

**Hinckley & Bosworth Borough Council**  
**Interested Party Reference Number: 20039546**

**Deadline 4 Submission:**

**Response to Deadline 3 Submissions:**

**REP3 – 018 – Framework Travel Plan**

**REP3 - 038 – HGV Route Management Plan & Strategy**

**REP3 - 040 – Construction Traffic Management Plan**

**REP3 – 043 – M69 Emergency Closure Plan**

**REP3 – 054 – Accessibility Plans for Burbage Common Road**

**REP3 – 0157 – Transport Assessment (Part 1 of 20)**

**Application by Tritax Symmetry (Hinckley) Limited for an Order Granting  
Development Consent for the Hinckley National Rail Freight Interchange**

(ref. TR050007)

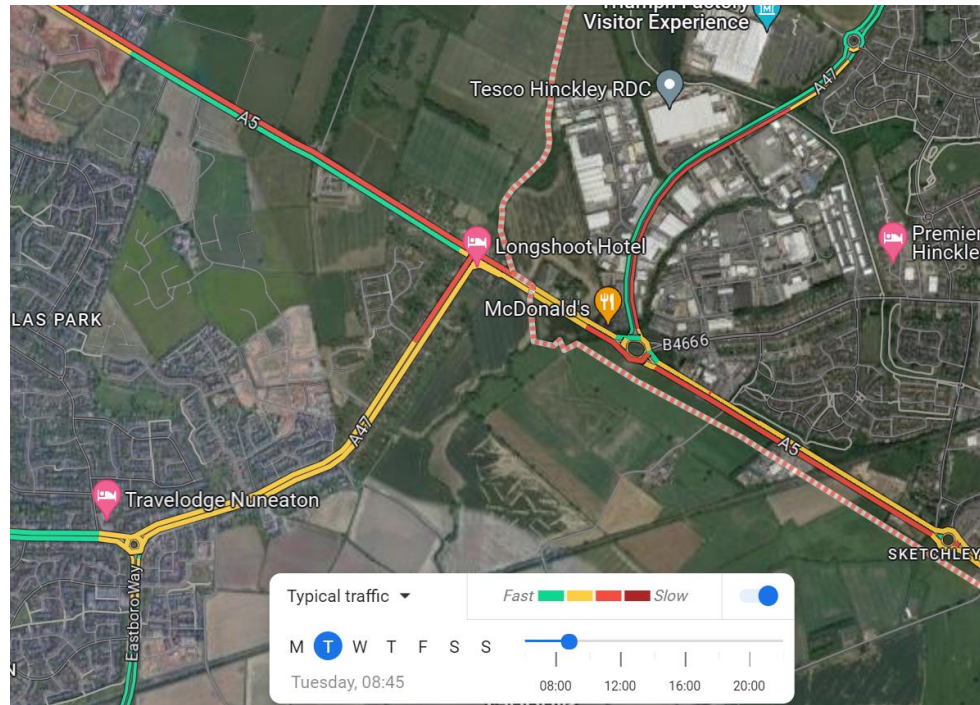
Document and Section Reference	Hinckley & Bosworth Borough Council Response
<b>REP3 - 038 – HGV Route Management Plan &amp; Strategy</b>	
Para 1.7	There are concerns by local residents and stakeholders that given the scale of HGV activity there is likely to be an increase in inappropriate HGV parking. This may not be illegal but a significant public nuisance relating to litter, use of the streets as toilets etc. The HGV strategy sets out a mechanism to identify HGVs using the site by tenants using ANPR cameras. The Council requests that the strategy goes further to include measures to discourage inappropriate parking locally and allow reporting of issues by locals with details of this to the Site Management. They should then check these vehicles against the database of site vehicles and take the appropriate action as with use of prohibited routes.
Para 1.8	States that ' <i>the DCO will contain a requirement for a HGV routing strategy to be discharged prior to operational use</i> ' – It is not clear once approved how this will be enforced and how additional measures would be introduced should these prove unsuccessful. For example a bond may be provided to implement further measures/ANPR cameras.
Para 5.1	HBBC welcomes the involvement of planning authorities and parish councils along with the highway authorities in the governance of any final strategy and would seek assurance that the relevant HBBC parish councils will be on this steering group.
Management Plan 17.4 and section 5	Indicates that roads through Hinckley Town centre and Barwell are prohibited routes, and this is welcome. However in the latter sections on management and enforcement , e.g. 5.15 these roads are not mentioned as prohibited, and the following tables showing proposed level of enforcement breaches do not include these roads, and there is no proposal for ANPR cameras to obtain information on use of these prohibited routes. The Council requests amendments to this plan to show how these important prohibited routes will be covered.

Construction HGVs	See note under 17.6b below, the Council requests that construction HGVs also be included on the strategy management and enforcement in particular in relation to prohibited routes and management/enforcement of prohibited routes.
<b>REP3 - 040 – Construction Traffic Management Plan</b>	While some broad information is provided on phasing and overall vehicle volumes and routes, it is not clear from the CTMP what impacts there will be on roads in the borough; the Council seeks confirmation of the staging of construction and how it will impact on roads in the borough during each phase, with vehicle numbers. For example no detail is provided of use of the proposed haul road on Smithy Lane (para 1.88) or the distribution of traffic following the initial phases (para 1.95). The applicant should clearly show graphically the phasing and likely traffic using different routes together with the prohibited routes.
<b>REP3 – 043 – M69 Emergency Closure Plan</b>	The Council does not believe that this provides an adequate response to the matter raised by the ExA at the Hearing, which required an assessment of the implications of the development in the event of M69 closures. The applicant claims the development and its traffic will not affect the frequency or impact of any closures of the M69 but does not provide any justification for this given the significant increase in traffic volumes. The potential closure of the M69 in either direction for only short periods of time will have a significant impact on the local highway network within the borough and on its residents and businesses as the only route for traffic to use would be the A47 link road, for traffic either seeking an alternative route north to the M1 or south to the A5. The Council’s view is that this issue should be considered further with appropriate modelling to properly consider the impacts in order to determine whether they are acceptable.
<b>REP3 – 054 – Accessibility Plans for Burbage Common Road</b>	The accessibility plans for walking and cycling appear incorrect and thus confusing. For example they show a ‘proposed permissive path’ for walkers and cyclists along the A47 – but the Council would expect these to be part of the publicly adopted highway and thus, not permissive paths. The council has expressed concern at details of these routes including the

	need to cross the link road in path continuity and how safe and what quality the permissive paths will be across the site as well as crossing facilities - these concerns remain.
<b>REP3 – 018 – Framework Travel Plan</b>	
Page 21	There are some anomalies which require correction between the description of existing bus services in the sustainable transport strategy and the Travel plan, such as the service 8
Page 28	<p>It is not clear which of the elements listed here from the Sustainable Transport Strategy (STS) will be implemented by the applicant and when; and what in what detail (such as the cycling improvements). As noted in the separate comments in relation to the STS, the bus proposals appear minimal with no detail of the catchments, journey and walking times relating to the proposals. The Travel Plan only appears to commit to the X6 service, an extension of the 8 service and relatively unspecified DRT provision. These elements need to be further described and detailed to be meaningful measures in the Travel Plan that can be secured and monitored.</p> <p>As one example, in respect of bus service 8 (Hinckley Nuneaton), table 6 in the STS describes a potential option; there is no plan of the proposed route and stops, the stop catchments and service journey time, including walk to/from bus stops ( or interchange with described internal shuttle bus ) . It is not quite clear the timings of the service and days of week of operation although it seems to be a 1 per hour proposal. Without this information it is difficult to understand whether this service will provide good accessibility and how it can be secured.</p>
<b>REP3 – 0157 – Transport Assessment (Part 1 of 20)</b>	
Para 8.8.5	Junction 13 – M69 Junction 1 -the conclusion seems to hinge on a recalibration of the installed MOVA system , which presumably could be and may indeed be done now in the base situation. There should be appropriate comparison of this junction given its critical nature as a link to the A5.

Para 8.93

Junction 14 – A5 / B4666 / A47 (Dodwells) – the conclusions that this junction will operate satisfactorily in 2036 without mitigation seems at odds with current practical experience in the peak hours, where extensive queuing and interactions with the adjacent A5/Longshoot junction. The operation of this junction is very important to the Council in that delays here may encourage much higher use of the A47 rather than the A5/M69. The extract from current Googlemap depictions of delay here in a typical morning peak hour is below and shows current issues.



Para 8.21

J21 of the M1 – this issue and the lack of detailed modelling has been discussed at the examination and this new version of the TA has not provided any further information. This remains a concern for the Council given the effect it has on local roads in the Borough and the wider accessibility of the area.

