

Tritax Symmetry (Hinckley) Limited

## **HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE**

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### **The Hinckley National Rail Freight Interchange Development Consent Order**

Project reference TR050007

### **Strategic Road Network Incident Plan**

Document reference: 17.8.1

Revision: 01

**9 January 2024**

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Planning Act 2008

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

## Introduction

- 1.1. It is intended that this is a live document that will be periodically reviewed and updated as required. The update, communication of this Plan and liaison with the National Highways incident liaison officer will be the responsibility of the Site Management Company as set out in the HNRFI HGV Management Plan and Route Strategy.
- 1.2. This plan has been prepared in consultation with National Highways and sets out protocols and procedures that the HNRFI development will undertake to 1) tie in with the National Highways processes and 2) be easily communicated and effective. It will continue to be discussed with the wider Local Highway Authorities (notably Leicestershire County Council and Warwickshire County Council).
- 1.3. Closure and management of the motorway network is ultimately NH's responsibility; incidents are rare and closures are managed to keep disruption and delays to a minimum.
- 1.4. Notwithstanding this, our logistics and rail terminal operators will on a daily basis no doubt be reviewing the transport position across the wider network and adjusting their routing strategies accordingly. We have prepared this overarching site-wide emergency plan that will be communicated to occupiers at day 1 and kept up to date.

## National Highways Processes

- 1.5. National Highways have several processes and protocols in place regarding incident management and KPI targets to keep the time of the closure to a minimum.
  - Dedicated Events and Incident Liaison Officers
  - Dedicated Route Managers
  - Route cards for local directional signage to be put out on the network or uncovered (flip signs)
  - VMS Signage for long distance and strategic routes advance warning drivers
  - Notifications to key significantly important venues/businesses etc such as the NEC/Airport.
- 1.6. National Highways will be submitting further details of the above to the examiner.

## Communication Protocol

- 1.7. The contact details for the National Highway Liaison Officers will be provided to the Site Wide Management Company and vice versa to allow fast notification of any incidents that will either affect the HNRFI as a Strategic Rail Terminal Interchange and/or the Strategic Road Network.

- 1.8. The Site Management company will inform occupiers and the terminal operator after being notified of an incident on the Strategic Road Network as set out in the HNRFI HGV Management Plan and Route Strategy.

## HGV Routing

- 1.9. National Highways Strategic Roads around the HNRFI include, the M69, M1, A5, M6 and A46/A45.
- 1.10. In the first instance this plan has considered if any of the following closures should happen on the M69 and an appropriate route to and from the M1, Leicester, A5, M6, A46 and A45. The routes listed below make use of the Major Route Network in Leicestershire/Leicester City<sup>1</sup> and Warwickshire<sup>2</sup> and are shown on the attached plans.

### Incident 1: M69 Closed north of J2 towards J21

- For M1 North – A47, Braunstone Way (A563)/Groby Road/A50 to J22 or onto the A46 Leicester Western Bypass (J21a).

### Incident 2: M69 Closed south of Junction 2 and north of Junction 1

- For A5/M69– A47 and A5.

### Incident 3: M69 Closed south of Junction 1 towards M6.

- For M6 North - A47/A5/M42 J10
- For A46/A45 - A5/A426/A4071

### Incident 4: The entire M69 from M6 J2/A46 to M1 J21/J3

- For M1 North – A47, Braunstone Way (A563)/Groby Road/A50 to J22 **or onto the A46 Leicester Western Bypass (J21a).**
- For M6 North -A5/M42 J10
- For A46/A45 -A5/A426/A4071
- For the A5 north – via the A47.
- For the A5 south, via the A47.

- 1.11. Short term congestion in the local area is to be expected when an incident occurs on the strategic road network anywhere, but with the protocols that National Highways, Police and Local Highway Authorities put in place these are appropriately managed and short-term in nature.
- 1.12. It should also be noted that the development offers an alternative route should either the A5, A47, B4114 or M69 become blocked with the introduction of the A47 Link Road from M69 J2 to the B4668/A47 and the south facing slips. This is something that will be considered further by LCC and NH incident management teams in due course.

<sup>1</sup> <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2020/12/21/Network-Management-Plan.pdf>

<sup>2</sup> <https://democracy.warwickshire.gov.uk/documents/s32002/Appendix%20A%20-%20LTP4.pdf>







