

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Environmental Statement Volume 2: Appendices

ES Appendix 3.1: Rail Report

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Planning Act 2008

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

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

This document forms the Rail Report for the Hinckley National Rail Freight Interchange project.

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

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

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

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

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

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

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EXECUTIVE SUMMARY

Hinckley National Rail Freight Interchange (HNRFI) is situated on the Felixstowe to Nuneaton mainline, a key part of Network Rail's Strategic Freight Network to the Midlands and the North (F2M&N). It is connected directly to the West Coast Mainline at Nuneaton, the Midlands Mainline at Leicester and the East Coast Mainline at Peterborough, HNRFI is exceptionally well located on Network Rail's Strategic Freight Network.

This report outlines the physical and operational aspects of the Railport, its feasibility and functions in support of the submission for the development consent order for the overall Hinckley National Rail Freight Interchange (HNRFI).

The report provides a description of the onsite layout of the Railport, its key features and the rail operations that will take place on the site. The report explains the available freight capacity along corridors between Hinckley NRFI and key ports and examines availability for additional paths for the Railport agreed with Network Rail.

This report aligns with the Market Needs Assessment prepared by David Baker. The timetable modelling, proposals on level crossings and the connections to the mainline were submitted to Network Rail as part of a joint review into the ability of the scheme to be delivered and operated, on the same basis Network Rail does for every SRFI proposal. The capacity study, location of connections and associated impacts and mitigations have been agreed with Network Rail. A Statement of Common Ground is being prepared and will be provided at Examination.

1. SECTION ONE - INTRODUCTION

Strategic Rail Freight Interchanges

- 1.1. Strategic rail freight interchanges (SRFI) are distribution centres that seek to optimise the use of rail freight journeys by connecting to both the rail and strategic road network. The Government supports the creation of a series of SRFIs across the UK, to reduce lorry movements from the roads and transfer them onto the rail network, reducing both road traffic congestion and carbon emissions.
- 1.2. HNRFI complies with the criteria for SRFIs as set out in the National Policy Statement for National Networks 2014 (NPS). This includes:
 - NPS 4.83 The scheme will be developed in a form that can accommodate both rail and non-rail activities.
 - NPS 4.84 The scheme will have good access to the markets it will serve, both by rail and by road. It should be noted that the NPS accepts that due to the requirements of NPS 4.84, countryside locations may be required for SRFIs.
 - NPS 4.85 Adequate links to the road and rail network are essential, including both rail capacity and gauge. HNRFI adjoins Network Rail's Strategic Freight Network. The

capacity has been checked by NR and it has capacity for the 16 intermodal trains per day (32 movements); and is gauged clear to W10. HNRFI adjoins the M69 Motorway at Junction 2 and the scheme includes additional motorway slips to make it a full access motorway junction.

- NPS 4.86 Appropriate mitigations measures are planned for the scheme overall.
- NPS 4.87 Employment both within the Railport and the supporting rail industry will offer a wide range of specialist opportunities both locally and at the origin and destination sites of the rail freight flows.
- NPS 4.88 The scheme has been designed to provide an intermodal terminal from the outset, using reach stackers to lift containers and swapbodies to and from trains. The intermodal terminal is designed to be capable of handling up to 16 intermodal trains per day. All of the buildings on the development will be capable of being Rail Served by HGV or Tugmasters taking containers to and from individual yards and their loading bays. The scheme has also been designed to enable buildings in zones B3, D and E to be Rail Connected, by rail directly into or alongside them, subject to market demand; in accordance with NPS 4.88

Leicester to Nuneaton Railway

1.3. The Leicester to Nuneaton Railway is a mixed traffic railway for both passenger and freight. This forms part of the strategic freight route from Felixstowe to Nuneaton, the Midlands and the North, known as F2M&N. The line is gauge cleared throughout to support the free movement of deep-sea containers.

~~1.4.~~ Passenger Rail Services on the Leicester to Nuneaton Railway Line are served by CrossCountry trains. Services run between Hinckley and Birmingham / Leicester, with usually one train per hour in either direction, which stop at Hinckley Rail Station. ~~Figure 3.1 Figure Fig~~

~~1.5.1.4.~~ The detailed timetabling exercise that has been carried out by a specialist designer on behalf of Tritax Symmetry and verified by Network Rail has determined that there is capacity in the existing timetable to accommodate up to 16 intermodal freight trains per day, as derived from the handling capacity of the terminal, at the HNRFI Railport as part of the Proposed Development.

2. SECTION TWO - HINCKLEY SRFI (RAILPORT)

- 2.1. The description of the proposed development is set out in detail in Chapter 3 of the Environmental Statement [Document 6.1.3] and summarised in the Planning Statement [Document 7.1] and is therefore not repeated in detail here.
- 2.2. The Hinckley National Rail Freight Interchange (HNRFI) is a Strategic Rail Freight Interchange (SRFI) also known as a “Railport” that is proposed to be constructed alongside the Leicester to Nuneaton section of the railway on a greenfield site approximately 2.7km from Hinckley Station.
- 2.3. The project is to provide logistics warehousing with links to the M69 Junction 2, rail freight links to across the United Kingdom utilising the West Coast Mainline (WCML) the Midland Mainline (MML) and East Coast Mainline (ECML):
- New rail infrastructure including points off the existing Leicester to Hinckley railway providing access to a series of parallel sidings at the HNRFI, in which trains would be unloaded, marshalled and loaded.
 - An intermodal freight terminal or ‘Railport’ capable of accommodating up to 16 trains up to 775m in length per day, with hard-surfaced areas for container storage and HGV parking and reach stackers and or gantry cranes for the loading and unloading of shipping containers from trains and lorries.
 - Up to 850,000 m² (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 650,000 m² and up to 200,000 m² of mezzanine floorspace.
 - A head shunt and additional reception sidings have been allowed to accommodate future electrification, stabling and to allow for specialist direct rail connections to some of the warehousing, if required by users, as set out above.
- 2.4. Prior to the occupation of more than 105,000 sqm of built ~~floorpace~~ floorspace –the Railport users would benefit from access to a mainline route with W10 loading gauge and capable of handling 4 No. 775m length freight trains per day, a key criterion for SRFI sites.

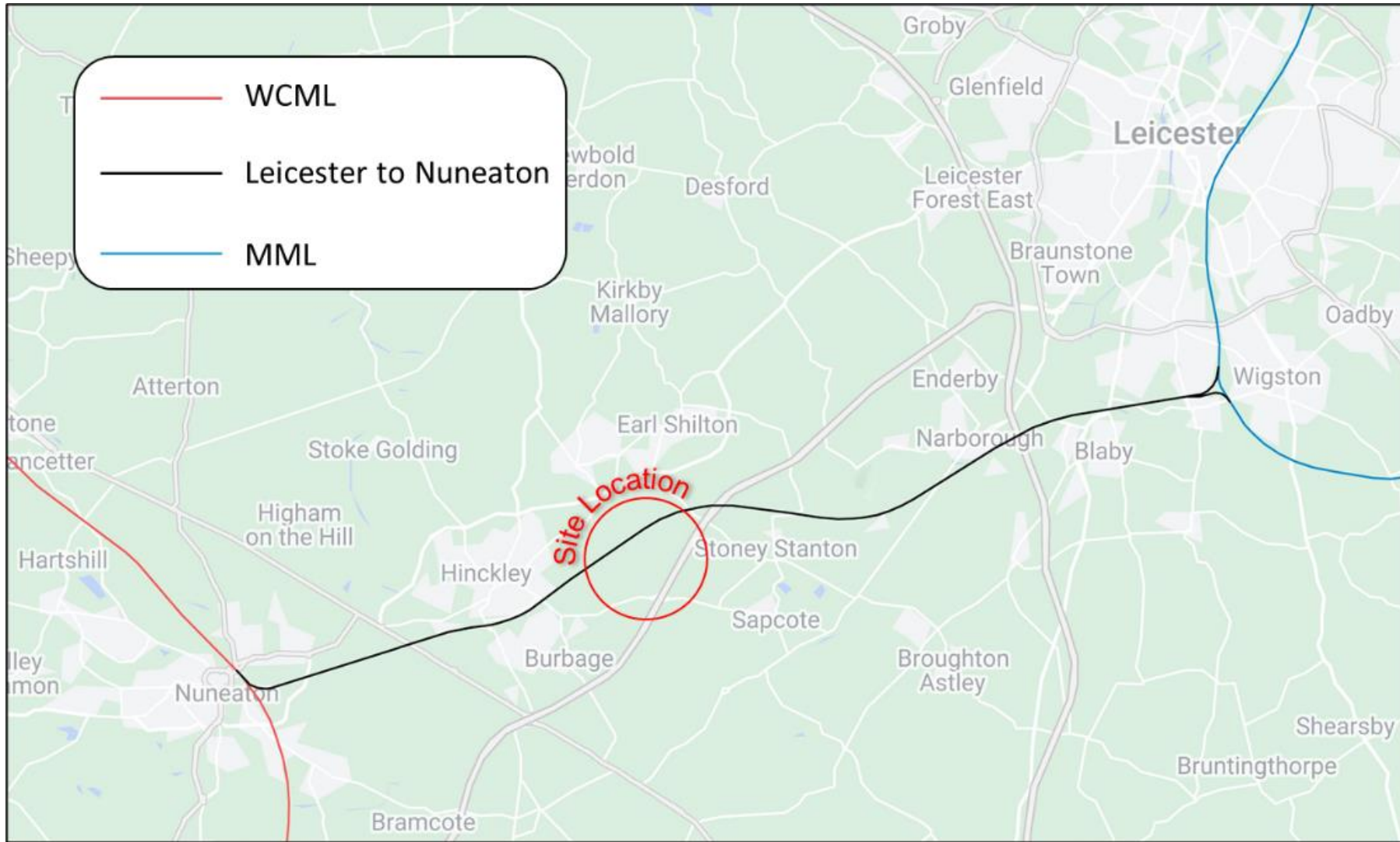
Proposed Rail Infrastructure

- 2.5. The HNRFI would be located adjacent to Network Rail's strategic freight route linking the West Coast Mainline (WCML), Midland Mainline (MML) and the East Coast main lines (ECML) and serving as a primary link between Felixstowe, London Gateway, and the Midlands and North. Refer to Figure 2.1
- 2.6. Locally this route passes between Leicester and Nuneaton and takes the form of two parallel railway tracks. The line is not currently electrified and is used exclusively for diesel-hauled freight and passenger traffic. The closest passenger stations to the Main HNRFI Site are Hinckley 2.7 km to the south-west and Narborough in the direction of Leicester, 10 km to the east-north-east. The line is known in engineering terms as the Wigston North Junction to Nuneaton South Line (WNS).

- 2.7. Provision is made for two connections to the main line, allowing access for trains arriving and leaving from either direction with crossovers on the main line itself to allow freight trains to move from one track to another. As such, a train from the west would cross to the ~~westbound~~ eastbound line before entering the HNRFI Railport and a train from the east would be able to enter the HNRFI Railport directly from the westbound line. Trains departing the railport follow the reverse operation with trains departing westbound directly, and those heading eastbound utilising the crossover.
- 2.8. Connections into the HNRFI from the main line have been designed so that trains can enter the terminal at a safe and appropriate speed, minimising the time that an arriving train takes to vacate the main line. The design speed of the turnouts has been agreed with Network Rail. This is to avoid causing delays to other rail services. 'Intermodal' trains carrying containers would enter the site from either direction and would run directly to sidings served by reach stackers and or gantry cranes, for unloading and loading.
- 2.9. Other trains, which might comprise traditional freight wagons or coaches carrying express freight in roll cages, would be directed to reception sidings before being moved to a final position for unloading via a proposed 'run-around chord'. This comprises additional sidings curving around the northern edge of the HNRFI. The chord would provide links to rail-connected buildings served by two sidings, and would assist train stabling and marshalling generally.
- 2.10. The Reception sidings and the runaround would include space provision for future electrification using overhead line equipment, should this be the method adopted to achieve NetZero carbon use for rail freight. A headshunt and locomotive release road is provided at the eastern end of the terminal to enable a locomotive to reposition to the opposite end of a train in readiness for the outward journey. Refer to the Illustrative Railport General Arrangement Plan, Document Reference 2.25a (70080518-WSP-DRG-ETR-000201).
- 2.11. The proposed rail infrastructure and the Railport described below would have the capacity to handle up to 16 trains per day, equating to 16 inbound movements and 16 outbound movements or 32 train movements in total. Trains would be up to 775 metres in length, reflecting Network Rail's strategy to increase maximum train lengths from the established length of 600 metres to provide more capacity and reduce costs per container and is consistent with the NPS (paragraph 4.89).

Proposed Rail to Road Transfer

- 2.12. Three number transfer lanes facilitate the circulation of HGVs through the railport located between the intermodal sidings and the three lanes working north to south facilitate loading, overtaking and return circulation respectively.

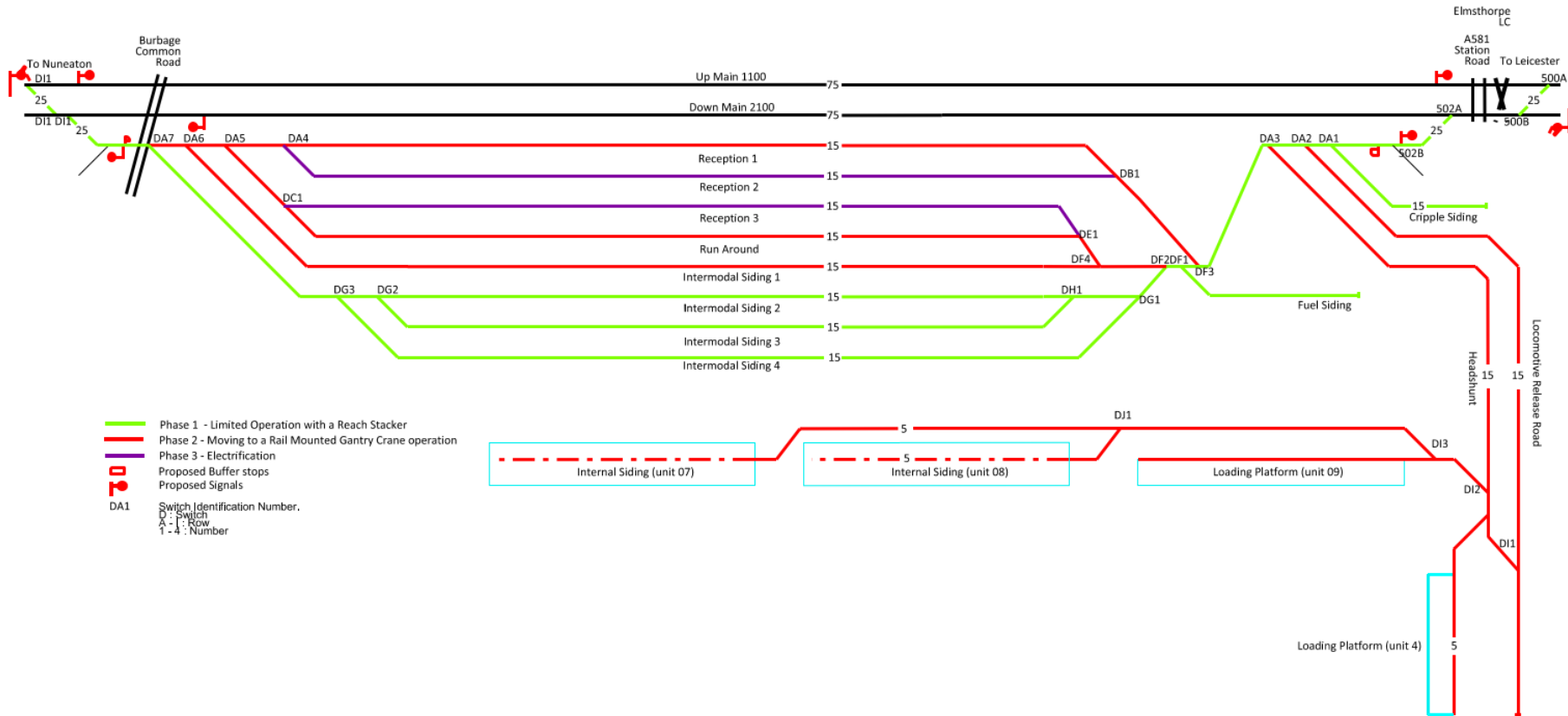


2.13. The WCML is already fitted and operating with Overhead Line Equipment. The MML was highlighted in the November 2021 Integrated Rail Plan as planned for Overhead Line Equipment.

Figure 2.2 - Artist's Impression of a Railport



Figure 2.3 - Schematic Indicative Layout of the full scheme for Hinckley Railport



Figures for the respective phases are provided on the Illustrative Railport Line Diagram 2.22 (70080518-WSP-DRG-ETR-000200).

3. SECTION THREE - TIMETABLE MODELLING & SIGNALLING

Figure 3.1 - Train line map of area surrounding Hinckley NRFI

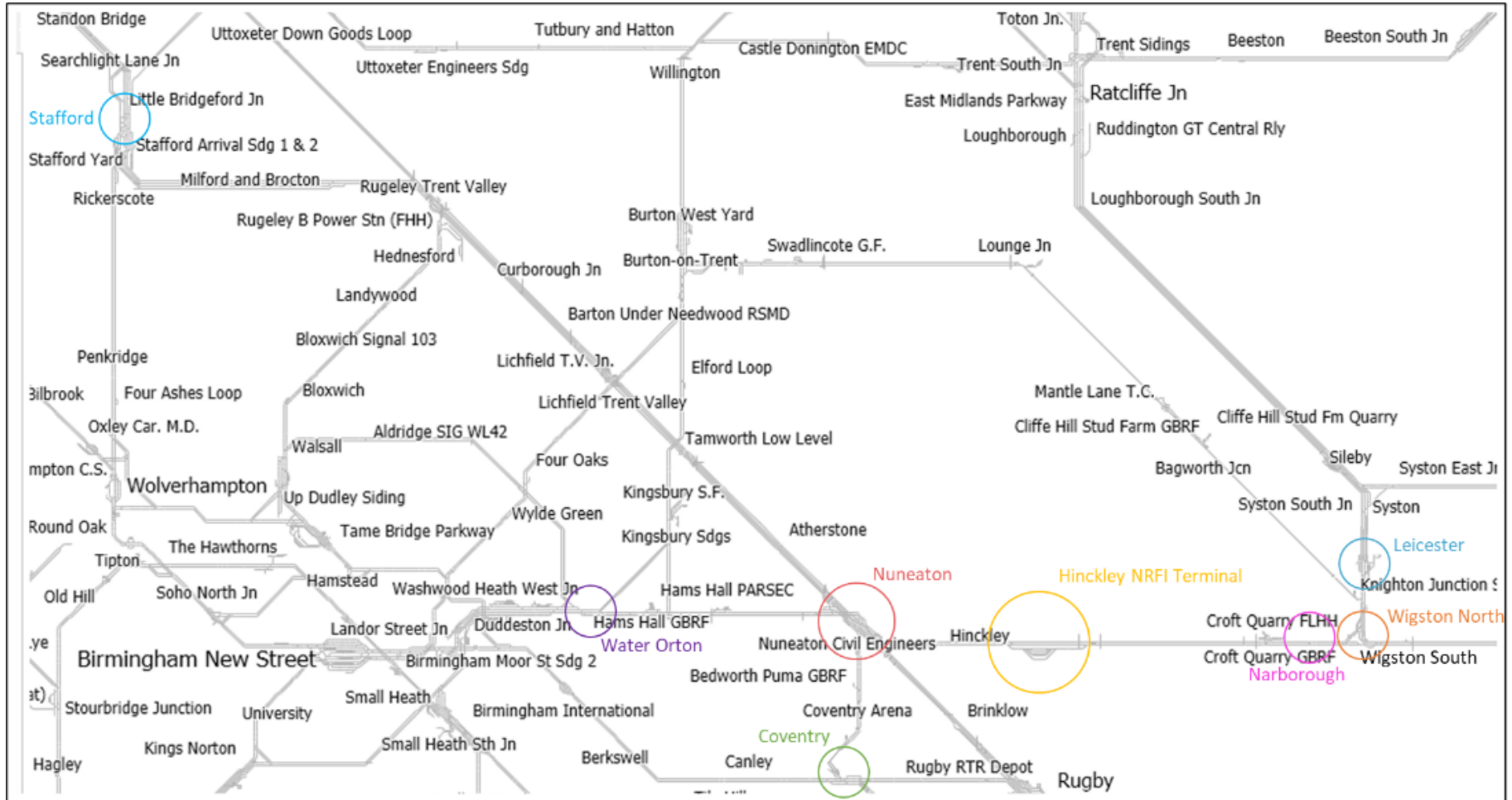
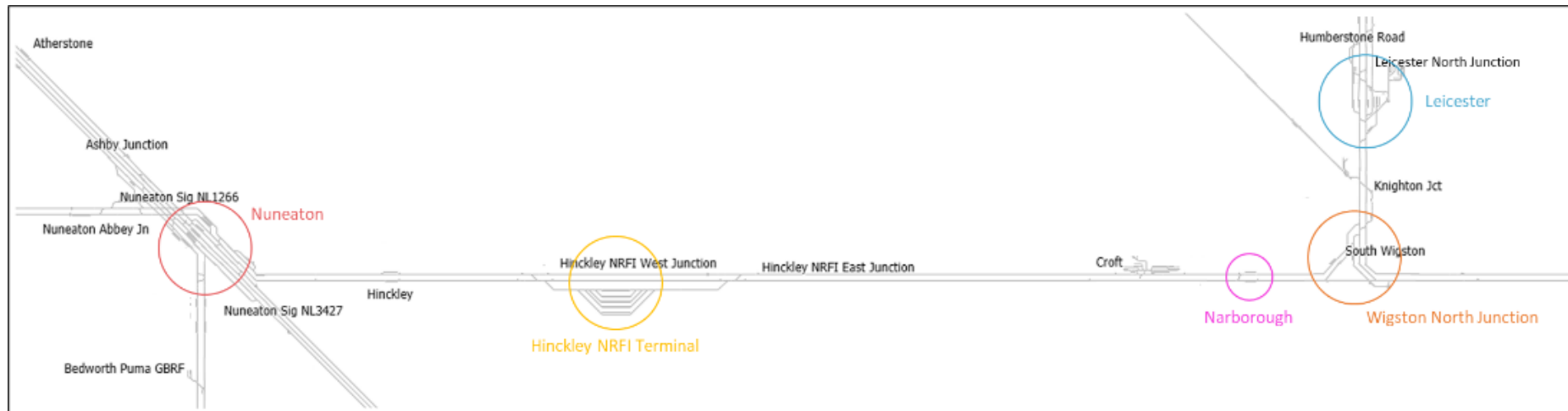


Figure 3.2 - Focused train line map of area surrounding Hinckley NRFI



Objective of Timetable Study

- 3.1. To understand the potential operational viability for the proposed Railport at Hinckley (HNRFI) a high-level timetable study has been undertaken, looking at the potential availability of additional paths between Wigston North Junction and Water Orton, that could be potentially used to serve HNRFI. Wigston and Water Orton were selected as node points on the WNS (Wigston North to Nuneaton South) route beyond which traffic will disperse to other routes. NB These nodes represent the extent of certainty in traffic levels and are highlighted in figure 3.1 and 3.2 above. Beyond these points, container traffic is gauge cleared to the deep-sea ports.
- 3.2. This timetable study takes the assumed May 2020 timetable (as agreed with Network Rail) for passenger and freight (pre COVID service alterations) on the route as a starting position. This approach includes two CrossCountry services an hour (and additional peak time services), together with a nominal path for this third passenger train as a sensitivity. It is assumed this service would call at Hinckley and Narborough. Weekdays only were considered as this is a worst case.
- 3.3. The objective of the timetable study is to confirm there is sufficient capacity available to support the proposed maximum capacity of 16 intermodal trains per day. For the purposes of this study the window between 0600 and 2300 has been conservatively taken to ensure no impact by overnight possessions. Based upon existing levels of operational infrastructure and assumed flows, 10 of these trains would arrive from the east and 6 from the west.
- 3.4. Once the quantum of additional paths had been found, together with any other findings from the timetable study, this was analysed against rail traffic aspirations to help evaluate the operational feasibility of the Railport.

Timetable Assumptions

- 3.5. Passenger and Freight services are based on the May 2020 timetable pre COVID services for the CrossCountry trains between Birmingham and Leicester. An additional passenger service has been assumed to run between Leicester and Nuneaton, calling at Hinckley and Narborough, as a sensitivity to cover future aspirations.
- 3.6. The local timetable study area is from Water Orton – Wigston North Jn (junctions excluded), refer to Figure 3.1. Network Rail have confirmed there is sufficient flexibility within the existing timetable to provide the number of freight paths sought, therefore pathing beyond Wigston is not considered a constraint in this study. The study expands to include the WCML to Stafford, as it is connected at Nuneaton and does not go through Water Orton.
- 3.7. Additional paths have been timed based upon a 775m container train hauled by a class 66 loco, 1800T at a maximum speed of 75 mph, which is a realistic typical worst case.
- 3.8. It is assumed that the line speed within the Railport is 15 mph on all tracks and Sectional Running Times (SRTs) have been modelled using Railsys as agreed with Network Rail

- 3.9. Timetable Planning Rules (TPRs) have been assumed at this stage whereby conflicting movements are avoided for the purposes of the study.
- 3.10. As agreed with Network Rail where necessary, other passenger / freight services can be flexed to accommodate additional paths, using part D of the Network Code and Decision Criteria as a guide. Any flexing of services must take place within the timetable study area and all services must be able to return to their May 2020 Working Timetable (WTT) paths before leaving the study area.

Study Findings –

Leicester – Wigston North – Hinckley Rail Station

- 3.11. The Line between Wigston North and Nuneaton has sufficient spare capacity to be able to accommodate 16 trains per day. This provides freedom for services to be timed to depart Hinckley Rail Station around slots into Leicester and reduces the risk of incoming and departing services being timed close to each other and therefore avoids creating the risk of trains being held on the mainline awaiting access into the Railport, delaying other passenger services.
- 3.12. The study suggests there are up to 10 incoming paths and 10 departing paths a day (0600 to 2359) in this direction.

Study Findings – Stafford – Hinckley Rail Station

- 3.13. The study concludes that the route between Stafford and Hinckley NRFI is constrained today, particularly with conflicts in the Stafford area, but there would be sufficient capacity for paths to be routed this way to and from Hinckley NRFI. It is noted that following opening of HS2 Phase 2a, there is likely to be more capacity available for freight traffic through Stafford and therefore offer opportunities for future growth on this corridor; however, this capacity release is not required to run 6 trains per day to and from the north west.

Study Findings – Water Orton – Hinckley Rail Station

- 3.14. With CrossCountry services running at roughly half hourly intervals, and typically one through freight train an hour in the study area in each direction, there are a number of gaps between through trains for trains to arrive / depart the HNRFI Railport.
- 3.15. With departures the limiting factor it is concluded that there are opportunities for 9 incoming trains and 6 departures between Hinckley and Water Orton between 0530 and 2300. In practice this equates to six trains arriving and six trains departing per day with an opportunity to stable a further three at the depot.
- 3.16. Detailed analysis of paths beyond these points is not undertaken by Network Rail at this juncture, as they are linked into the Strategic Freight Network at these nodes, with capacity to a wide variety of locations. This is a consistent approach taken by Network Rail with other SRFI proposal at this stage in the development life cycle, as the detailed demand for traffic to/from the above points is currently unknown and will only become clear once the site

becomes operational and end user requirements are clear. At that juncture freight operating companies will identify end to end paths to meet end user requirements and bid for these in line with standard rail industry processes.

- 3.17. The operational study concluded, and it has been agreed with Network Rail, that with the assumed design set out in Fig 3 above, sufficient paths could be found on and off the Railport onto the Leicester and Nuneaton Line to support up to 16 freight trains per day as far as the known dispersal points.

Signalling Requirements and Operational Interface

- 3.18. Signalling and the Operational Interface have been considered in detail with Network Rail. The Engineers Line Reference at this location is WNS and control of the signalling is via the Kettering workstation located in the East Midlands Control Centre at Derby. The signalling system in this area is predominately 2 aspect.
- 3.19. The positioning of signals and alterations to the mainline signals has all been validated, along with the approach to the respective mainline and Railport signalling and telecoms systems. This includes the provision of a handshake (or communication) between the Railport and Network Rail's signaller for arriving and departing trains, as control is passed on.
- 3.20. The Terminal Operator will ensure there is a cleared line within the Railport for a train to arrive onto, before the Mainline signaller will allow the train to pass the nearest passing loop on the Mainline. This is in order to minimise the likelihood of HNRFI trains needing to be held locally prior to entry.
- 3.21. Notwithstanding this, in case of issues caused by other services, the Level Crossing review has assumed as a risk assessment that a 775m train could be held at the closest signal to the rail terminal before entering. This is to check for blocking of pedestrian level crossings, or the creation of restricted vision splays towards oncoming trains on the other line.
- 3.22. The resulting signalling and operational interface arrangements have been validated by Network Rail's Signalling Review Panel in support of the DCO application.

4. SECTION FOUR - DEVELOPMENT, OPERATION & EXPANSION

- 4.1. The experience of the existing SRFIs indicate that it may take several years for each site to achieve a mature level of rail freight traffic. The capacity of the interchange facilities on site will grow in line with the traffic demand. For the stages of development of Hinckley NRFI see figure 2.3 above.

Phase 1 – Initial Operation

- 4.2. The initial build will allow at least four 775m intermodal trains a day which are diesel hauled.
- 4.3. To achieve this a secure site with space for the completed Railport will be created. The Railport would be fenced for security and would incorporate ancillary office, maintenance, mess room accommodation and car parking for Railport staff. It would be lit to enable 24-hour operation, using lighting designed to minimise light pollution.
- 4.4. The initial build intermodal freight yard will be operated by reach stackers, which will enable the unloading of the two closest sidings to the temporary container stockpile.
- 4.5. The rail infrastructure to support this will require the construction of intermodal siding 2 (see Figure 2.3) this will act as the run around for locos and the reception lane, Intermodal sidings 3 and 4 (where the containers are unloaded), the fuel and cripple sidings and both connections to the main line. These will be designed so that trains can enter the Railport at a safe and appropriate speed of up to 25 mph as agreed with NR, minimising the time that each train occupies the main line and the possibility of impeding other services.
- 4.6. The loco run round allows a train to arrive in either direction to be uncoupled and depart in the direction it came from to work on other duties.
- 4.7. The container loading slab comprises a level area of concrete approximately 750m x 45m running along most of the length of the sidings at the northwestern side of the site. In this area, containers would be stored, loaded and unloaded onto trains using free-moving 'reach stacker' vehicles.
- 4.8. Empty containers may be stacked in the separate empties area using reach stackers or within the main loading and storage slab area. There will be floor space for 1304 Twenty Foot Equivalent (TEU) (6.01m) long containers spread between the "empties" storage area and the handling area parallel to the sidings. In practice there will be a mix of 40' and 20' containers handled by the Railport. 1x40' comprising 2 TEU in space terms.

Figure 4.1- Reachstacker operating in a railport



Figure 4.2 - Gantry Cranes Operating in a UK Railport



Phase 2 – Railport Expansion

- 4.9. Rail Infrastructure can be added incrementally. As part of the subsequent phases intermodal siding 1, a reception siding and dedicated run around loop will be added, thus freeing up the use of all intermodal sidings for train stabling and loading activities. A headshunt track will allow the Railport to stable trains for arrival and departure and provide connections to Rail Connected Buildings, should these be required. It will also enable the splitting up of a 775m train to release a failed wagon, without the need to use the intermodal sidings.
- 4.10. The addition of gantry cranes increases the productivity of the Railport which will be required to handle the planned capacity of 16 No 775m trains each day : up to four mobile rail mounted gantry cranes spanning all the intermodal sidings are proposed, together with up to four rubber tyred gantries serving the container stacks, the latter up to 28metres in height and with spans of up to 70 metres.
- 4.11. The container loading slab will be extended to run along most of the length of the sidings at the north western side of the site as a result. Laden stacks would not exceed five containers in height, being a maximum of 14.5 metres, empty containers would be tiered and stacked to a maximum of 7 high, being a maximum of 20.3 metres in a dedicated empty container yard. The latter will be restricted in height for the first 5 years prior to the maturing of relevant screening(SE Landscaping ES from EDP)

Phase 3 – Provision for Electrification

- 4.12. Space has been allowed in the initial phases for the installation of infrastructure to transition towards electric hauled freight already present on the WCML, if required. The timescales for this are dependent upon the electrification of the F2M&N cross country route and may not be required depending on the development of alternatives, such as hybrid hydrogen powered engines. The Reception sidings will facilitate release of electrified locomotives, as these are unable to operate beneath the gantry cranes. Local shunting of trains may initially be diesel hauled, although alternatively fuelled solutions are being developed. The locomotive release line will enable shunters / locos to run around to both ends of a 775m train to facilitate pulling from reception line to intermodal siding and vice versa.

Express Rail Freight Facility

- 4.13. An additional element that can be added into the Railport complex are warehouses within zones B3, D and E with direct rail connections leading from the headshunt track. There are two possibilities to accommodate this:- tracks may be alongside a platform with level access into a warehouse or the sidings may be physically inside the warehouse, for handling materials requiring shelter from the weather. This also raises the opportunity for packing or unpacking soft sided swap bodies (see Fig 4.3) and using roller cages into express freight services, as well as specialist top lift for items such as metal coil or paper reels in classic cargo wagons.
- 4.14. The direct rail connections could be installed either during Phase 2 or 3, following the installation of the headshunt track.

Figure 4.3 – Softsided Swap Body with Bottom Lift points



5. SECTION FIVE - EXISTING SITE

Access Points

- 5.1. The DCO Order Limits include five public footpaths that cross the railway. Introduction of the new Hinckley National Rail Freight Interchange will require the closure of Barwell (Refer Works Plan 2.3A (9) – (11), and Earl Shilton Level Crossings (refer (10) on plan 2.3A) as the rail terminal location prevents a viable footpath into the development. An alternative route across will be provided via the new A47 link road bridge. Additionally, consideration has been given to The Elmesthorpe (25) – (26) on plan 2.3b, Thorney Fields Farm No 2 (19) – (20) also on Plan 2.3b and Outwoods Level Crossings (21) – (22) on plan 2.3c as part of the signalling review, as set out above. Elemesthorpe and Thornyfields II footpaths are to be diverted over existing rail bridges. Outwoods will be replaced with a new pedestrian footbridge, offering equivalent access.

Pedestrian Level Crossings

- 5.2. The existing Leicester to Hinckley railway features a series of uncontrolled gated pedestrian level crossings serving local PROW routes. These include the above level

crossings as shown on plans 2.3a, 2.3b and 2.3c

- 5.3. There is the potential for freight trains to be held at signals on their approaches to the HNRFI. Where this happens, trains might temporarily restrict the paths or views at level crossings.
- 5.4. In the case of a train temporarily blocking a path, there is a risk pedestrians will clamber over or under the wagons of the stopped train, putting themselves at risk if the train moves off, or by stepping into the path of an oncoming train, on the other track. This has been assessed as a risk for the Elmesthorpe pedestrian level crossing. If a westbound 775m train was held at a red signal prior to accessing the terminal it would obstruct the crossing. It is proposed therefore to be closed and the footpath diverted over the existing Station Road Bridge at Elmesthorpe, to prevent misuse.
- 5.5. In the case where a train is held at a signal prior to entering the Railport, if the train does not block the level crossing but the end of the train is relatively close, it could partially obstruct the line of sight towards oncoming trains on the other line, potentially giving them insufficient time to complete their crossing. The oncoming train could be running at 95mph.
- 5.6. Following discussion with Network Rail, it has been assessed that the Thorney Fields Farm No 2 Level Crossing sight lines would be impeded for pedestrians crossing from south to north, by a west bound 775m train held at stop lights. This level crossing should be closed and the footpath diverted over an existing bridge.
- 5.7. Similarly, for the Outwoods level crossing it has been assessed that the sight lines would be impeded for pedestrians crossing from north to south, by an east bound 775m train held at stop lights. The level crossing is proposed to be replaced by a new footbridge providing an equivalent level of pedestrian access, there being no alternative existing bridge to divert to.

6. SECTION SIX - OPERATIONS AND MAINTENANCE ACCESS

- 6.1. The Railport operation will be under the control and management of one suitably experienced operator appointed by TSH. This is in order to ensure that the railway and services within the Railport, as well as working with Network Rail and all involved stakeholders, will function well and be operated safely and efficiently.
- 6.2. The Railport will be an open access facility in accordance with the requirements of the Office of Rail and Road, as the rail regulator. This will mean that any Freight Train Operator may use the Intermodal Terminal for the delivery of trains to be unloaded and loaded with its customers' containers by the Railport Operator; and any haulier can collect and drop their customers' containers which have been or will be transported by rail, including empty containers.
- 6.3. For the purpose of the above 'containers' includes swap bodies where bottom lift equipment is available.
- 6.4. As each phase of the Railport is developed, an operating plan and management

arrangements will be put in place by the Railport Operator, having taken into account the reasonable requirements of both on site and off site stakeholders, who use and benefit from the Railport services

- 6.5. The Railport Operator will be responsible for commissioning and or undertaking repair, maintenance and renewal of the Railport, including the track, points and signalling etc.
- 6.6. The detailed design of the track layout in each phase will require there to be enough space between track centres to facilitate train examination by train crews where required, and suitable for drivers to walk between train ends if needs be.
- 6.7. Vehicular access for support services will be via the main entrance to the Railport, with a capability to access the cripple siding for example, through the Railport itself.
- 6.8. Arrival and delivery of containers is anticipated to be largely if not wholly via the Railport Gatehouse, with lorry parking adjacent. Timed booking systems are expected to be utilised for collections and deliveries.

7. SECTION SEVEN - CONCLUSION

- 7.1. The HNRFI Railport is situated on the F2M&N, a key part of Network Rail's Strategic Freight Network, connected at Junction 2 of the M69 motorway providing direct access to regional trunk road network.
- 7.2. The Railport design enables a very efficient intermodal terminal operation, capable of handling up to 16 No. 775m long intermodal trains per day. All the buildings on site will be rail served using HGV or Tugmasters and trailers, with the capacity for additional stabling of trains and a head shunt. The scheme also provides for Rail Connected buildings for dedicated rail services, if required.
- 7.3. The rail network capacity has been validated with Network Rail and there is confirmed capacity for 16 trains per day (32 movements) between 06:00 and 23:00, even without taking into consideration any movements between 23:00 and 6:00. The design of the mainline connections to the east and west end of the scheme and associated signalling has been considered with Network Rail. The signalling and operational interface arrangements have been validated by Network Rail's signalling Review Panel in support of the DCO application.
- 7.4. The impact of the scheme on local level crossings has also been reviewed with Network Rail. Barwell and Earl Shilton Level Crossings are to be closed and diverted via the new A47 link bridge. Elemestorpe and Thorney Fields No 2 level crossings are to be closed and diverted over existing bridges over the railway. Outwoods is to be closed and replaced with a pedestrian bridge providing equivalent access.
- 7.5. The Railport will be an open access terminal in accordance with the requirements of the Office for Road and Rail (ORR), with the rail operations, including maintenance, repair and renewal, to be managed by a single entity to ensure a safe and efficient operation.
- 7.6. The scheme's rail design and capabilities are fully compliant with the requirements of the NPS

Appendix A ◆ Glossary and Abbreviations

GLOSSARY AND ABBREVIATIONS

The following is an extract of the Glossary and Abbreviations for the Hinckley National Rail Freight Interchange ('HNRFI') Development Consent Order application relevant to this report.

Full Text	Acronym/ Abbreviation	Notes
Tritax Symmetry (Hinckley) Limited	TSH	When referring to the 'applicant'.
Hinckley National Rail Freight Interchange	HNRFI	When referring to the 'project'.
Strategic Rail Freight Interchange	SRFI	Distribution centres that seek to optimise the use of rail freight journeys by connecting to both the rail and strategic road network.
A47 Link Road		The corridor of a proposed link road to the B4668 / A47 Leicester Road.
The DCO Site		All of the land inside the Order Limits.
Headway		The time taken by the following train to pass past a given point on the track at full linespeed after the previous train has passed it, subject to the minimum separation permitted by the signalling system.
Main HNRFI Site	-	All of the land inside the DCO Order Limits between the Leicester to Nuneaton railway to the north-west and the M69 motorway to the south-east, in which the proposed SRFI would be located, but not including the A47 Link Road.
Main Order Limits	-	The draft Order Limits that contain the Main HNRFI Site together with the corridor of a proposed link road to the B4668/A47 Leicester Road (the 'A47 Link Road'), proposed works to M69 Junction 2 and a section of the B4669 Hinckley Road towards the village of Sapcote.
Order Limits		All of the land within the DCO application boundary as shown on the Order Limits Plan being the Main Order Limits and the Offsite highway and railway works.
Western amenity area Hinckley railway.		The proposed amenity land to the south of the A47 Link Road, including land on both sides of the Leicester to Nuneaton railway.
Offsite railway		Works affecting existing pedestrian level crossings on the Leicester to Nuneaton railway.

Full Text	Acronym/ Abbreviation	Notes
Tritax Symmetry (Hinckley) Limited	TSH	When referring to the 'applicant'.
works	R1	
	R2	Elmesthorpe.
	R3	Earl Shilton.
	R4	Barwell.
	R5	The Outwoods, between Burbage and Hinckley.
Proposed Development	-	The development proposed in the DCO application.
Above Ordnance Datum	AOD	The height above the Ordnance Datum of Newlyn, Cornwall. Measurements are given a + or a – sign to signify which side of Ordnance Datum it falls.
A47 Link Road		A new road ('the A47 Link Road') from the modified M69 Junction 2 to the B4668 / A47 Leicester Road with a new bridge over the railway, providing vehicular access to the proposed HNRFI from the strategic highway network. The A47 Link Road will be intended for adoption as a public highway.
Class 170	-	A type of British Rail diesel-electric multiple passenger unit.
Class 66	-	The standard diesel-electric freight locomotive in use on the UK mainline rail network.
Container Loading Slab	CLS	The reinforced concrete slab within the Railport for the stockpiling of freight containers.
Development Consent Order	DCO	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project.
Department for Transport	DfT	Government department responsible for transport.
Environment Agency	EA	The non-departmental government body responsible for protection and enhancement of the environment in England and Wales.
Felixstowe to Nuneaton freight	F2N	The mainline railway to which the project connects. All references to this rail line should refer to Felixstowe to

Full Text	Acronym/ Abbreviation	Notes
Tritax Symmetry (Hinckley) Limited	TSH	When referring to the ‘applicant’.
line		Nuneaton Freight Line.
“handshake”		The term “handshake” means the communication between respective mainline and depot signalling to secure an onward route and pass control of the train between the two systems.
Intermodal Sidings	-	The sidings within the Railport used to stable freight trains.
May 2020 Timetable	-	The last rail timetable before services were first reduced due to COVID-19.
Midlands Connect	-	A partnership of LEPs and councils from across the Midlands that have come together develop and implement a strategic transport strategy for the Midlands.
NR Running Control	-	Supervision of the operation of train movements in a safe and coordinated way and managing incidents to ensure safety and minimal disruption
Overhead Line	OHL	Network of overhead electricity transmission lines.
Ordnance Survey	OS	National mapping agency for Great Britain.
Pathing Time	-	Time added to a train schedule, to reflect a slowing of the train down to avoid a conflict with another service.
Peak Hours		Refer to the definition of Standard Hours. Peak hours are therefore all hours where additional trains are timetabled above the standard off-peak timetable.
Public Right of Way	PRoW	Paths on which the public have legally protected rights to pass.
Sectional Running Times	SRT	The time period for a specific train to pass between two timing points, and is running at clear linespeed, otherwise unconstrained by signals, dwell times or temporary speed restrictions. does not include an allowance for Planned Dwell Times;
Timetable Planning Rules	TPR	The TPR regulate the standard timings between stations and junctions together with other matters enabling trains to be scheduled into the working timetable for the various parts of the main rail network.
West Coast Mainline	WCML	An important railway corridor in the United Kingdom, connecting the major cities of London and Glasgow with branches to Birmingham, Liverpool, Manchester and Edinburgh. Currently operated by Avanti.

Full Text	Acronym/ Abbreviation	Notes
Tritax Symmetry (Hinckley) Limited	TSH	When referring to the 'applicant'.
Rail-connected		a warehouse or other building either with its own dedicated rail siding or which is sufficiently close to the rail terminal to allow containers to be moved from the rail wagons into the warehouse by overhead cranes or reach stackers without the need for them to be loaded onto a HGV or Tugmaster vehicle;
Rail-served		a warehouse forming part of the Strategic Rail Freight Interchange development, but which would require containers to be moved from or to the rail terminal by means of an HGV or Tugmaster vehicle.
Rail-accessible		warehouse having the potential either for a direct rail connection (rail-connected) or to be rail-served
Wigston North Junction to Nuneaton South Line	WNS	The specific engineering reference or Engineering Line Reference (ELR), which covers the majority of the Nuneaton to Leicester Mainline referenced in the Hinckley NRFI documentation.
Working Timetable	WTT	The working timetable (WTT) is the rail industry's version of the public national timetable It shows all movements on the rail network including freight trains, empty trains and those coming in and out of depots. It also includes our unique identification codes for each train, and intermediate times for journeys, including which stations a train is not scheduled to stop at.
775m freight train	-	The longest intermodal container trains in use on the national rail network.
Proposed Railway Bridge	-	The proposed bridge carrying the A47 Link Road over the Leicester to Nuneaton Railway.
Rail Mounted Gantry Crane	-	Overhead crane used to lift containers in sea and rail ports. Refer to Figure 4.2 for an example.
Reception siding	-	The tracks to the northern side of the Railport proposed to receive freight trains upon entry to the Railport following electrification and provide a run around facility.

Full Text	Acronym/ Abbreviation	Notes
Tritax Symmetry (Hinckley) Limited	TSH	When referring to the ‘applicant’.
Standard Hour	-	<p>Passenger services operate on a ‘standard hour’ basis, differing only between the peak and off peak. This means that the same service pattern is repeated each hour. It follows therefore that if a freight path is viable in one off peak hour, it will automatically be available in all other off peak hours with the same passenger service pattern. This enables generalisations to be made on the availability of existing freight paths across the day, and the overall hourly number of freight services that could be operated.</p>
Transfer Lanes	-	<p>The traffic lanes to facilitate the transfer of freight from road to rail located within the Railport.</p>