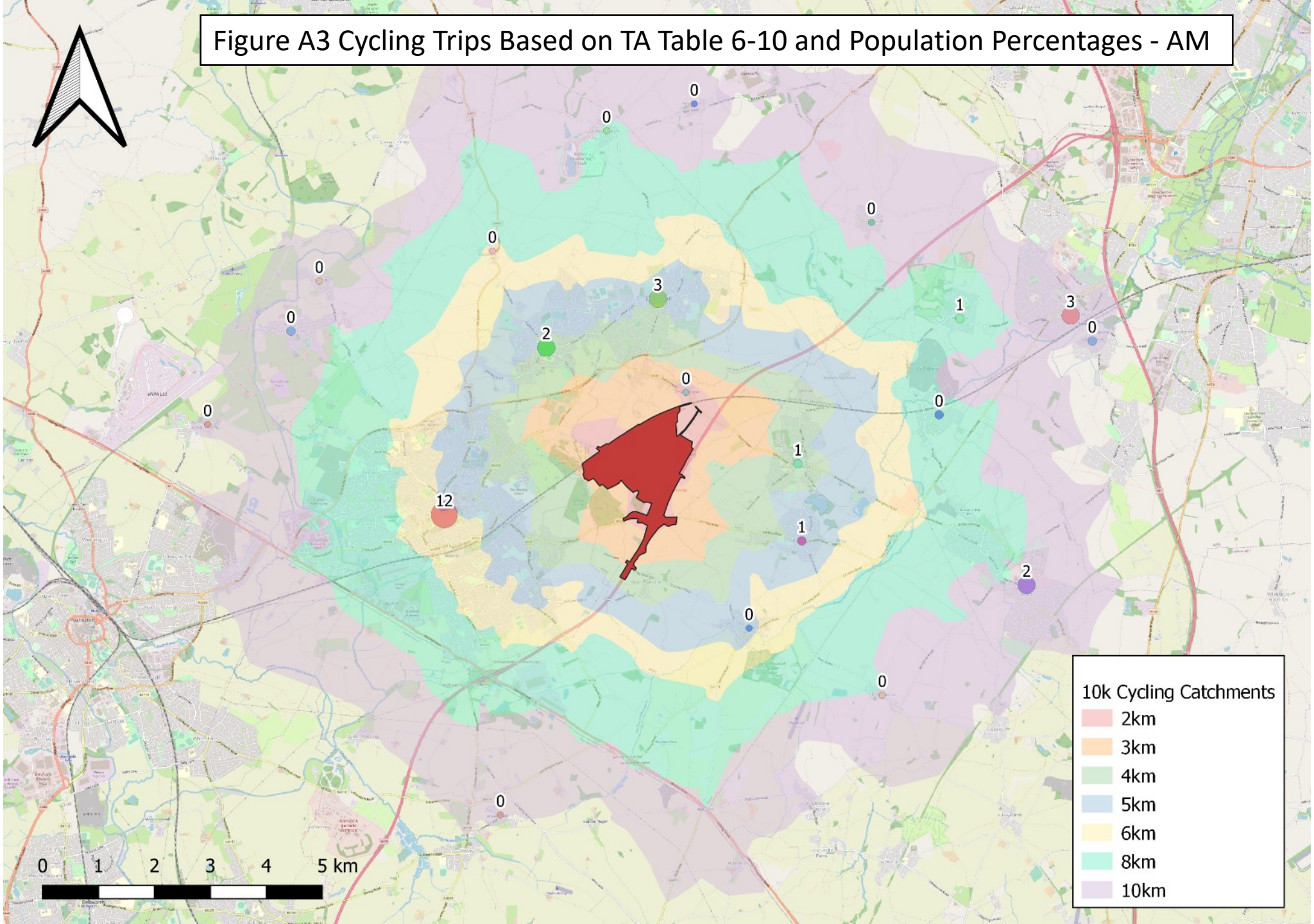


Figure A4 Cycling Trips Based on TA Table 6-10 and Population Percentages - PM

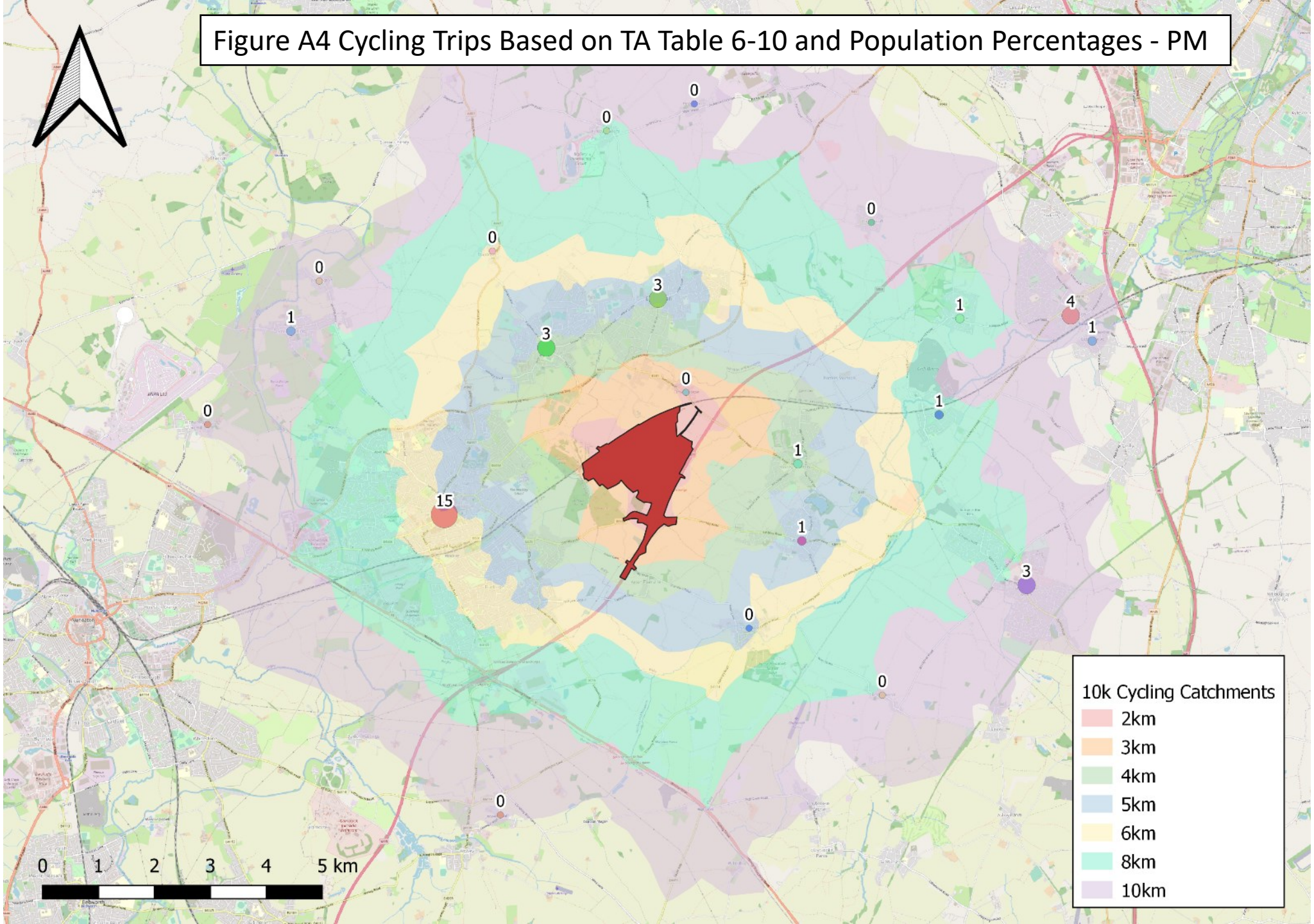


Figure A5 Population Percentages for Larger Settlements within 90 minutes on Public Transport Existing PT Facilities

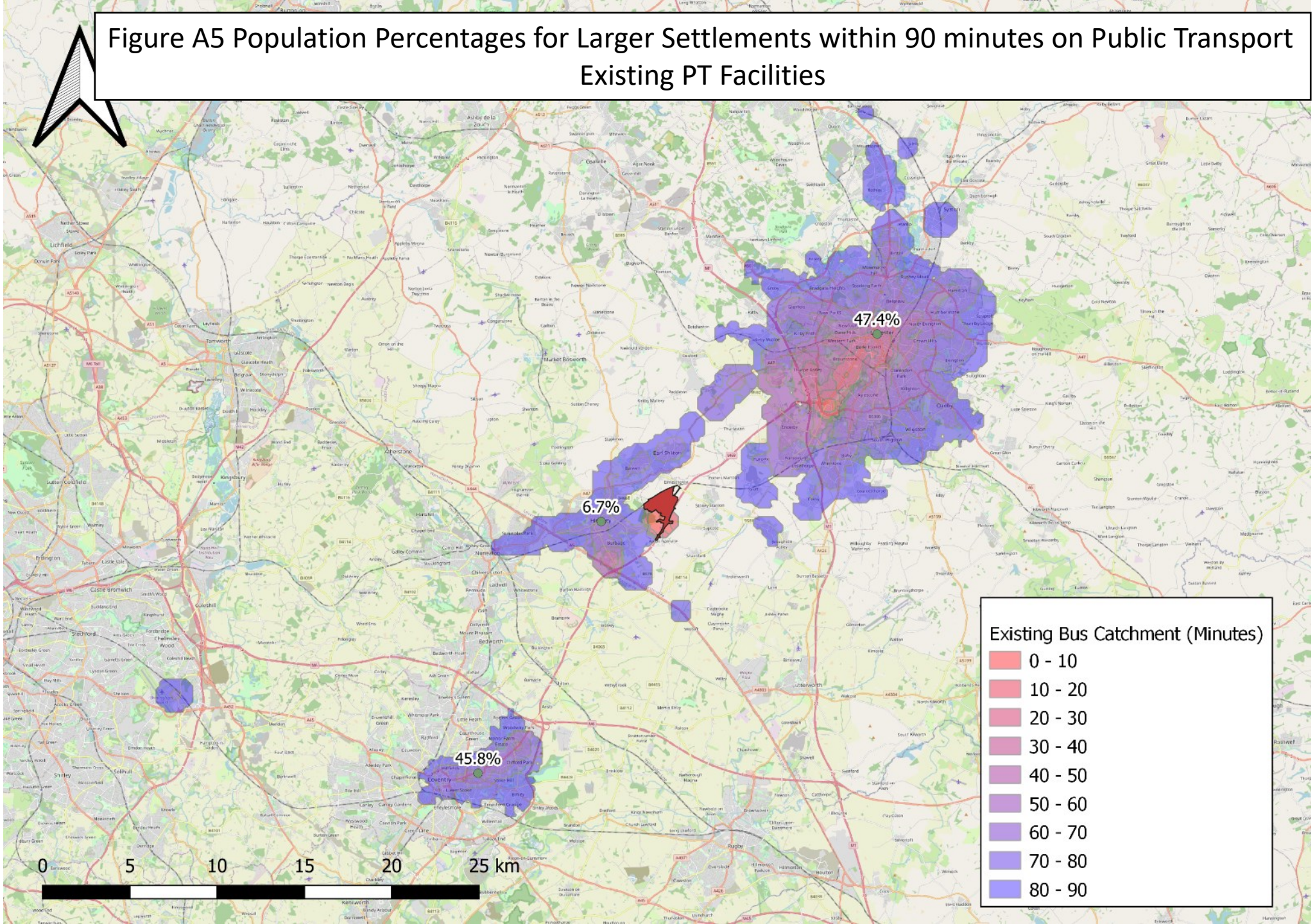


Figure A6 Population Percentages for Larger Settlements within 90 minutes on Public Transport Proposed Link Road and Re-routed X6 Bus

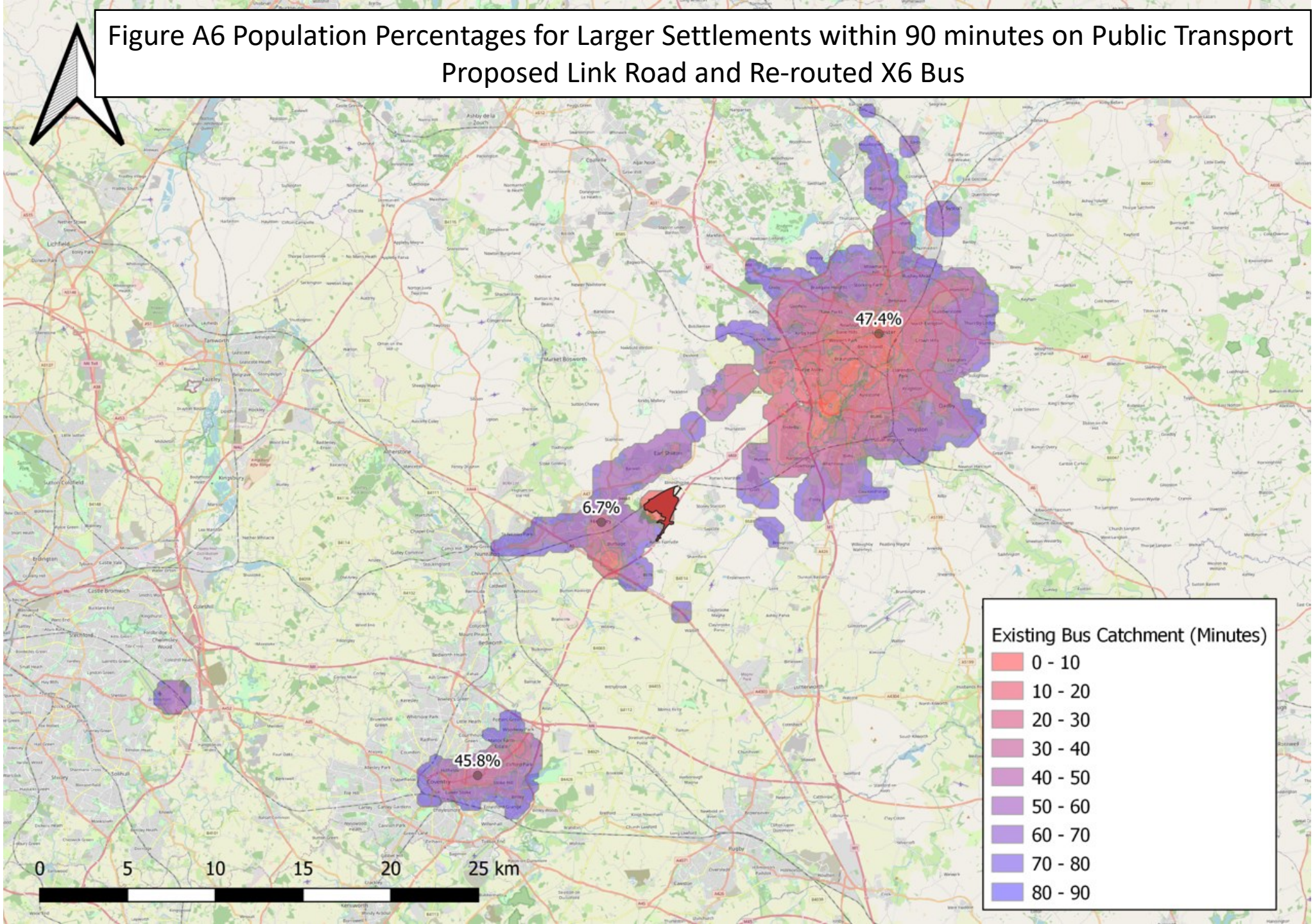


Figure A7 Public Transport Trips Based on TA Table 6-10 and Population Percentages - AM

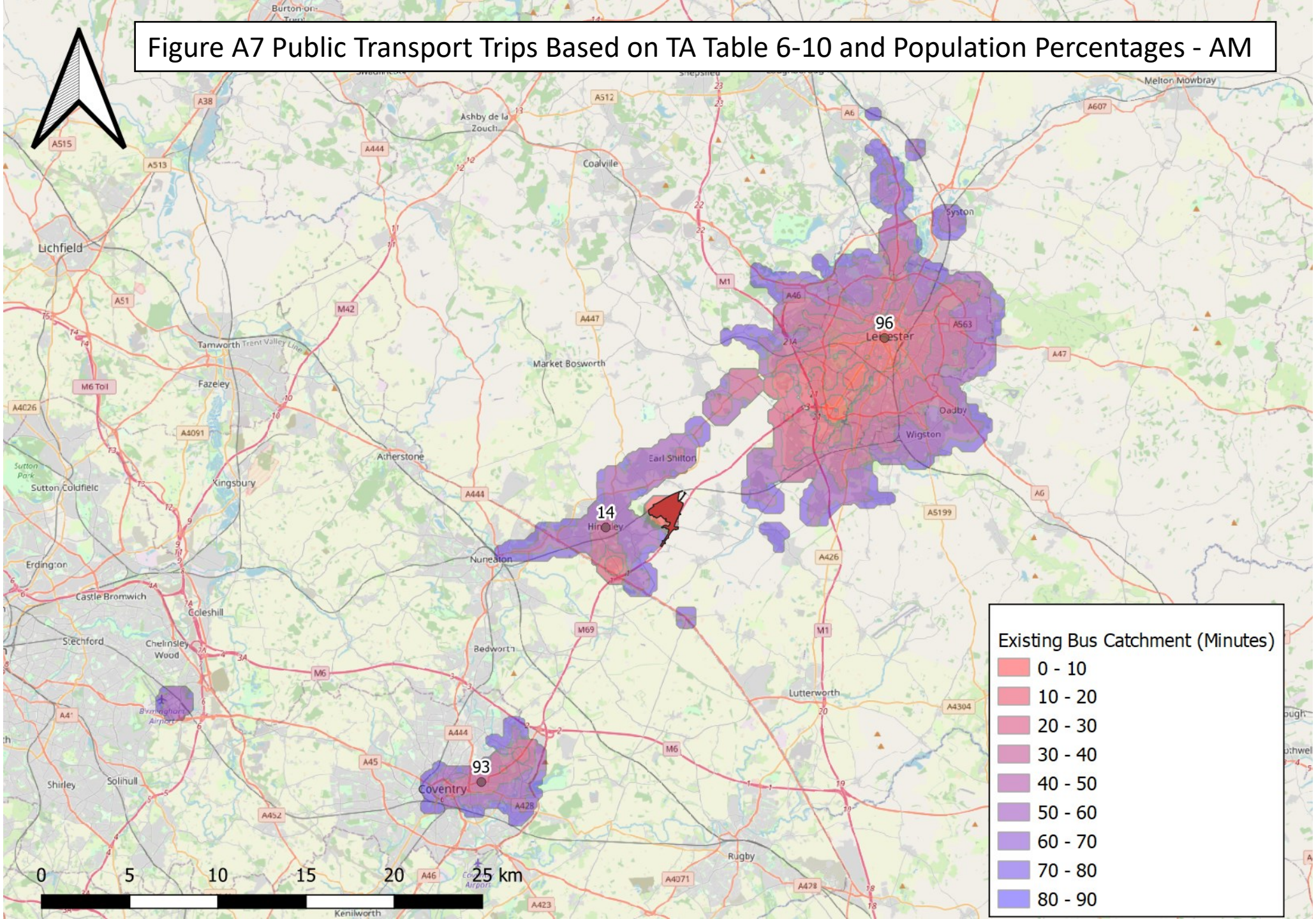
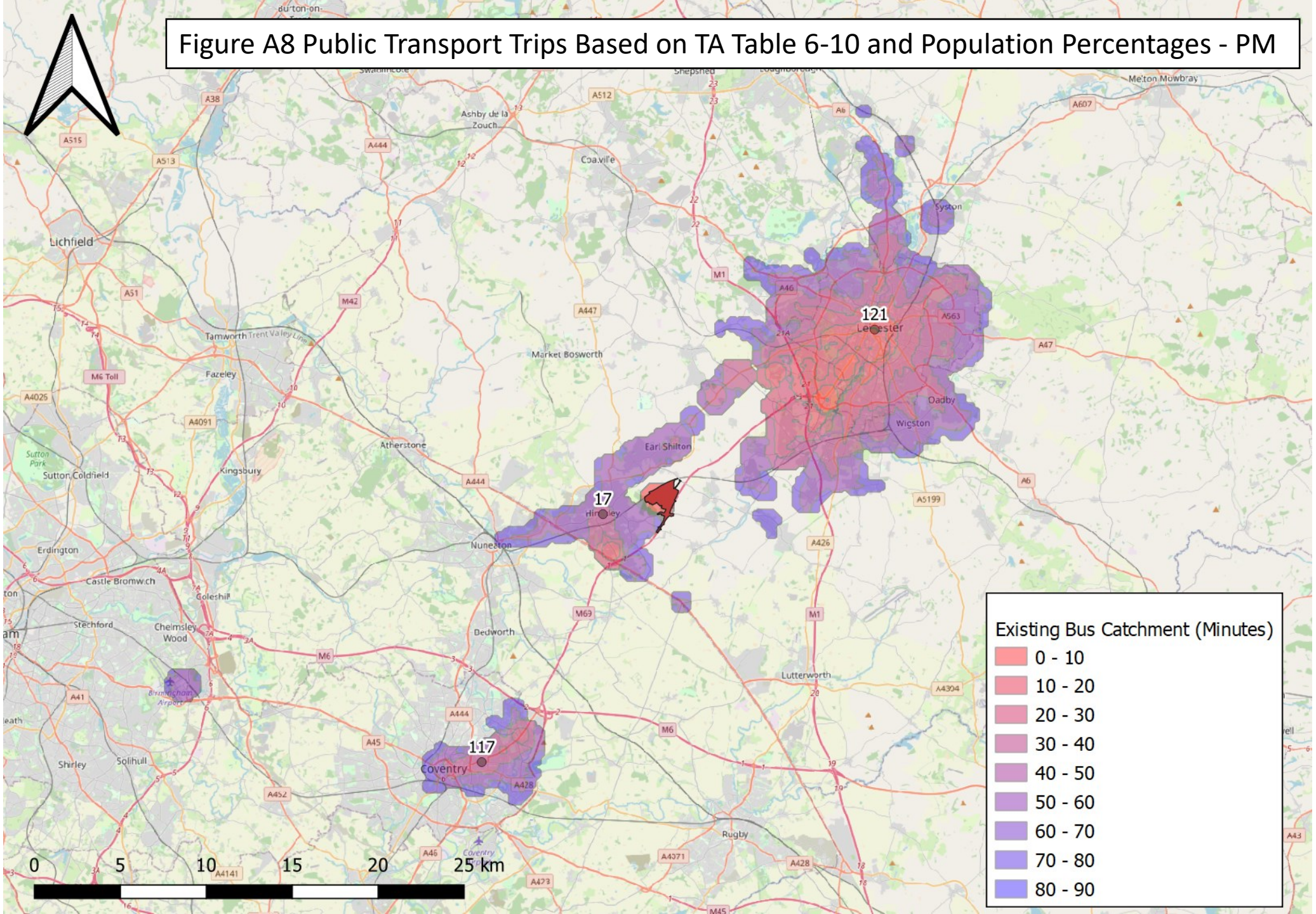


Figure A8 Public Transport Trips Based on TA Table 6-10 and Population Percentages - PM



Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Transport Assessment [Part 15 of 20] - Sustainable Transport Strategy and Plan [Appendix 2- Active Travel Catchments]

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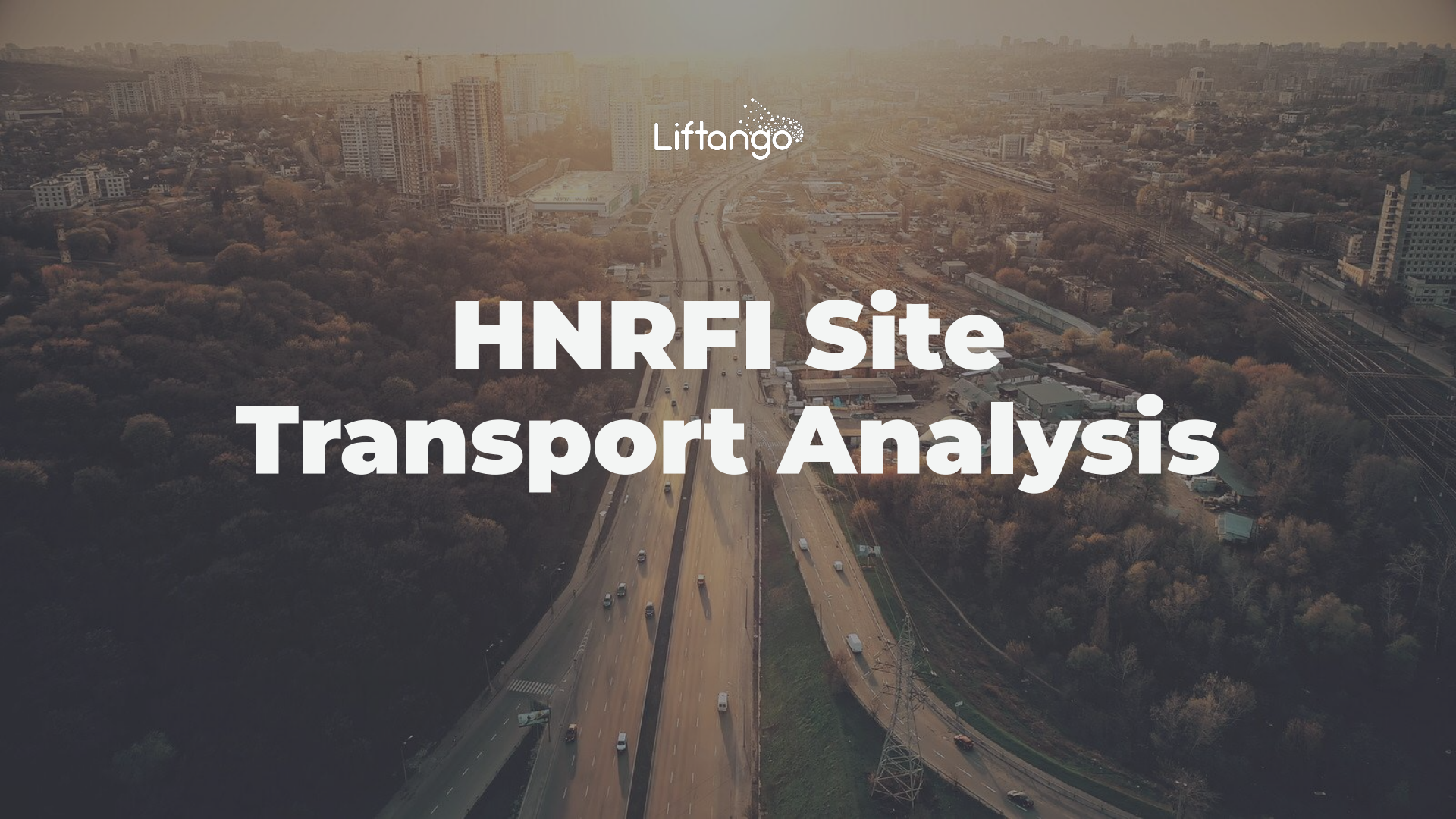
14 November 2023

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



HNRFI Site Transport Analysis

General Approach

For a greenfield site such as this we will analyse the general potential for a range of transport interventions, including:

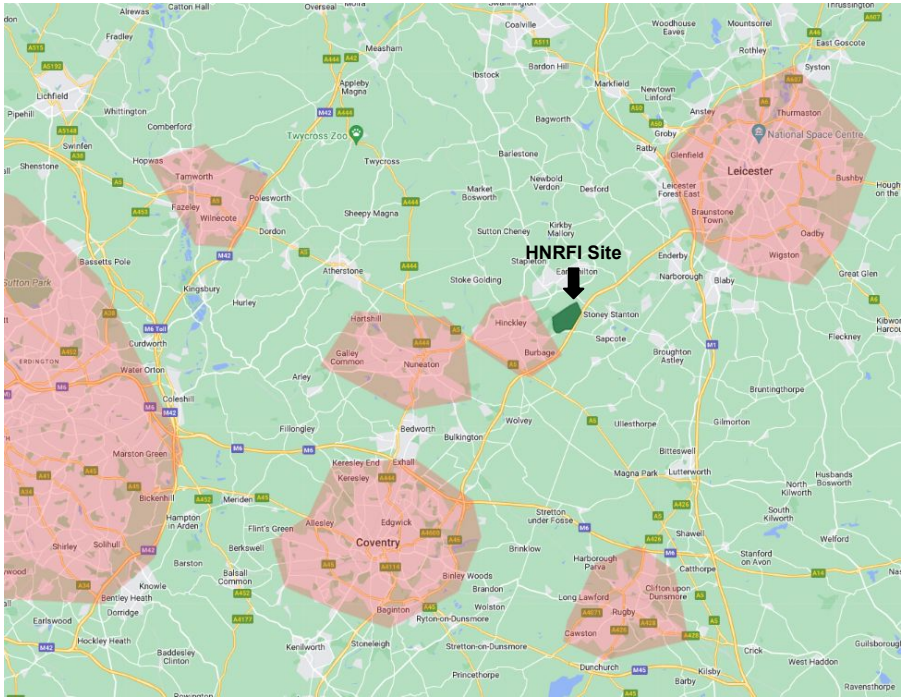
- Carpooling
- Fixed employee transport bus services
- Shuttles, e.g. to nearby train stations
- Flexible/DRT access or circulators

It is important to consider the existing transport networks which will influence commuter behaviour once the site is established.
For a detailed analysis of potential for these services, location data for employee residences will be invaluable, however we are able to take a general approach in the absence of this data.

Commuting Distances

Seven residential centres with an approximate 1hr drive to the HNRFI site:

- Birmingham
- Coventry
- Leicester
- Tamworth
- Rugby
- Nuneaton
- Hinckley

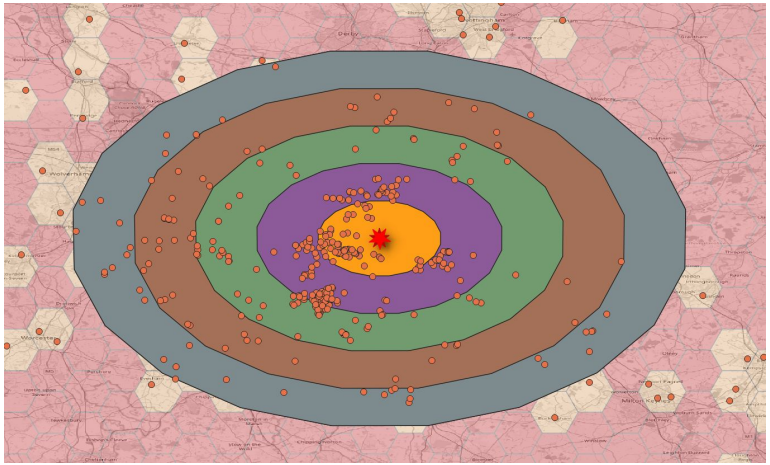


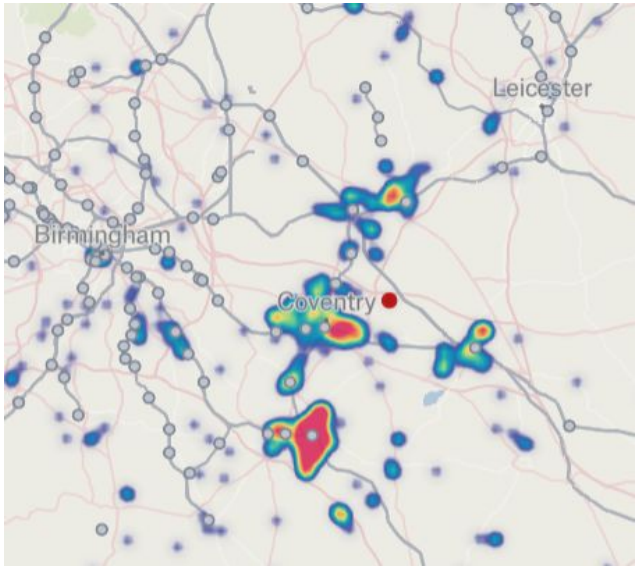
Commuting Analysis

Analysis from another Liftango project, in the area. Based on a manufacturing and warehouse site

This shows general locations where potential staff will be commuting from and where solutions will need to be delivered.

In this analysis, 95% of staff lived more than 10km away from the site, making carpool an extremely viable solution.





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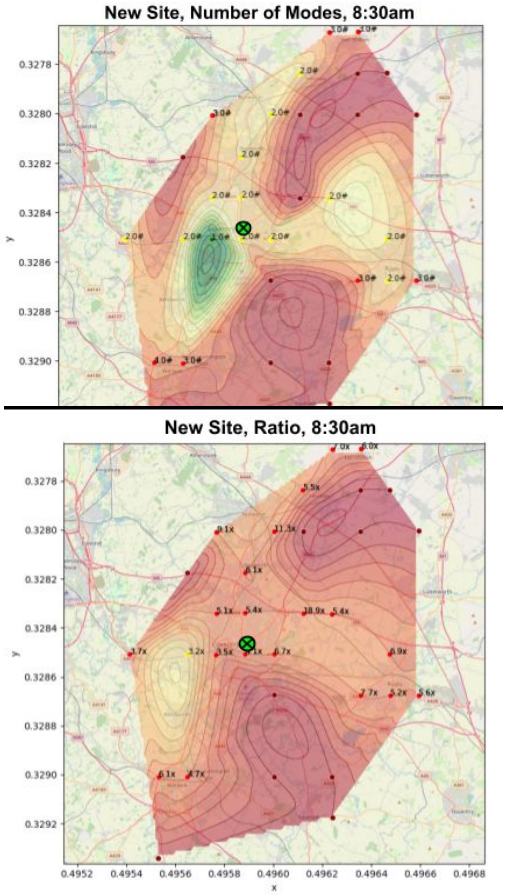
Public Transport Access

Wherever possible, public transport access to site should be promoted. However, utilisation of PT is strongly related to convenience, including timeliness, journey time, number of modes required and walking distance.

Liftango's TransitScan analyses these factors and provides an indication of the attractiveness of PT for accessing the explicit location at relevant times of the day.

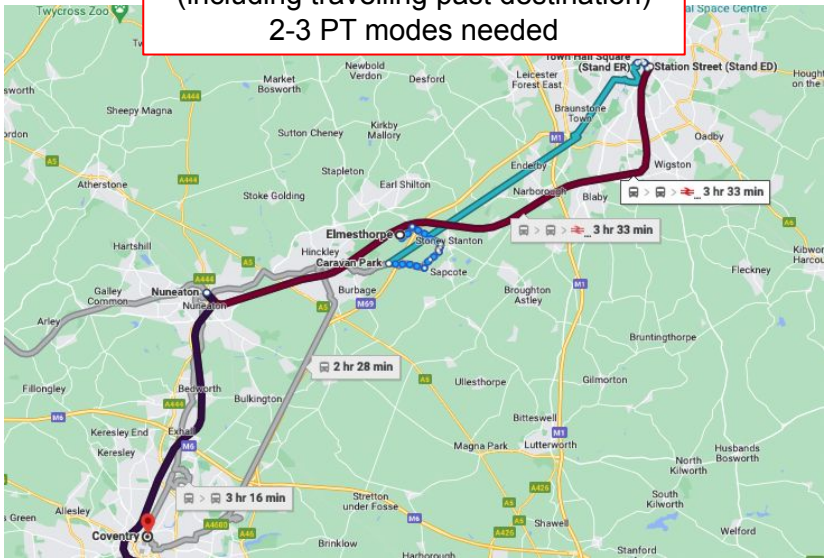
The figure on the right is the result of a TransitScan for a site nearby to the greenfield location. This analysis indicated an overall very poor level of PT access for the area, which increases the attractiveness of transport interventions such as carpool and shuttle/connector services.



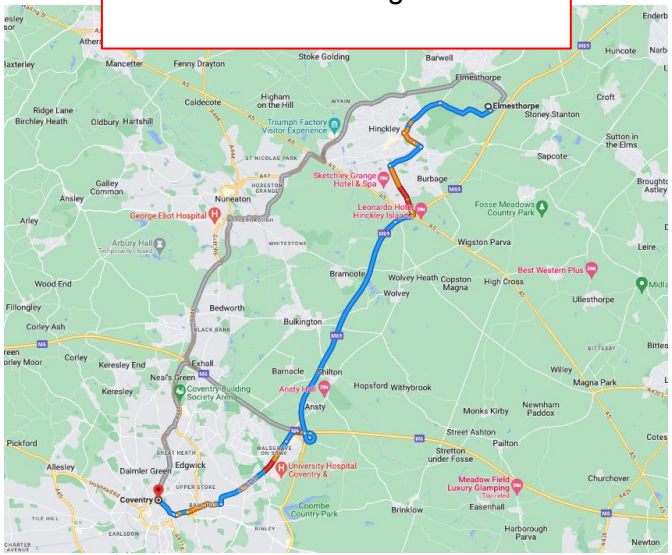
Public Transport Access

Example Journey: Coventry to HNRFI site

2.5 - 3.5 hr commute time via PT
(including travelling past destination)
2-3 PT modes needed



~45 min driving time

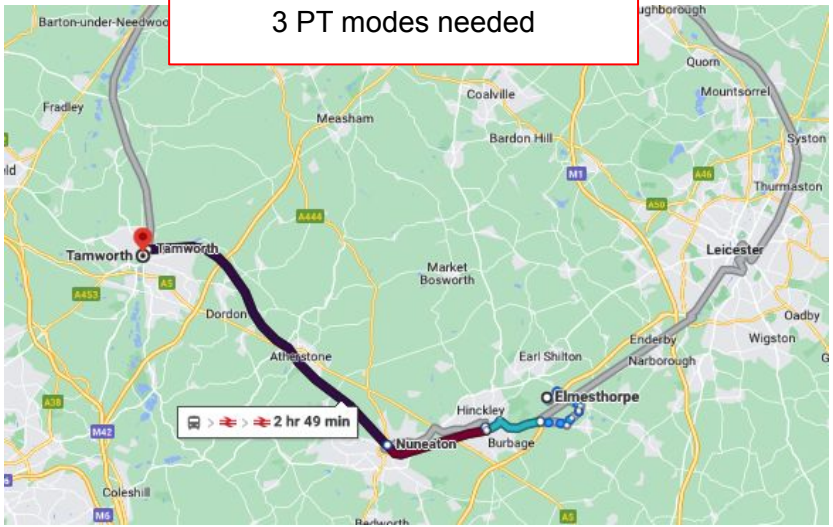


Liftango

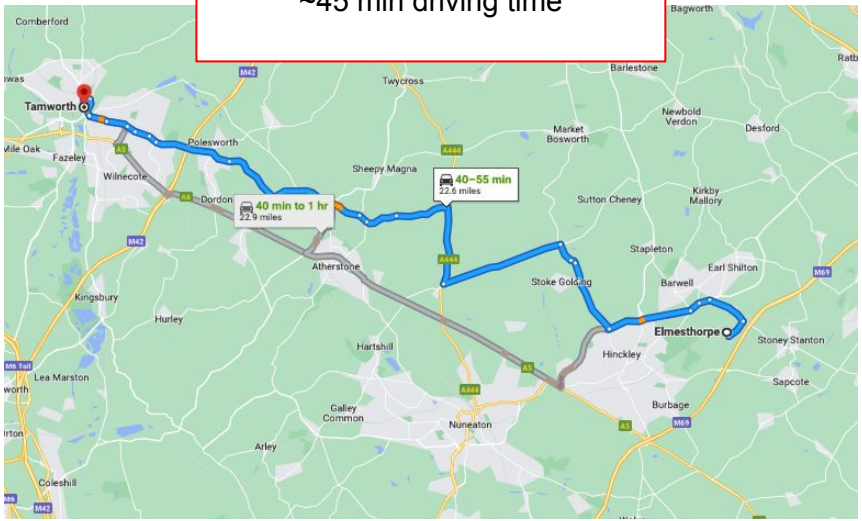
Public Transport Access

Example Journey: Tamworth to HNRFI site

3 hr commute time via PT
3 PT modes needed



~45 min driving time



Liftango

Carpool

Potential for carpooling to be attractive to employees is impacted by a range of factors.

Proximity and public transport access are proxies for convenience and cost, which are major drivers of transport choices. Sharing potential and route quality are indicators of likelihood of matching similar journeys with other staff. Combining these 4 impacts can provide an overall indicator of likelihood of interest in carpooling from different areas.

Please note that this is a baseline and does not take into account any organisational/behavioural incentives, which can be used to encourage further interest in carpooling.

	Proximity	PT Access	Sharing Potential*	Route Quality	Overall
Birmingham	High	High	Low	Medium	Medium
Coventry	Medium	High	Medium	Medium	Medium
Leicester	Medium	Medium	Medium	High	**High**
Tamworth	Medium	High	Low	Medium	Medium
Rugby	Medium	High	High	High	**High**
Nuneaton	Low	High	Medium	Low	Low
Hinckley	Low	Medium	Low	Low	Low

*heavily influenced by employee location data

Liftango

Carpool Uptake

Based on the propensity analysis, likelihood of uptake of carpool from particular regions can be inferred, however without employee location data, at this stage weightings can only be applied based on the propensity and overall population data.

	Overall	Population	% Contribution*
Birmingham	Medium	1.2 million	10
Coventry	Medium	350,000	15
Leicester	High	600,000	40
Solihull	Medium	215,000	10
Derbyshire	Medium	800,000	5
Tamworth	Medium	80,000	3
Rugby	High	80,000	5
Nuneaton	Low	90,000	1
Hinckley	Low	50,000	1

*remaining 10% to be made up from other areas

Liftango

Impact of carpooling

The impact of a carpooling program can be measured in CO_2 saved across the organisation as well as £ saved by individuals. This analysis is based on a 1,000 employee site in a similar location to HNRFI. We typically aim for a 20% - 30% uptake.

Impact is directly proportional to the uptake of the program, therefore promotion of the program and incentives to drive uptake are important for its success. In order to quantify potential impact of a carpooling program, we can use a combination of benchmarking against carpooling uptake in similarly sized and focussed organisations, current GHG calculations([1]) and vehicle cost calculators([2]).

Uptake	5%	10%	20%	30%
Usage rate	Low	Medium	High	Very High
Annual total CO_2 saved	2-4T	12-16T	54-70T	77–96T

	Occasional user	Regular user	Daily user
Annual vehicle commute cost saved	£120-£150	£500-£600	£1,100-£1,300

(1) https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2023

(2) https://www.fleetnews.co.uk/costs/fuel-cost-calculator/

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Tritax Symmetry (Hinckley) Limited

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