

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 8.1 Transport Assessment [part 15 of 20] Sustainable Transport Strategy and Plan

Document reference: 6.2.8.1B

Revision: 06

9 January 2024

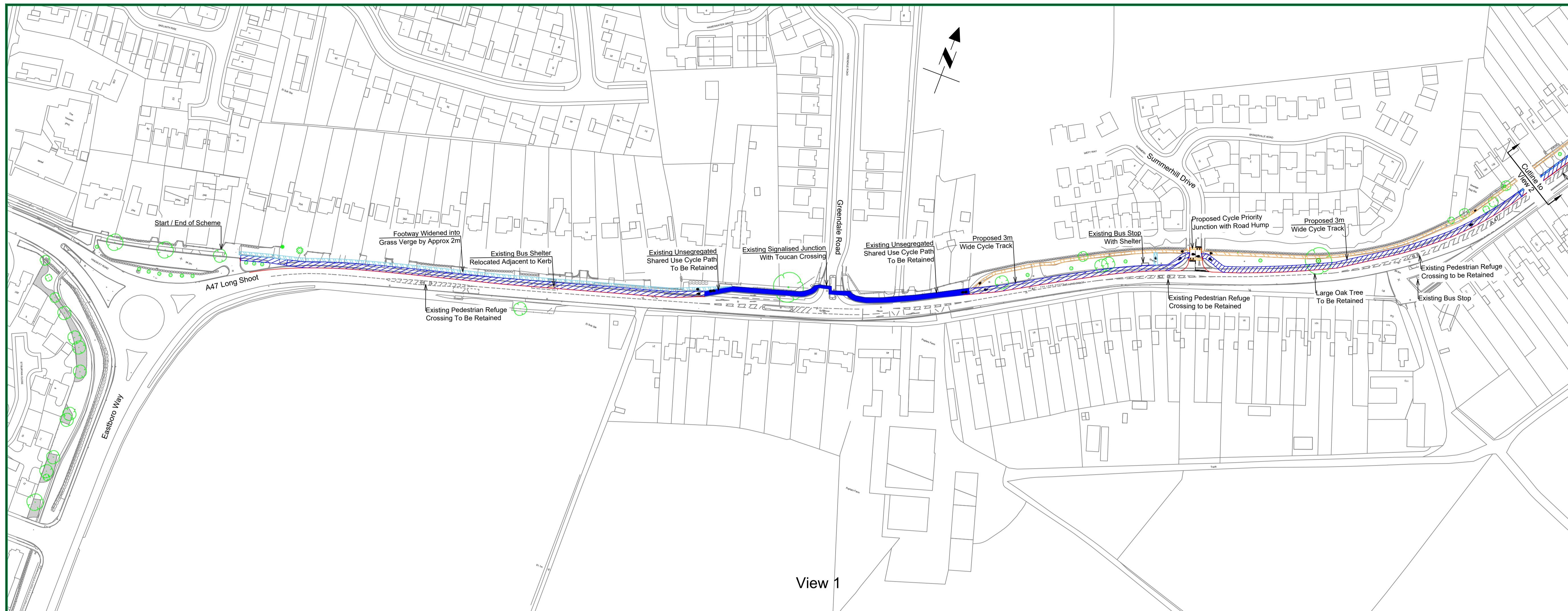
Planning Act 2008

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

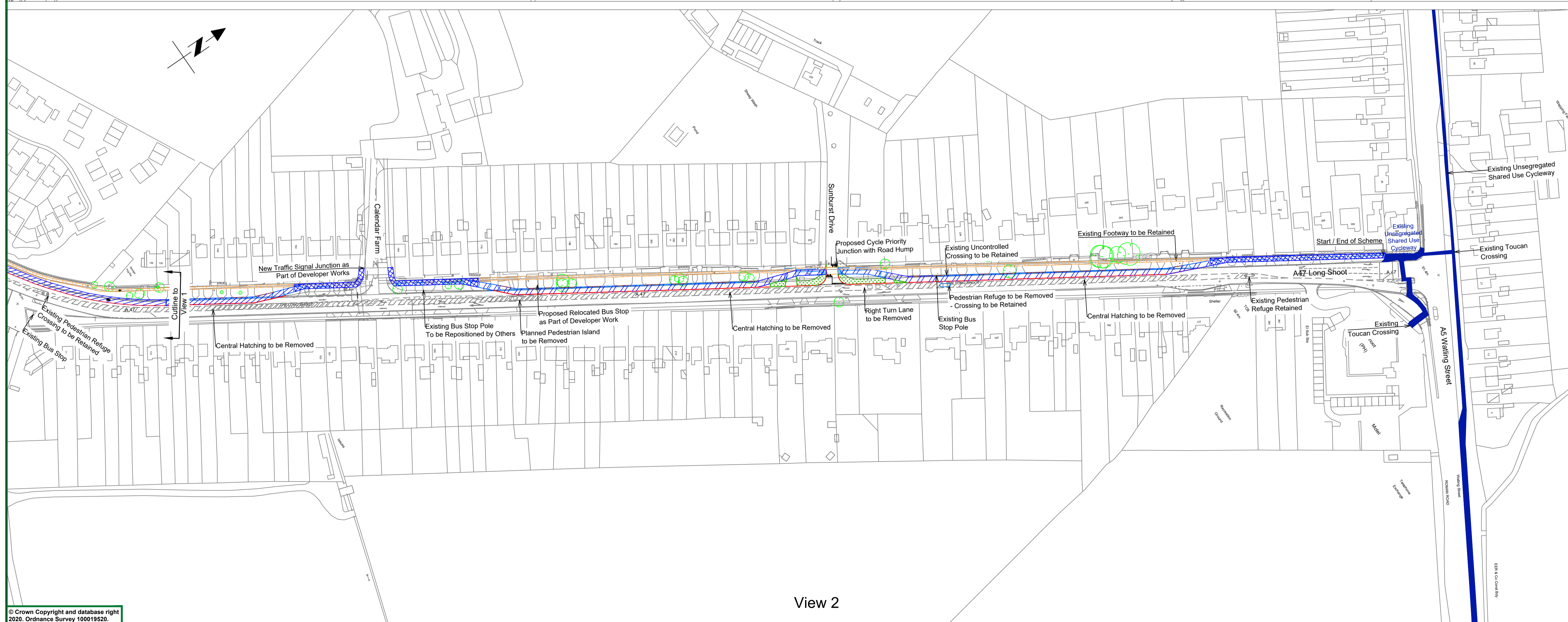
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
Regulation 14

APPENDICES

APPENDIX 1: A47 Long Shoot Cycle Route



View 1



View 2

- NOTES**
- Proposed Speed Limit Reduction from 40mph to 30mph. Extends from the A5 to Eastboro Way.
- Cycle Route Key**
- Proposed Segregated Cycle Track, min 3m wide
 - Proposed Shared Use Footway / Cyclway (Unsegregated), min 3m wide
 - Proposed Footway, 2m wide (Segregated Cycle Track)
 - Existing Footway Retained
 - Existing Shared Use Footway / Cyclway
 - Proposed Kerb Line
 - Proposed Grass Verge
 - Existing Trees

REV	DRN	AMENDMENT	DATE



Engineering Design Services
 Environment Services, Communities
 Shire Hall Post Room
 Warwick
 CV34 4SP
 Tel: 01926 410410
 Web: www.warwickshire.gov.uk

UNCONTROLLED DRAWING - NOT TO BE PRINTED

PROJECT
**A47 -
 The Long Shoot, Nuneaton - Cycle Route**

TITLE
 Purpose of Drawing:
 Public / stakeholder engagement

Drn	AS	Ch'd	CM	App'd	CM
Date	11-02-21	Date	15-02-21	Date	15-02-21

Status
Approved (Level 2)

Scale
1:1250

Sheet size
A1

DRG. NO.
9.2-A47-017-016

Rev.
A

APPENDIX 2: Active Travel Catchments

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

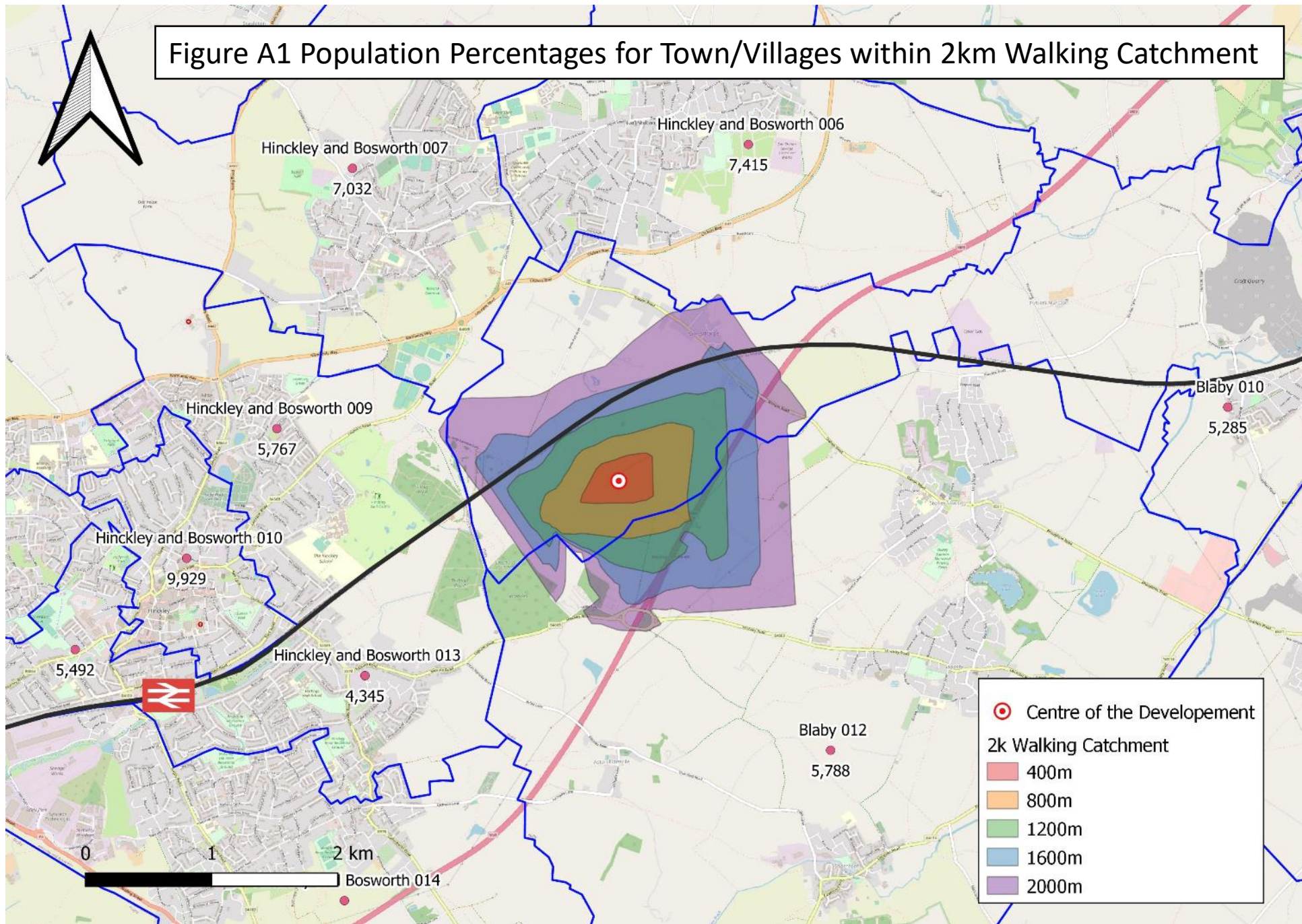
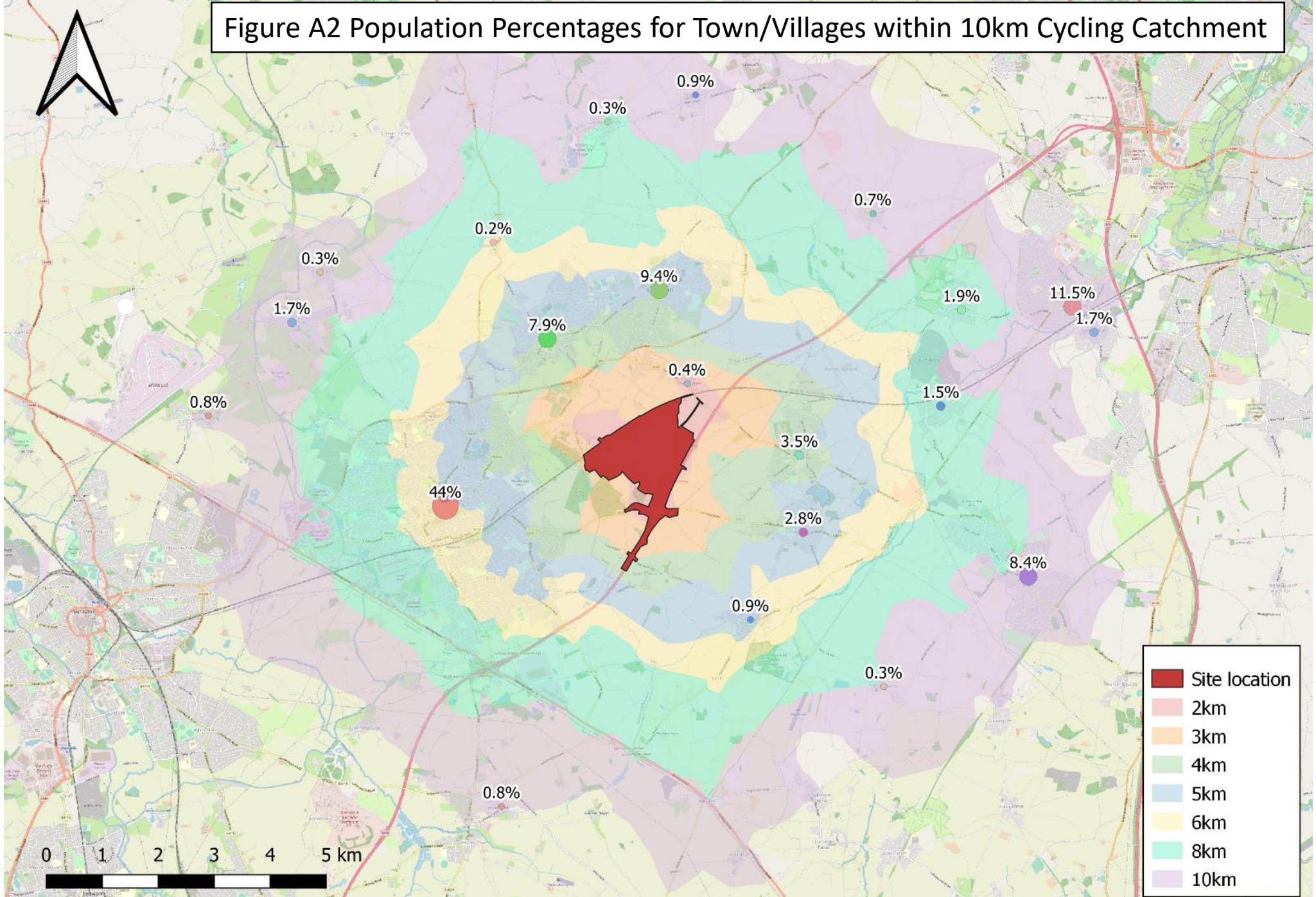
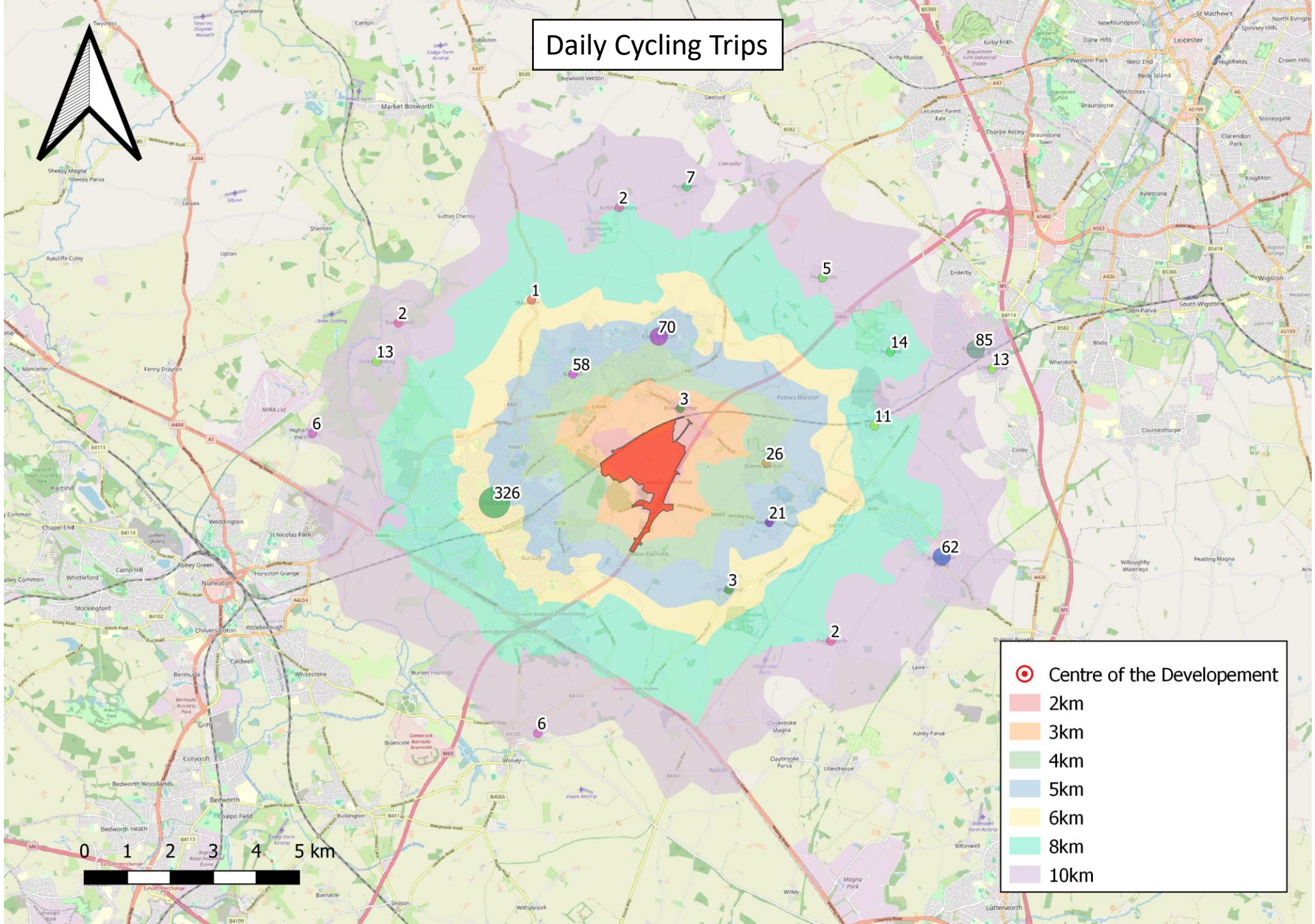


Figure A2 Population Percentages for Town/Villages within 10km Cycling Catchment



Daily Cycling Trips



Centre of the Development

2km

3km

4km

5km

6km

8km

10km

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

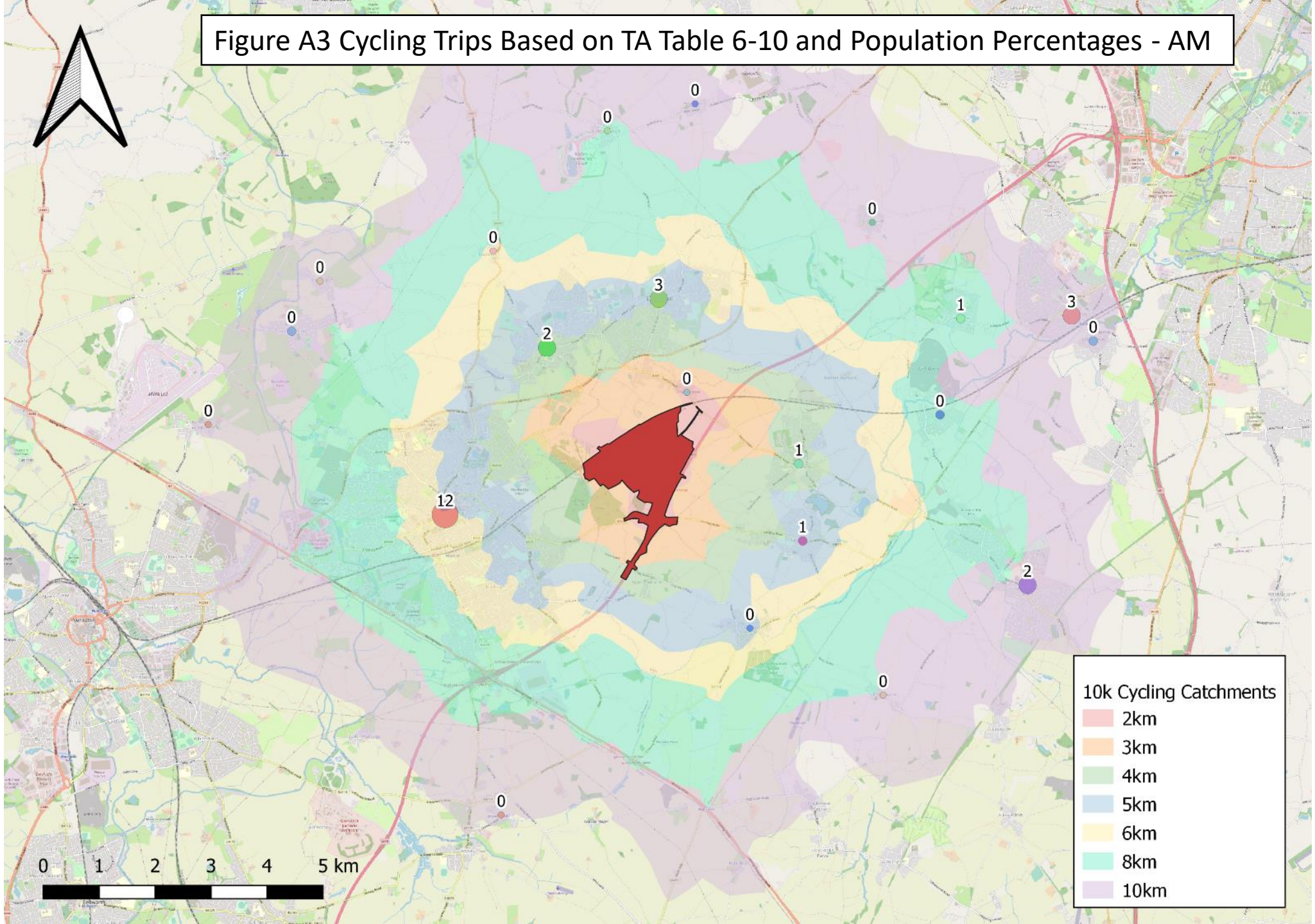


Figure A4 Cycling Trips Based on TA Table 6-10 and Population Percentages - PM

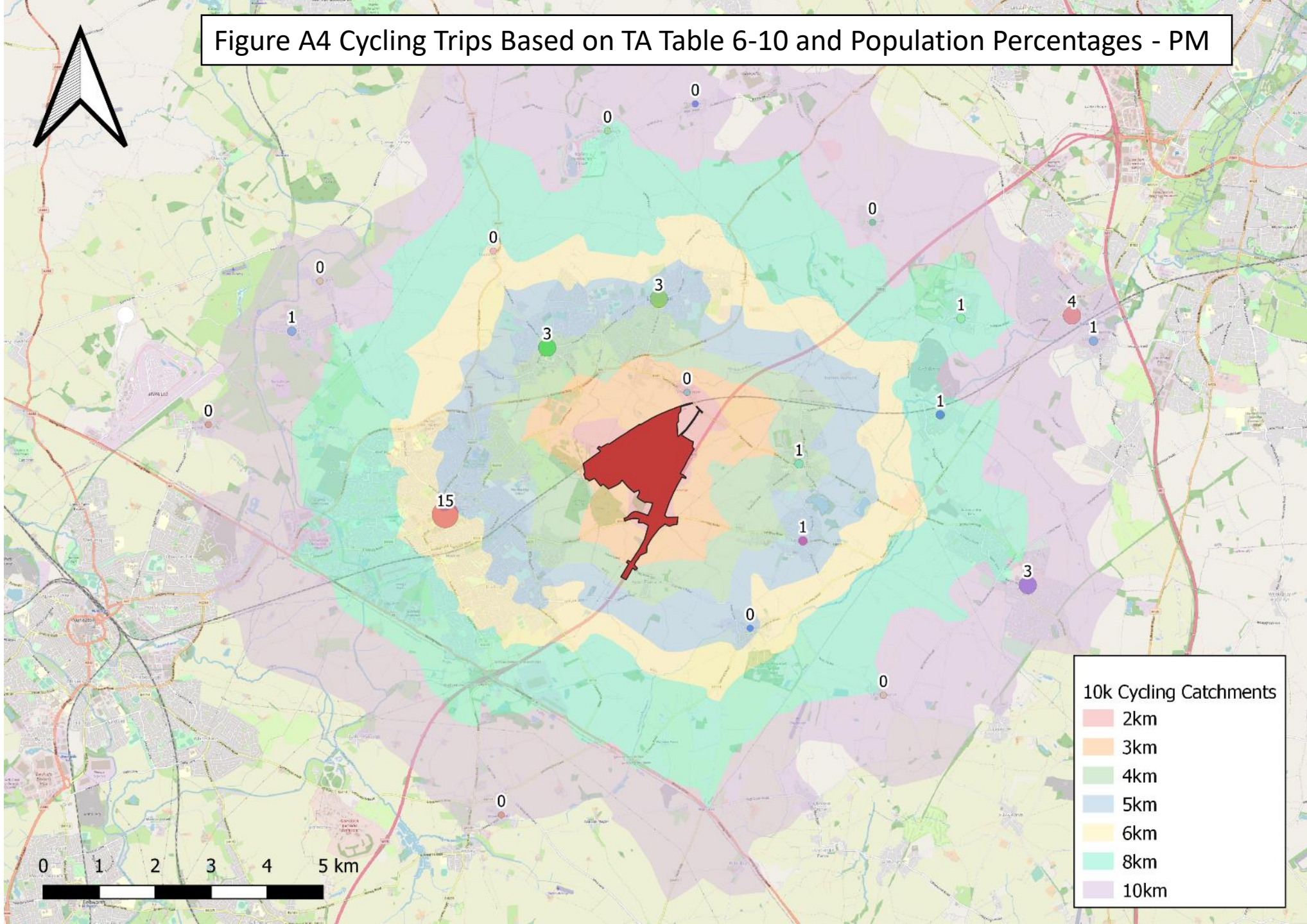


Figure A5 Population Percentages for Larger Settlements within 90 minutes on Public Transport Existing PT Facilities

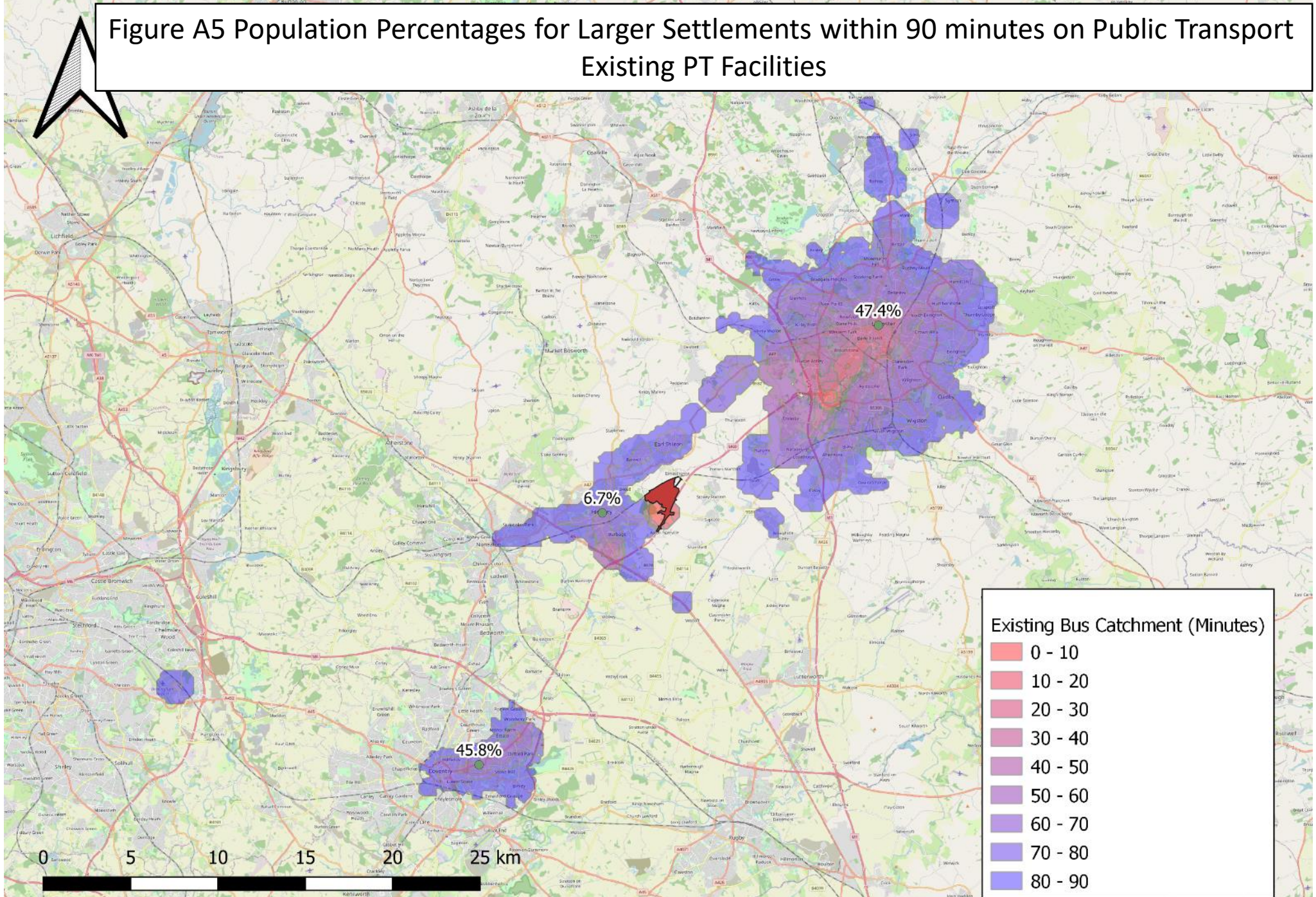


Figure A6 Population Percentages for Larger Settlements within 90 minutes on Public Transport Proposed Link Road and Re-routed X6 Bus

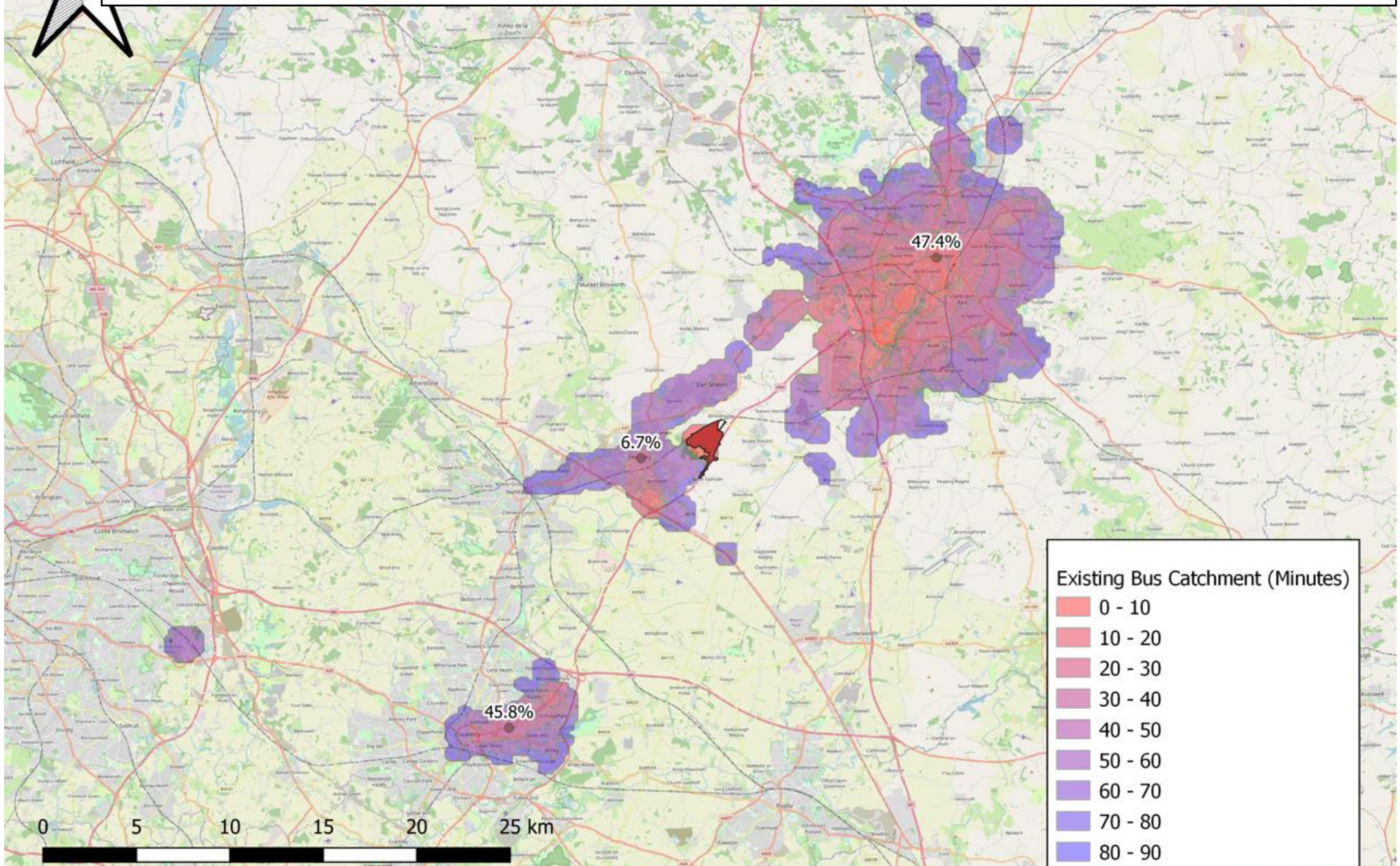


Figure A7 Public Transport Trips Based on TA Table 6-10 and Population Percentages - AM

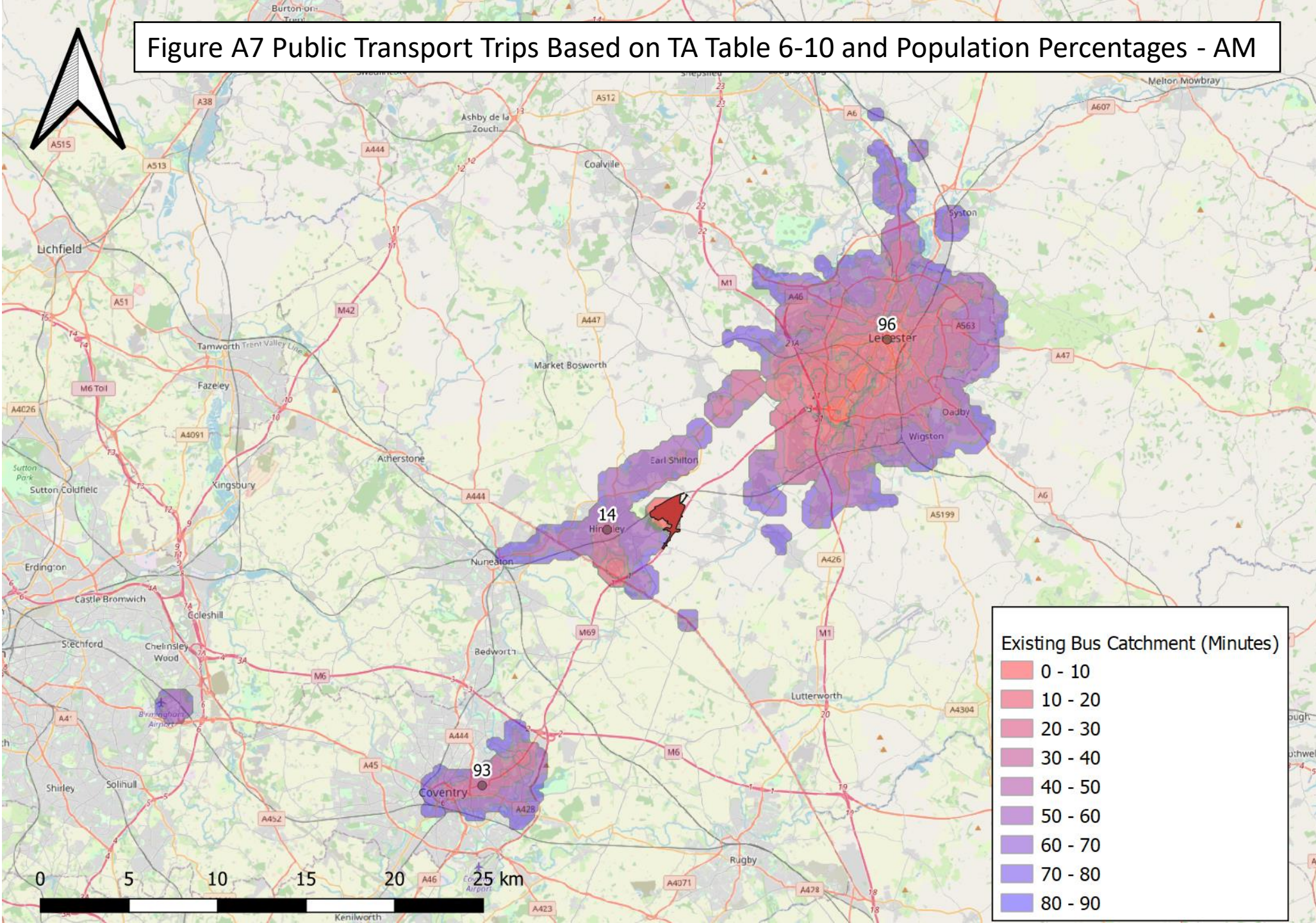
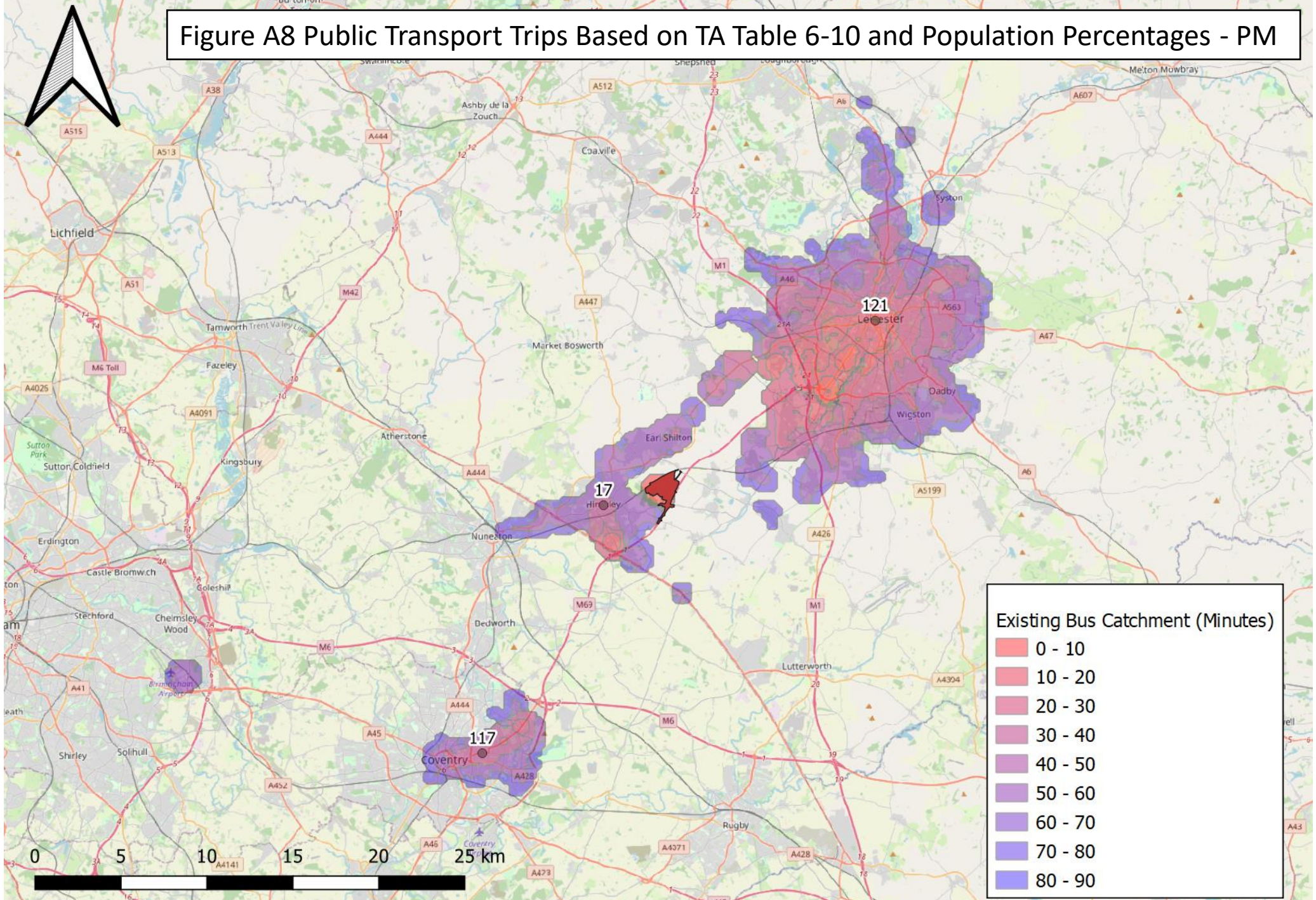


Figure A8 Public Transport Trips Based on TA Table 6-10 and Population Percentages - PM



APPENDIX 3: HNRFI Car share analysis

An aerial photograph of a city highway interchange, likely in Hanoi, Vietnam. The image shows a multi-lane highway with several overpasses and ramps. The surrounding area is a mix of urban development, including high-rise apartment buildings and commercial structures, and green spaces with trees. The lighting is warm, suggesting a sunset or sunrise. The Liftango logo, consisting of the word "Liftango" in a sans-serif font with a cluster of white dots above the 'o', is positioned in the upper center of the image.

Liftango

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.

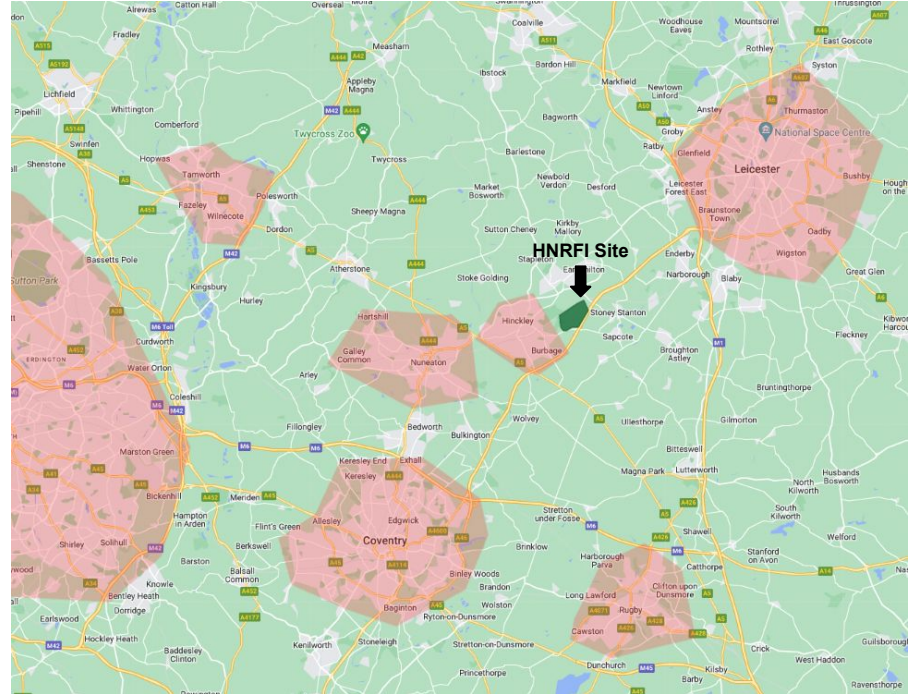
For a detailed analysis of potential for these services, location data for employee residences will be invaluable, however we are able to take a general approach in the absence of this data.



Commuting Distances

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

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

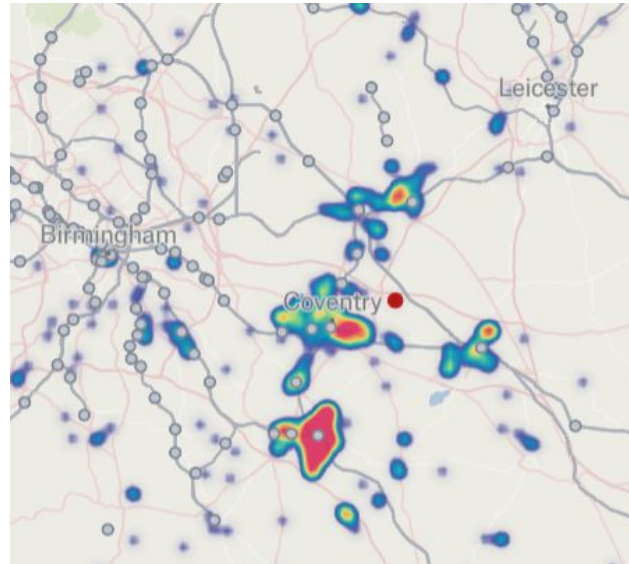
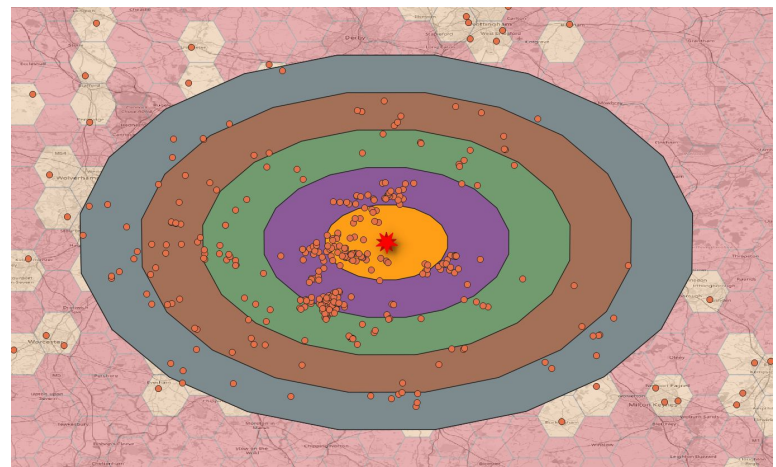


Commuting Analysis

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.

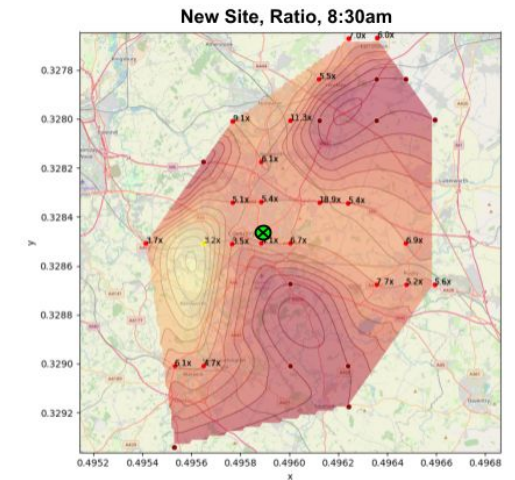
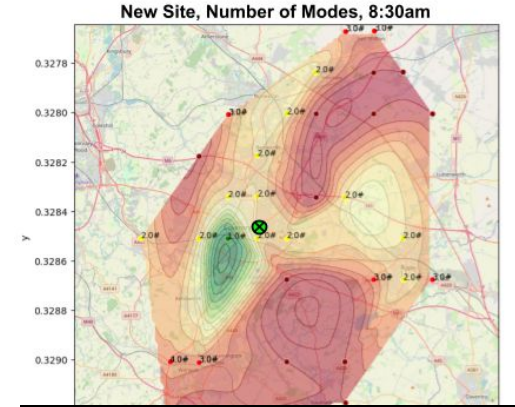


Public Transport Access

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.

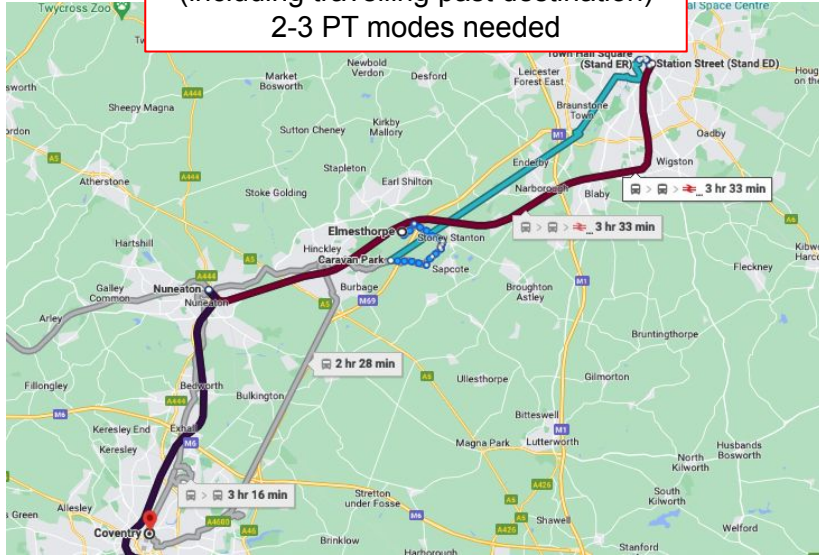
The figure on the right is the result of a TransitScan for a site nearby to the greenfield location. This analysis indicated an overall very poor level of PT access for the area, which increases the attractiveness of transport interventions such as carpool and shuttle/connector services.



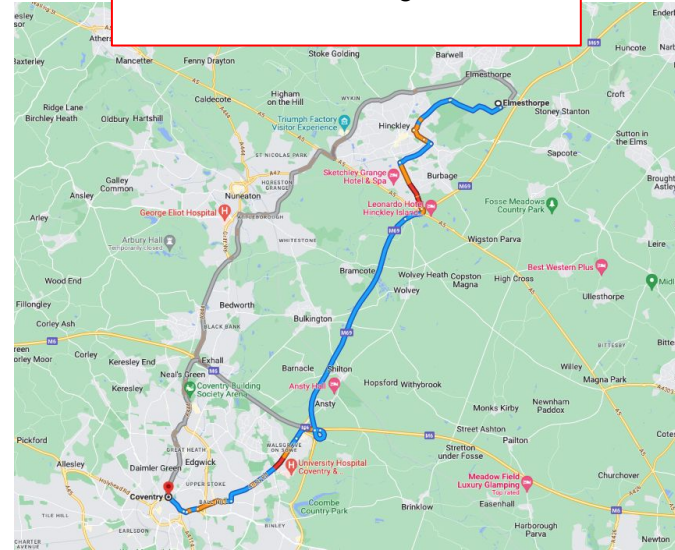
Public Transport Access

Example Journey: Coventry to HNRFI site

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



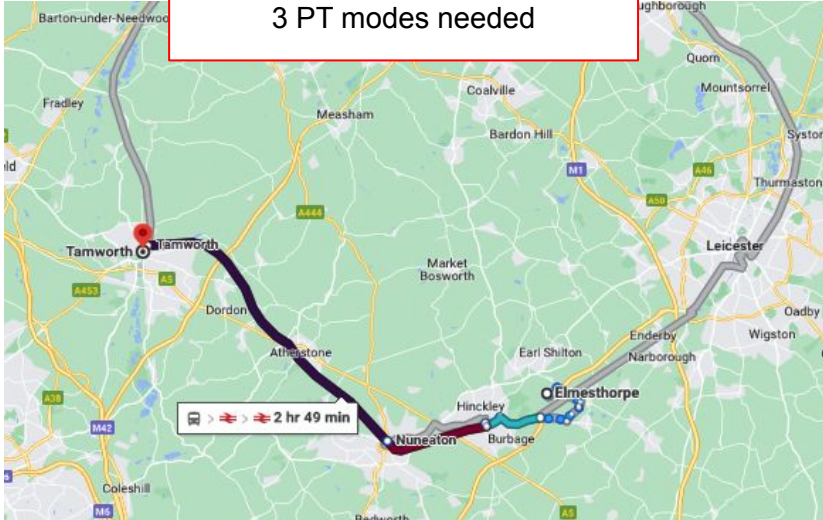
~45 min driving time



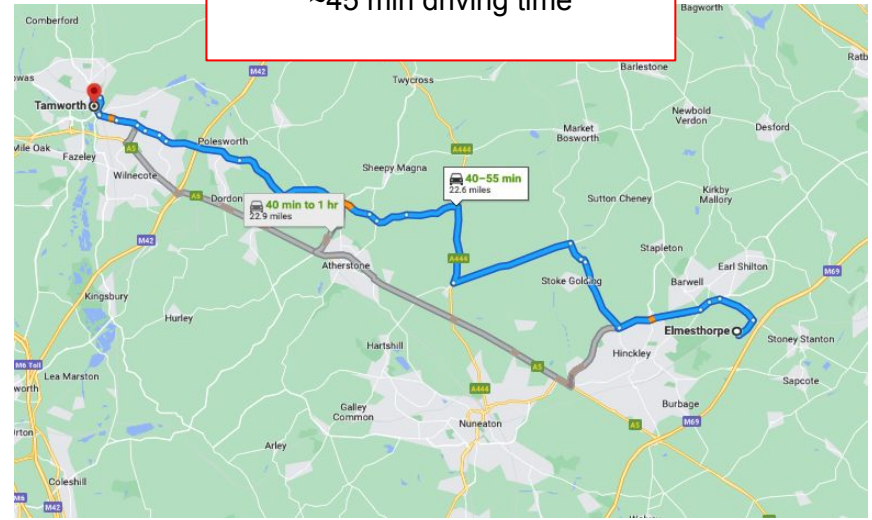
Public Transport Access

Example Journey: Tamworth to HNRFI site

3 hr commute time via PT
3 PT modes needed



~45 min driving time



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

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



Impact of carpooling

The impact of a carpooling program can be measured in CO₂ 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

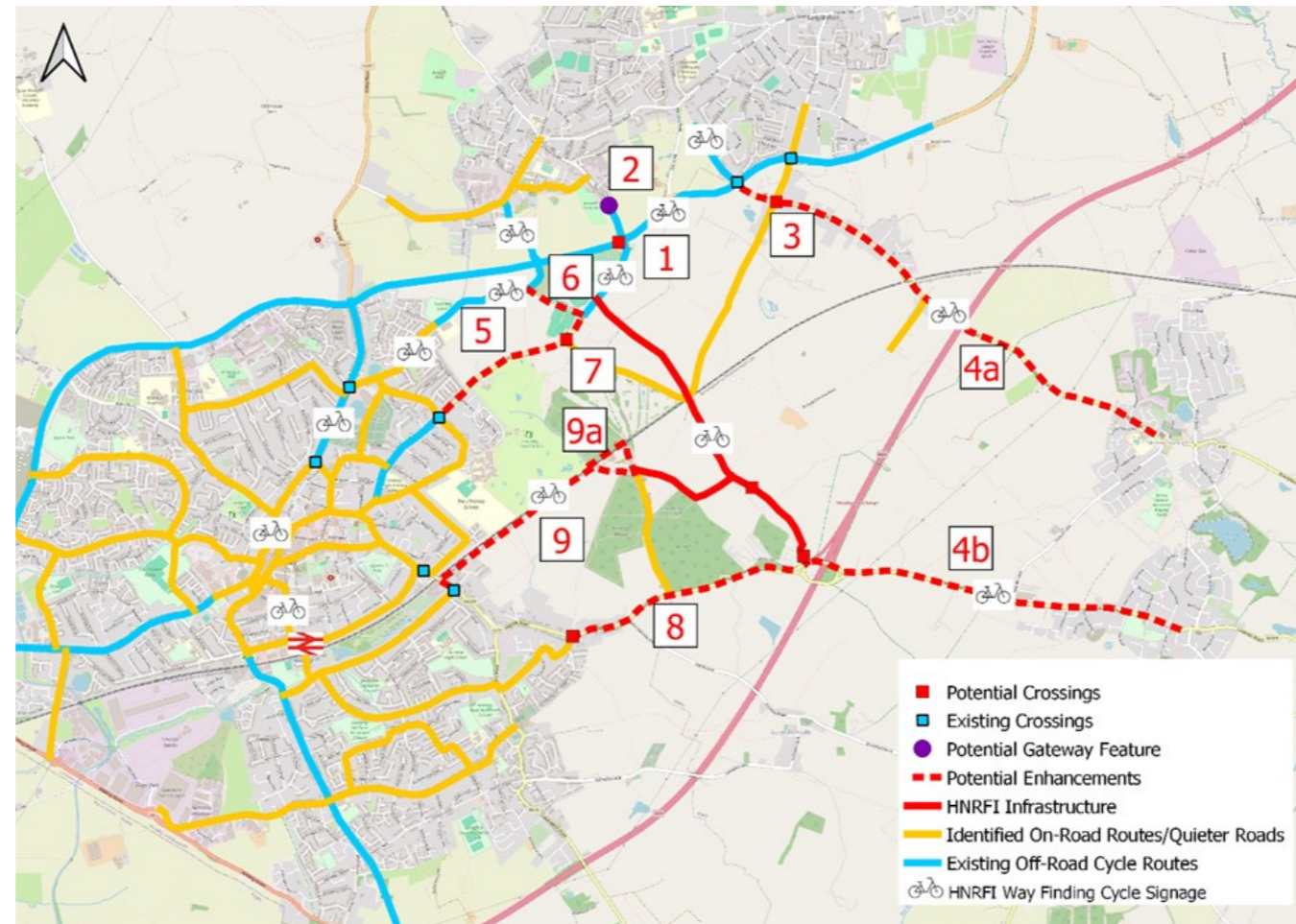
(1) <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2023>

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

APPENDIX 4: Cycle Routes Options Table

HNRFI Active Travel Enhancement Review

Figure 1 Option Overview.



Active Travel Option Review

Enhancement Number	Description	Land Availability	Technical Viability	Indicative Cost	Distance/time from site	Predicted Cyclist Demand per day (% of total in brackets)	Is DRT included for this catchment?	Is it considered that benefits for expected users outweigh costs?	Recommendation	RAG
1	Toucan crossing over A47 Safer access between Barwell and B4668	Within highway boundary.	Deliverable within existing kerb lines and to design standards.	£288k (with 2)	5km/ 18 mins	58 (7.9%)	Yes	Yes	Include as connection to Barwell	
2	Extension of existing footway/cycleway to urbanised area of Barwell providing better link to A47 and B4668. Introduction of gateway feature to provide protection to cyclists rejoining carriageway	Within highway boundary	Deliverable to current design standards for shared footway/cycleways.	£288k (with 1)	5km/18 mins	58 (7.9%)	Yes	Yes	Include as connection to Barwell	
3	Provision of formalised crossing between Wilkinson Lane and Bridlepath Road Provision of shared footway/cycleway between Bridlepath Road and A47. This serves as an alternative to the A47/B4668 route from Earl Shilton and the proposed SUE to HNRFI.	Within highway boundary	Movement of a significant number of signs and lighting columns. Significant services diversions required. The additional connection between Bridlepath and the A47 provides no change to the journey length from the junction of Station Road and the A47 than the existing route using the A47 cycle lane alone.	£667k	4km/16 mins	70 (9.4%)	Yes	No	The costs and constraints of delivering this enhancement are considered to be significant and the benefits to a relatively small catchment are limited. The A47/B4668 route provides cyclists with a better lit, more suitable connection to the development. While the A47 route is slightly longer, the higher quality provision is considered to make this the preferable route for this catchment	
4a	Provision of off carriageway footway/cycleway connection along the B581 from Burbage Common Road to Stoney Stanton.	Within highway boundary	Along the length of the route there are significant constraints on levels and widths within the highway boundary. There are buildings fronting the highway boundary which would require several crossing points of the B581 reducing desirability for users.	£678k	4km/16 mins	26 (3.5%) to Stoney Stanton	Yes	No	There is DRT provision proposed as an alternative mode to the site. Constraints to delivery and associated cost are considerable given the small catchment and predicted usage. B581 is currently designated as a quiet on carriageway cycling route on LCC's Choose How You	

Enhancement Number	Description	Land Availability	Technical Viability	Indicative Cost	Distance/time from site	Predicted Cyclist Demand per day (% of total in brackets)	Is DRT included for this catchment?	Is it considered that benefits for expected users outweigh costs?	Recommendation	RAG
			There are several sections in which deliverability of a compliant width footway/cycleway within the highway boundary would not be feasible so sections of reduced width would be required.						Move mapping and the modelling for the development shows a reduction in traffic along this route. Existing bridlepath connects over the M69 into Blaby Reg 18 allocated residential site with the potential for a better-quality strategic cycle network to be provided to HNRFI as part of this development.	
4b	Provision of off carriageway footway/cycleway to Sapcote and, via Stanton Lane to Stoney Stanton.	Within highway boundary.	Along the length of the route there are significant lengths of footway/cycleway which would require reducing in width to 1.5m in order to be deliverable due to the large level differences to the adjoining land. In addition, for the majority of the route, the maximum deliverable width for the footway/cycleway provision would be 2m due to levels, available width and proximity of hedgerow. This is below the standard required by the LCC design guide.	£1.2m	5km/ 18 mins	21 (2.8%) to Sapcote	Yes	No	There is DRT provision proposed as an alternative mode to the site. Constraints to delivery and associated cost are considerable given the small catchment and predicted usage. Existing bridlepath connects over the M69 into Blaby Reg 18 allocated residential site with the potential for a better quality strategic cycle network to be provided to HNRFI as part of this development.	
5	Provision of off carriageway footway/cycleway between the link road roundabout and the existing footway/cycleway at Stonegate Drive along the B4668. This provides off carriageway facilities to link into the northern part of Hinckley.	Within highway boundary	Along the route there are significant lengths of footway/cycleway which would require reducing in width in order to be deliverable or for construction of significant lengths of retaining structures due to the large level differences to the adjoining land. The alternative route via the A47 adds approximately 1km	£1.5m	5-6km/ 18 mins	326 (44%)	Yes	No	B4668 presents a poor environment for cyclists with limited opportunity to widen footways/provide cycleways within the constraints of the route. Alternative route exists via A47 and Barwell Lane. The difference in distance is circa 1km or a cycle time of 4 mins and this is considered to provide a better connection to the development which would be as favourable to	

Enhancement Number	Description	Land Availability	Technical Viability	Indicative Cost	Distance/time from site	Predicted Cyclist Demand per day (% of total in brackets)	Is DRT included for this catchment?	Is it considered that benefits for expected users outweigh costs?	Recommendation	RAG
	Reduction of speed limit on B4668 from 50mph to 40mph.		above route 5 therefore minimal benefit would be achieved.						cyclists but without the significant cost of this enhancement.	
6	<p>400 metres of Bridleway U9/1 upgraded with new surfacing width in line with LCC design standards to provide a more direct route between the B4668 Leicester Road and Barwell Lane.</p> <p>This is an alternative to the use of Barwell Lane and the A47 to access the link road.</p>	Existing Bridleway, through third party land. Deliverable through contribution only.	<p>Potential holding objection from Sport England- contribution possible as connection most viable to Barwell Lane and Hinckley.</p> <p>Existing rugby pitches would require reconfiguring to allow sufficient space for improved route and boundary demarcation to be provided.</p> <p>Additional distance via alternative route (A47 to Barwell Lane): 600m</p>	£125k	5-6km 18 mins	326 (44%)	Yes	No	<p>While the enhancement of this route would provide benefit to cyclists accessing the link road and development, the proximity to a high quality alternative route (A47) reduces the overall benefit provided.</p> <p>The routeing of the bridleway through a sports club in close proximity to playing fields raises the prospect of holding objections from Sport England and reduces the deliverability, especially given the availability of alternatives.</p> <p>The applicant could provide a contribution to LCC as authority responsible for PRow to provide this enhancement, however LCC have made clear that they would not accept a contribution for a scheme that may not be deliverable due to third party objections.</p>	
7	<p>Uncontrolled crossing facility from shared footway/cycleway on B4668 to Burbage Common Road.</p> <p>This would provide a link to Burbage Common Road and an alternative to the new link road for access to HNRFI.</p>	Within highway boundary	<p>Deliverable to standards as uncontrolled crossing point.</p> <p>Distance to alternative route using new link road infrastructure: 350m</p>	£125k	5 km 18 mins	326 (44%)	Yes	No	The benefit of this enhancement for active travel to the development is limited as it is considered that commuters accessing HNRFI would do so using the new link road and associated off carriageway infrastructure as opposed to using Burbage Common Road.	
8	Provision of an off carriageway shared footway cycleway between Smithy Lane at	Within highway boundary	3m wide footway/cycleway would be deliverable. The eastern section would require some regrading of	£577k	5km/18 mins	326 (44%)	Yes	Yes	This route provides a good connection between HNRFI, Burbage and the wider Hinckley cycling network, including	

Enhancement Number	Description	Land Availability	Technical Viability	Indicative Cost	Distance/time from site	Predicted Cyclist Demand per day (% of total in brackets)	Is DRT included for this catchment?	Is it considered that benefits for expected users outweigh costs?	Recommendation	RAG
	<p>M69 J2 and Winchester Drive in Burbage. Users would be directed onto carriageway at Smithy Lane and link to the HNRFI access infrastructure.</p> <p>This provides a link to the wider Hinckley cycling network via Winchester Drive in Burbage.</p>		<p>an existing embankment to facilitate widening as shown on the detailed plans.</p> <p>Uncontrolled crossing point in the vicinity of the existing bus stops on Sapcote Road would be deliverable due to presence of central hatching.</p>						access via quieter on street routes to Hinckley Station.	
9 and 9a	<p>Public rights of way currently designated as footpaths from the Outwoods level crossing to Smithy Lane within Burbage Common would be upgraded to bridleway.</p> <p>Suitable surfacing and lighting would be provided to ensure the route is passable safely by cyclists.</p> <p>The bridleway link from HNRFI to Burbage Common would provide a link to the employment areas of the development.</p> <p>This would provide a link from the centre of Hinckley and Hinckley Railway Station to HNRFI.</p>	Existing public rights of way through third party and Common land	<p>Deliverable to LCC design standards.</p> <p>Potential for objections from private land-owners and due to amendment of Common land.</p>	£450k	5km/ 18 mins	326 (44%)	Yes	No	<p>While the enhancement of this route would provide benefit to cyclists accessing HNRFI from Hinckley, there are alternative routes available which utilise quiet on carriageway facilities and proposed off carriageway enhancements which would be more easily deliverable and more favourable to commuters to HNRFI.</p> <p>The interface with third party and Common land means that this enhancement would not be deliverable by the applicant, especially given the alternative routes that are available.</p> <p>The applicant could provide a contribution to LCC as authority responsible for PRoW to provide this enhancement, however LCC have made clear that they would not accept a contribution for a scheme that may not be deliverable due to third party objections.</p>	

APPENDIX 5: Cycle Option Schemes

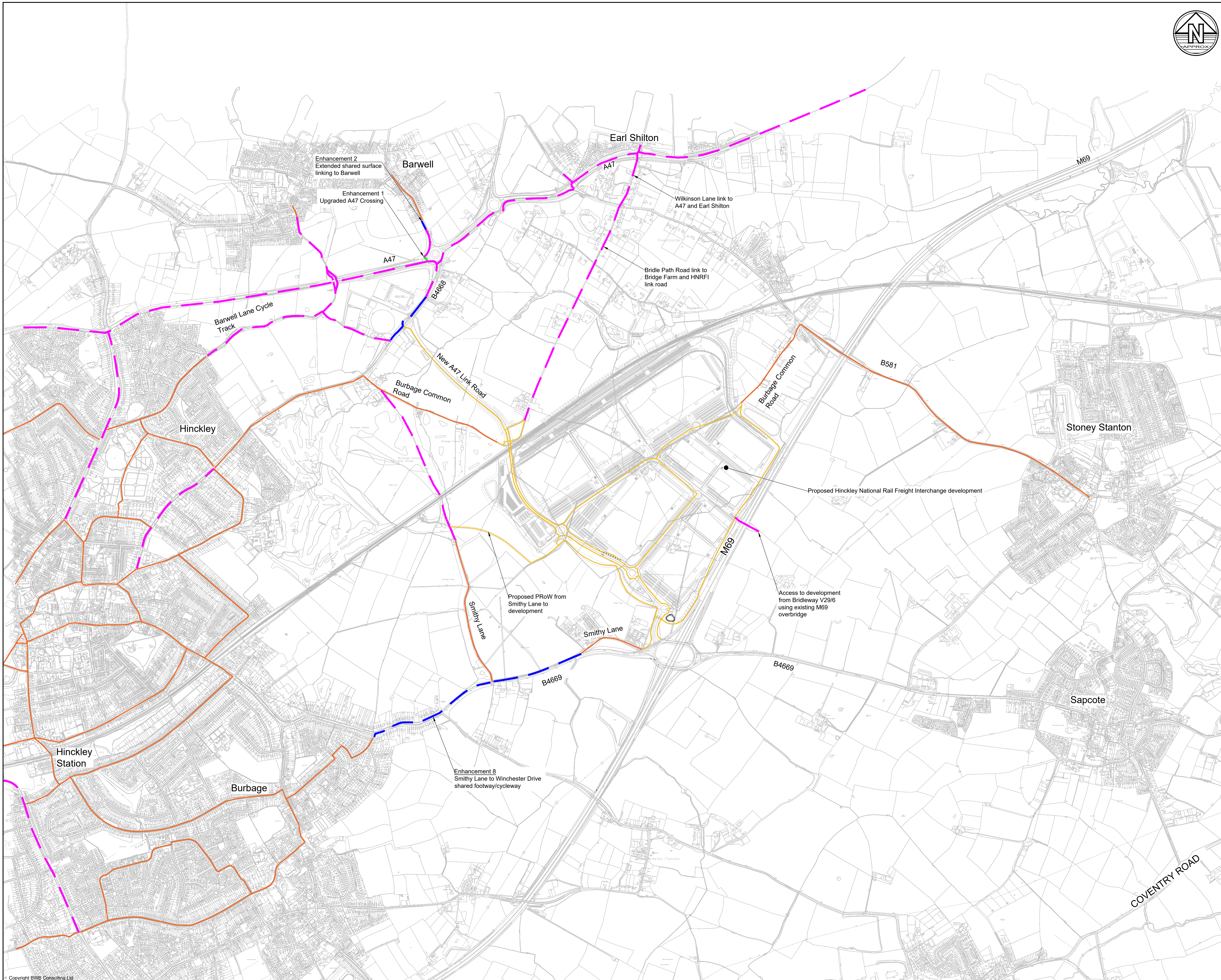


Notes

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2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Legend

- Existing Bridleway/cycling route to remain unchanged
- Proposed cycle route
- Existing infrastructure to be improved
- Walking and cycling infrastructure provided as part of HNRFI main development
- Existing on road/quieter routes



P01	20.12.23	Updated enhancements	JM	SC
P01	12.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

BWB
A CAF GROUP COMPANY

- Birmingham | 0121 233 3322
- Leeds | 0113 233 8000
- London | 020 7407 3879
- Manchester | 0161 233 4260
- Nottingham | 0115 924 1100

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Client

TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

SUSTAINABLE TRANSPORT STRATEGY IMPROVEMENTS - OVERVIEW

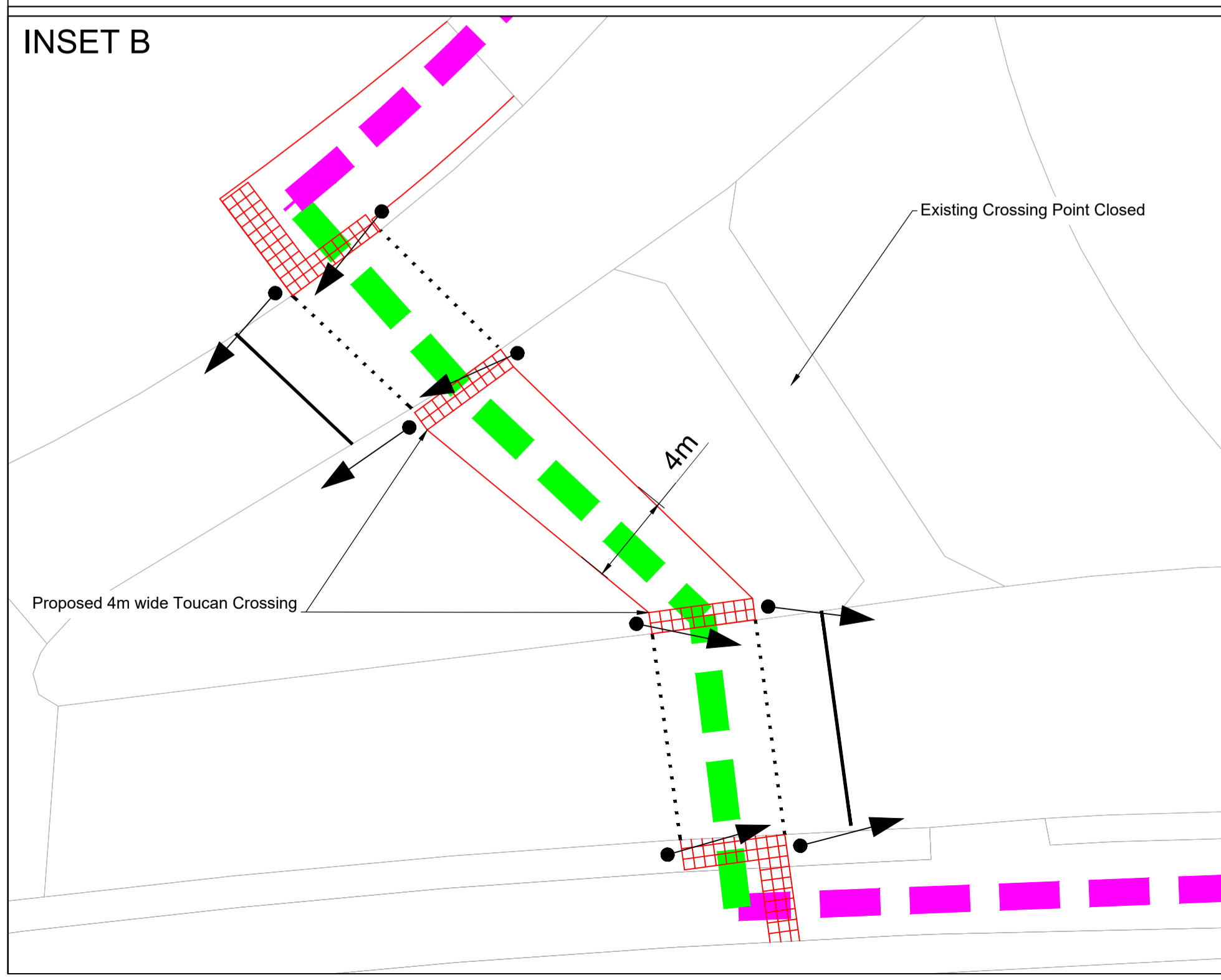
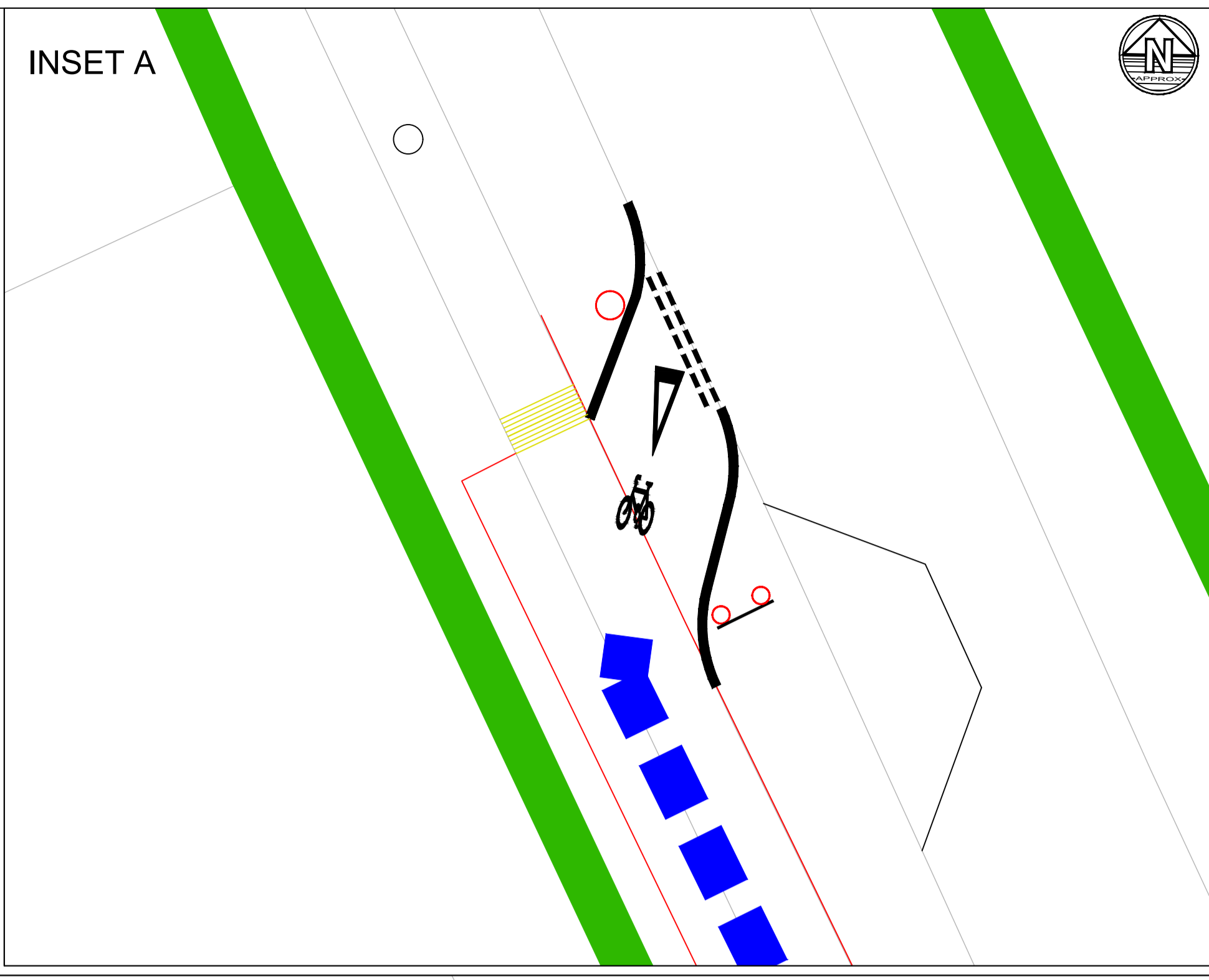
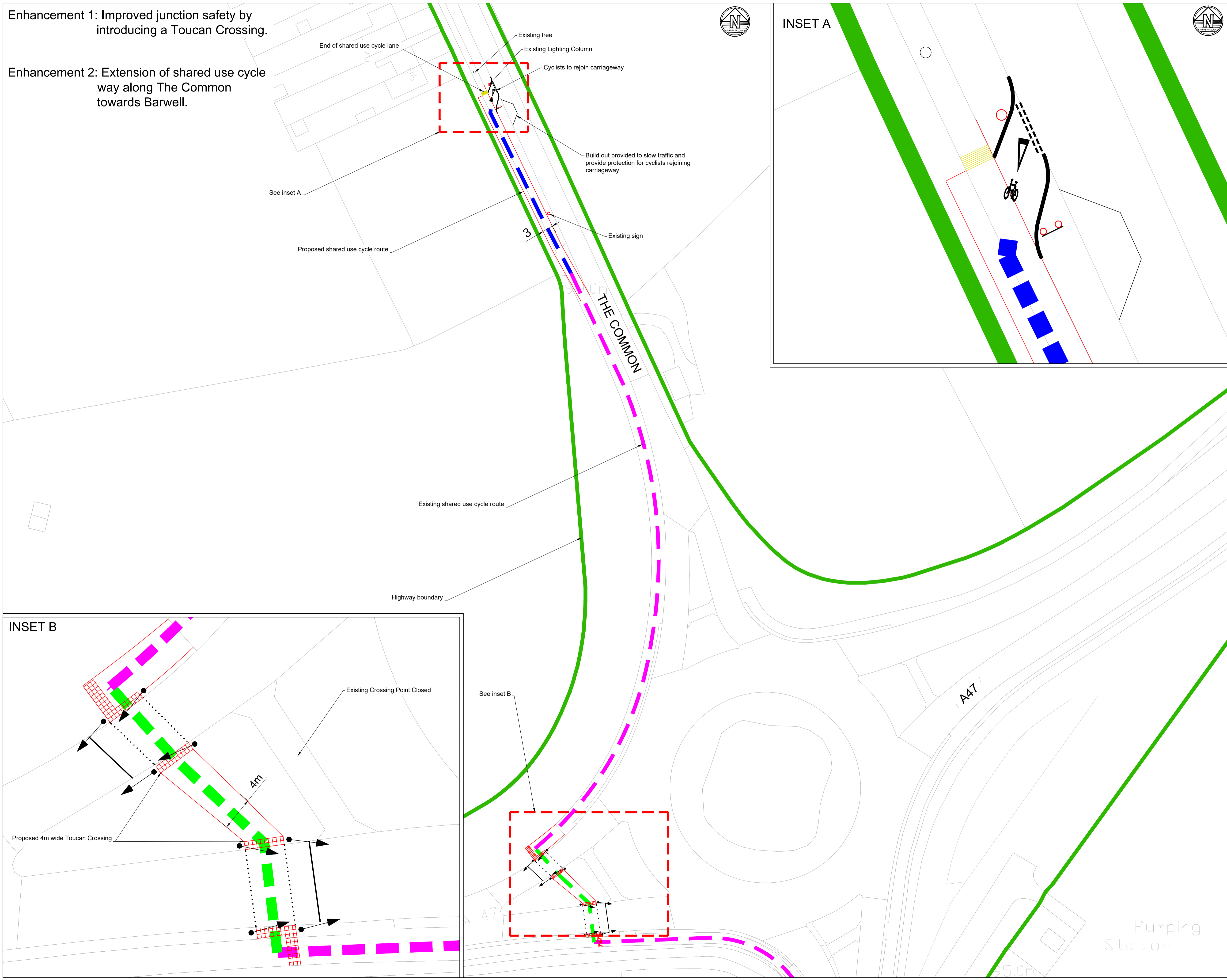
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Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00110	S2	P02

Enhancement 1: Improved junction safety by introducing a Toucan Crossing.

Enhancement 2: Extension of shared use cycle way along The Common towards Barwell.



Notes

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4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



Key Plan

- Existing Bridleway/cycle route to remain unchanged
- Proposed cycle route
- Existing infrastructure to be improved
- Extents of proposed cycle route width
- Highway boundary

P01	01.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Dw	Rev

Issues & Revisions

BWB
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- Birmingham | 0121 233 3322
- Leeds | 0113 233 8000
- London | 020 7407 3879
- Manchester | 0161 233 4260
- Nottingham | 0115 924 1100

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Client

TRITAX SYMMETRY
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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

A47 THE COMMON CYCLING IMPROVEMENT

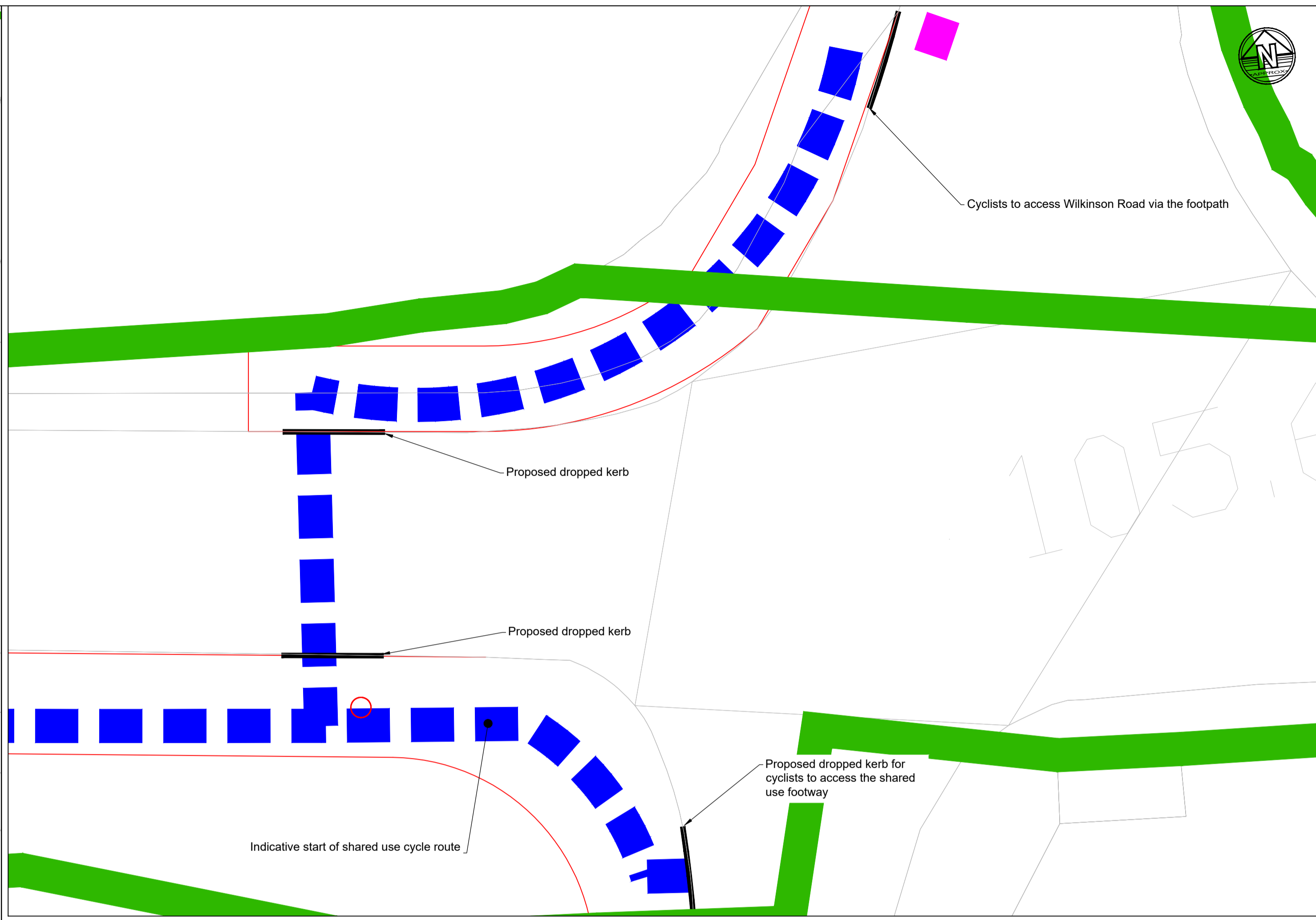
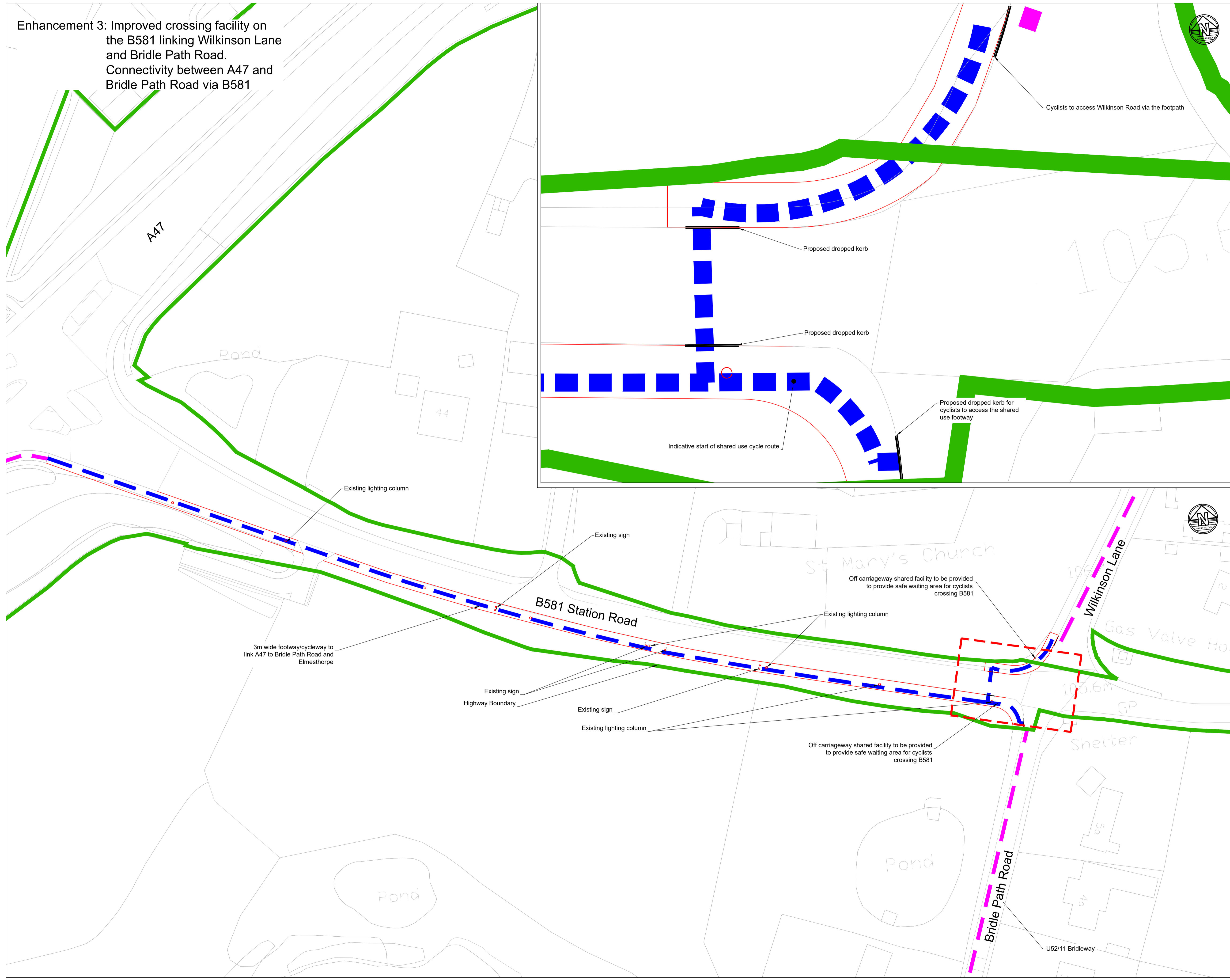
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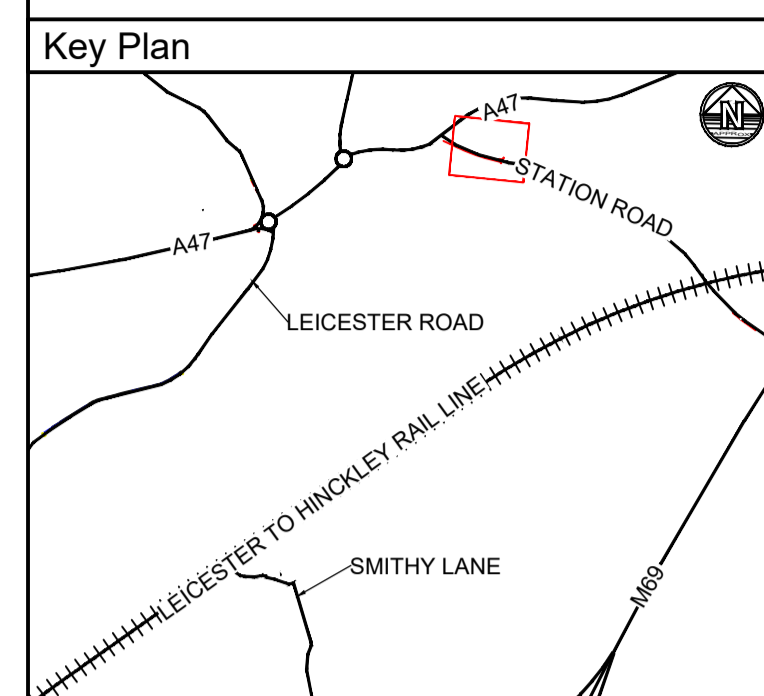
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00111	S2	P01

Enhancement 3: Improved crossing facility on the B581 linking Wilkinson Lane and Bridle Path Road via B581
Connectivity between A47 and Bridle Path Road via B581



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- Key Plan**
- Existing Bridleway/cycle route to remain unchanged
 - Proposed cycle route
 - Existing infrastructure to be improved
 - Extents of proposed cycle route width
 - Highway boundary

P01	24.11.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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Project Title
HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

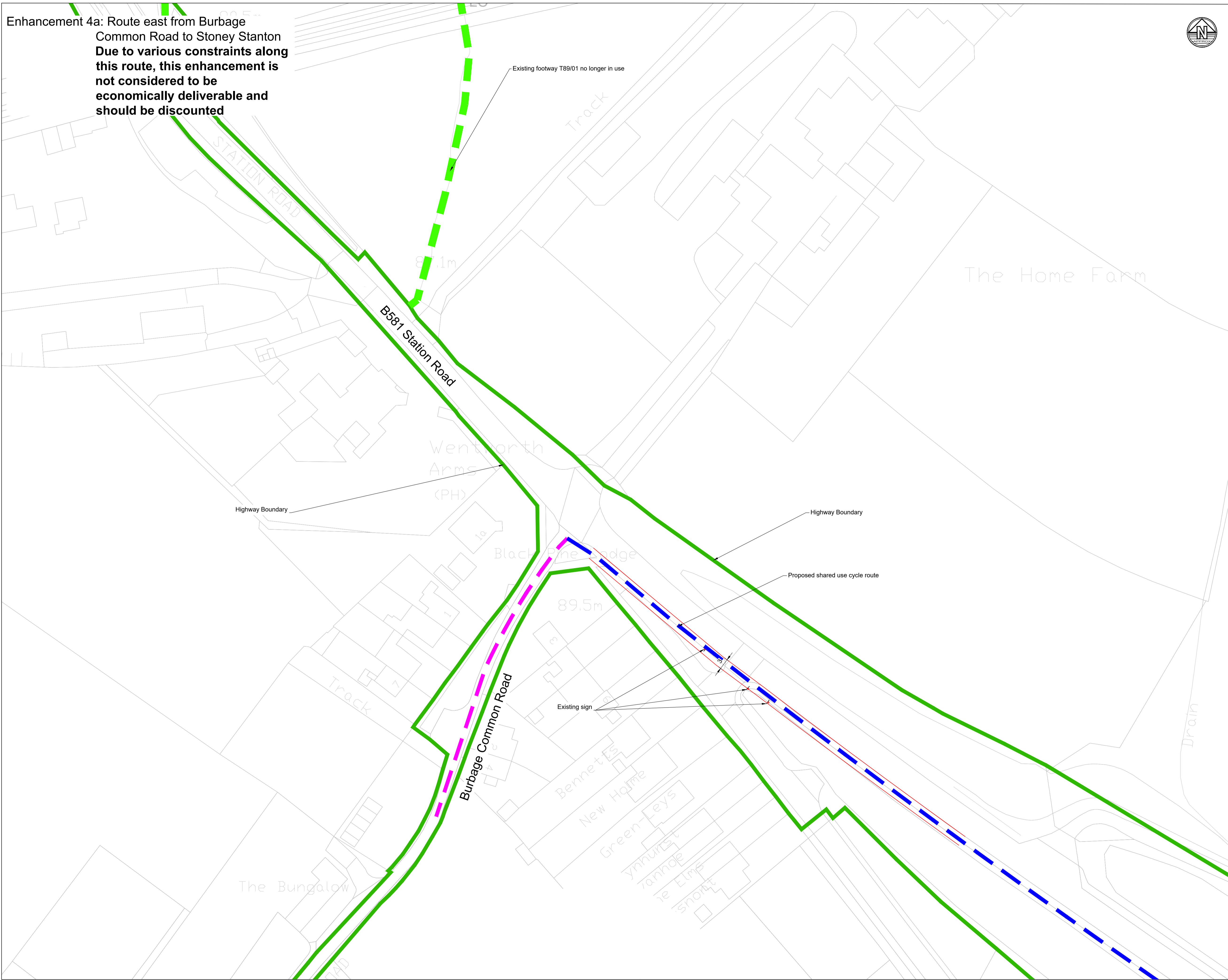
Drawing Title
B581 BRIDLE PATH ROAD JUNCTION CYCLING IMPROVEMENT GENERAL ARRANGEMENT

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	24/11/23
Scale@A1:	1:500		

Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00112	S2	P01

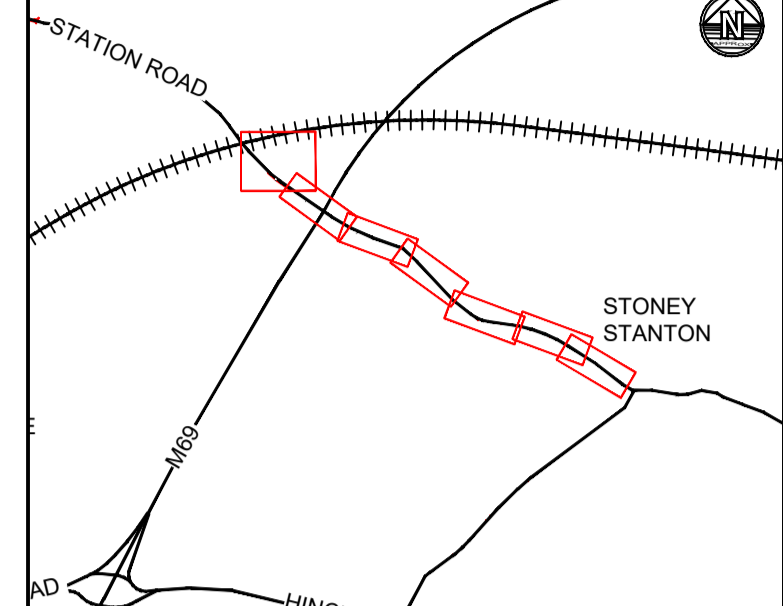
Enhancement 4a: Route east from Burbage Common Road to Stoney Stanton
 Due to various constraints along this route, this enhancement is not considered to be economically deliverable and should be discounted



Notes

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Key Plan



Key Plan

- Existing Bridleway/cycle route to remain unchanged
- Proposed cycle route
- Existing infrastructure to be improved
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- Highway boundary

P01	01.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

BURBAGE COMMON ROAD STATION ROAD GENERAL ARRANGEMENT

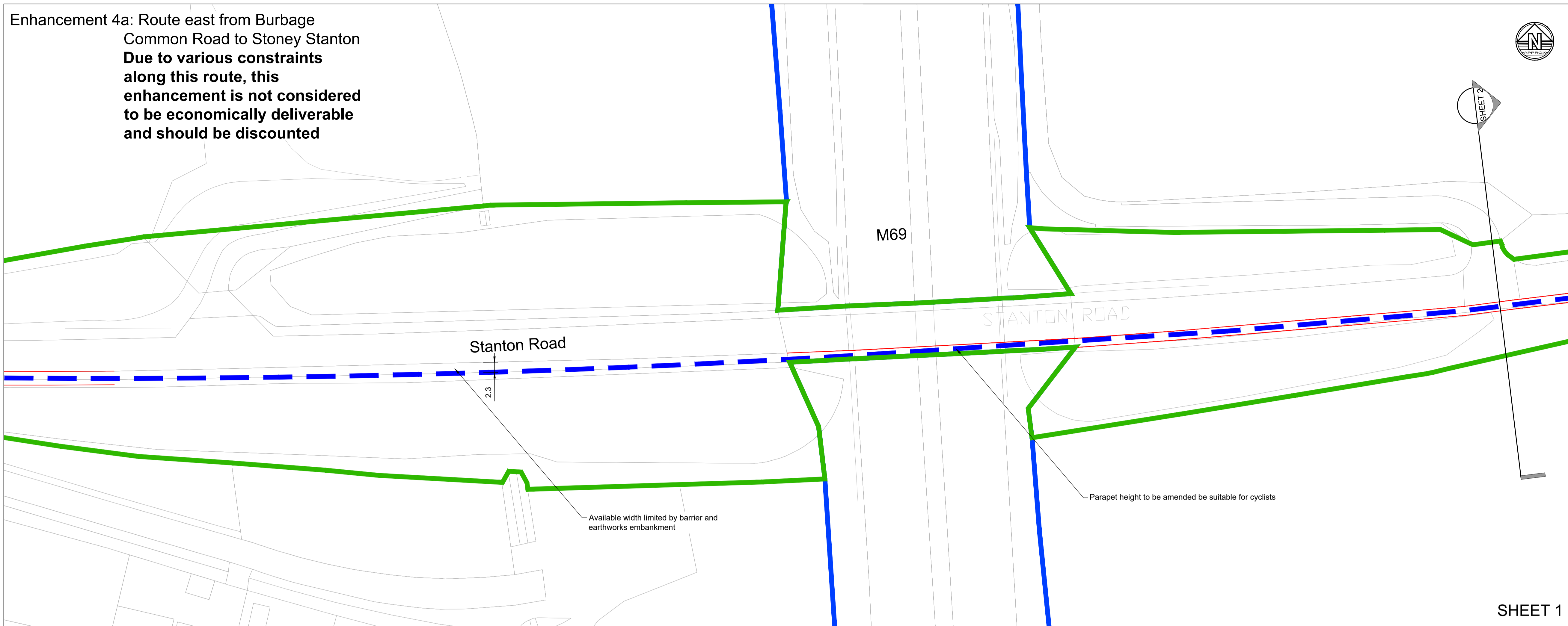
Drawn:	J.Manifold	Reviewed:	S.Carter
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BWB Ref:	NTT2814	Date:	24.11.23	Scale@A1:	1:500
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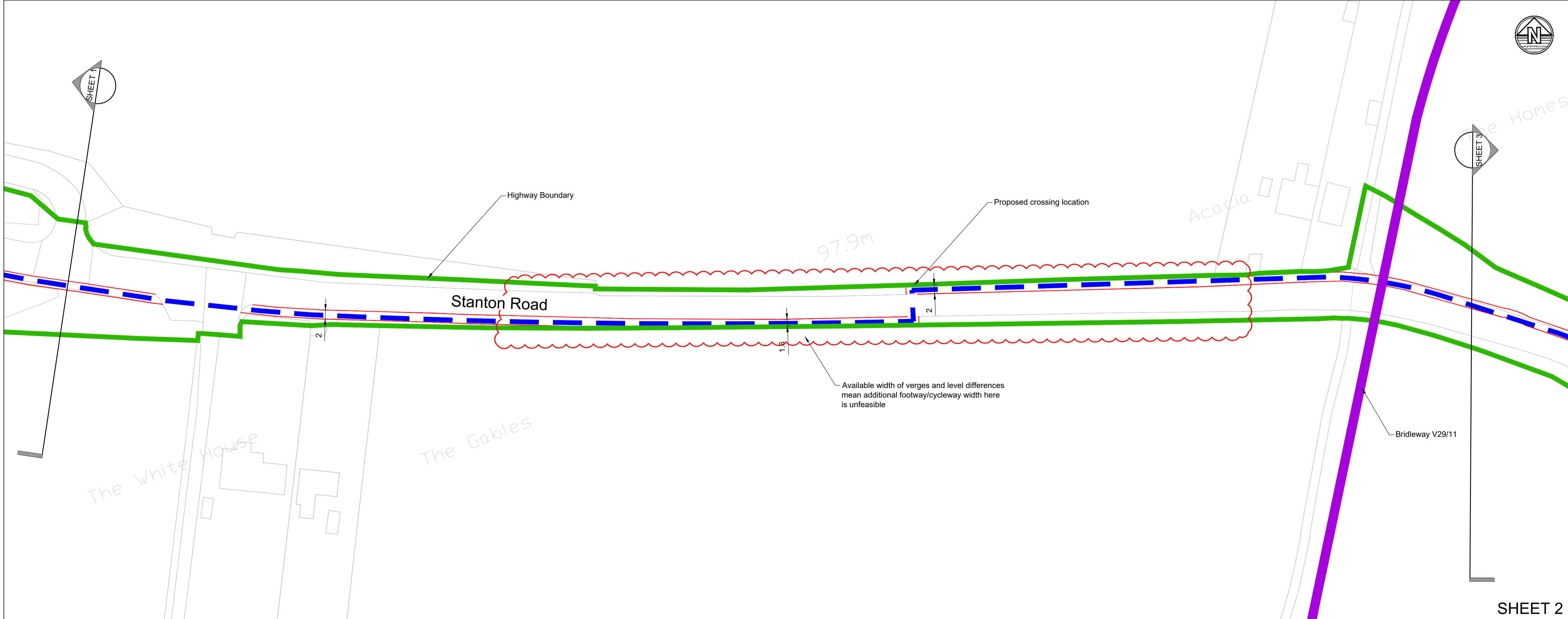
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00113	S2	P01

Enhancement 4a: Route east from Burbage Common Road to Stoney Stanton
 Common Road to Stoney Stanton
Due to various constraints along this route, this enhancement is not considered to be economically deliverable and should be discounted

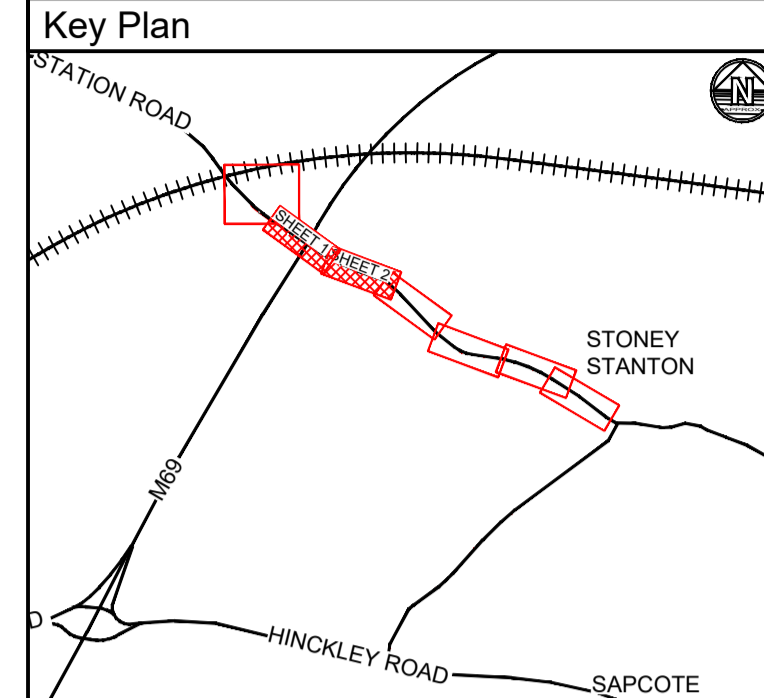


SHEET 1



SHEET 2

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- Key Plan**
- Existing Bridleway/cycle route to remain unchanged
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 - Highway boundary

P01	01.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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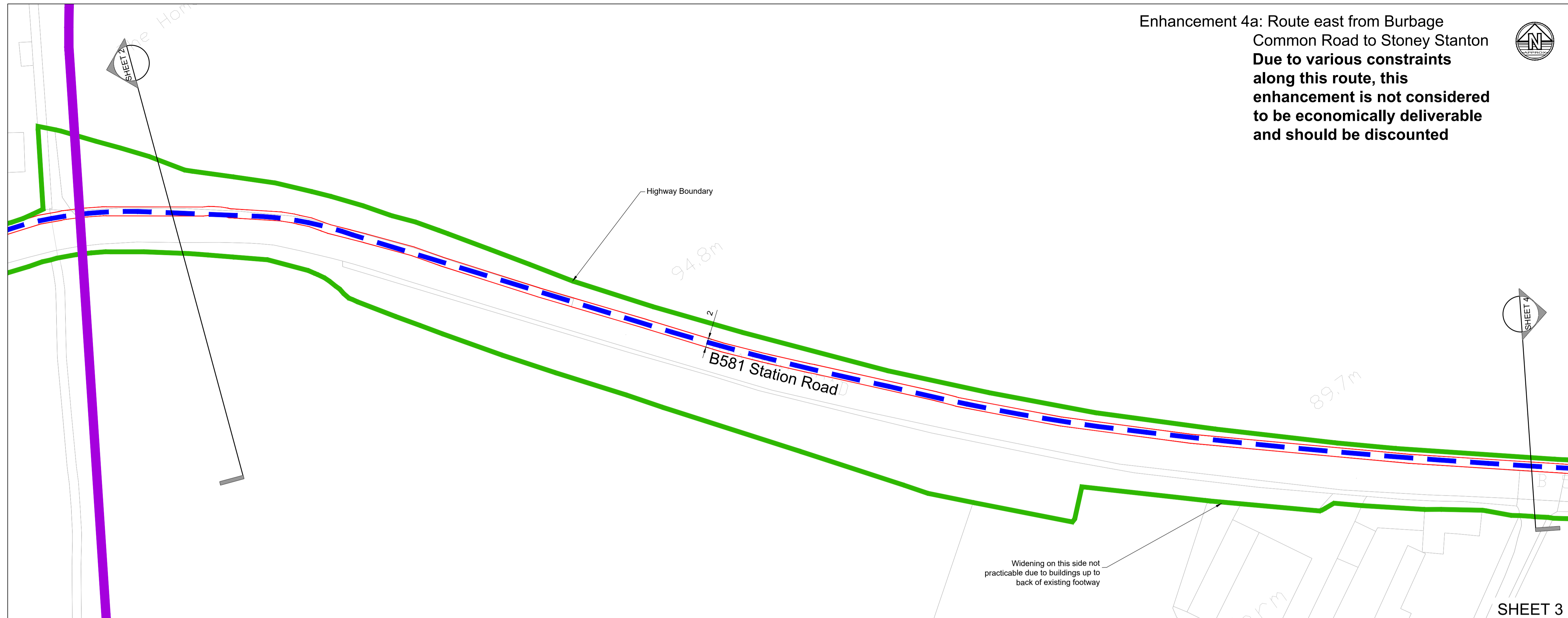
Project Title
**HINCKLEY NATIONAL RAIL
 FREIGHT INTERCHANGE**

Drawing Title
**STANTON ROAD CYCLE
 ROUTE GENERAL
 ARRANGEMENT**

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	01.12.23
Scale@A1:	1:500		

Drawing Status
PRELIMINARY

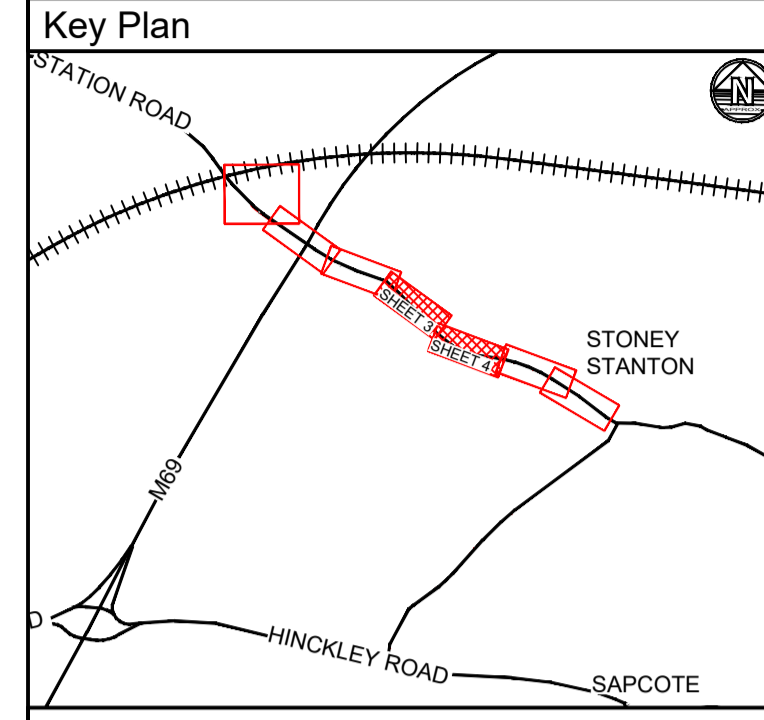
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00114	S2	P01



Enhancement 4a: Route east from Burbage Common Road to Stoney Stanton
Due to various constraints along this route, this enhancement is not considered to be economically deliverable and should be discounted

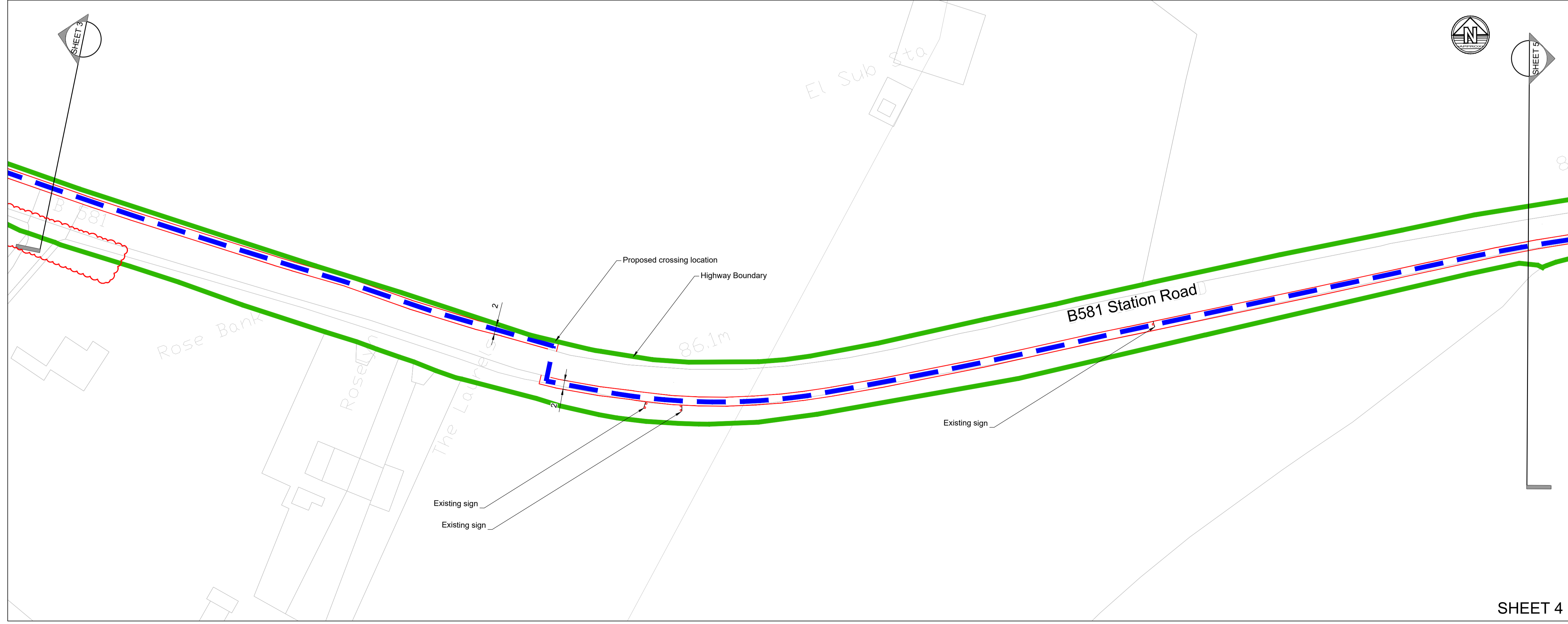


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- Key Plan**
- Existing Bridleway/cycle route to remain unchanged
 - Proposed cycle route
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 - Extents of proposed cycle route width
 - Highway boundary

SHEET 3



P01	01.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

STATION ROAD CYCLE ROUTE GENERAL ARRANGEMENT

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	01.12.23
Scale@A1:	1:500		

Drawing Status

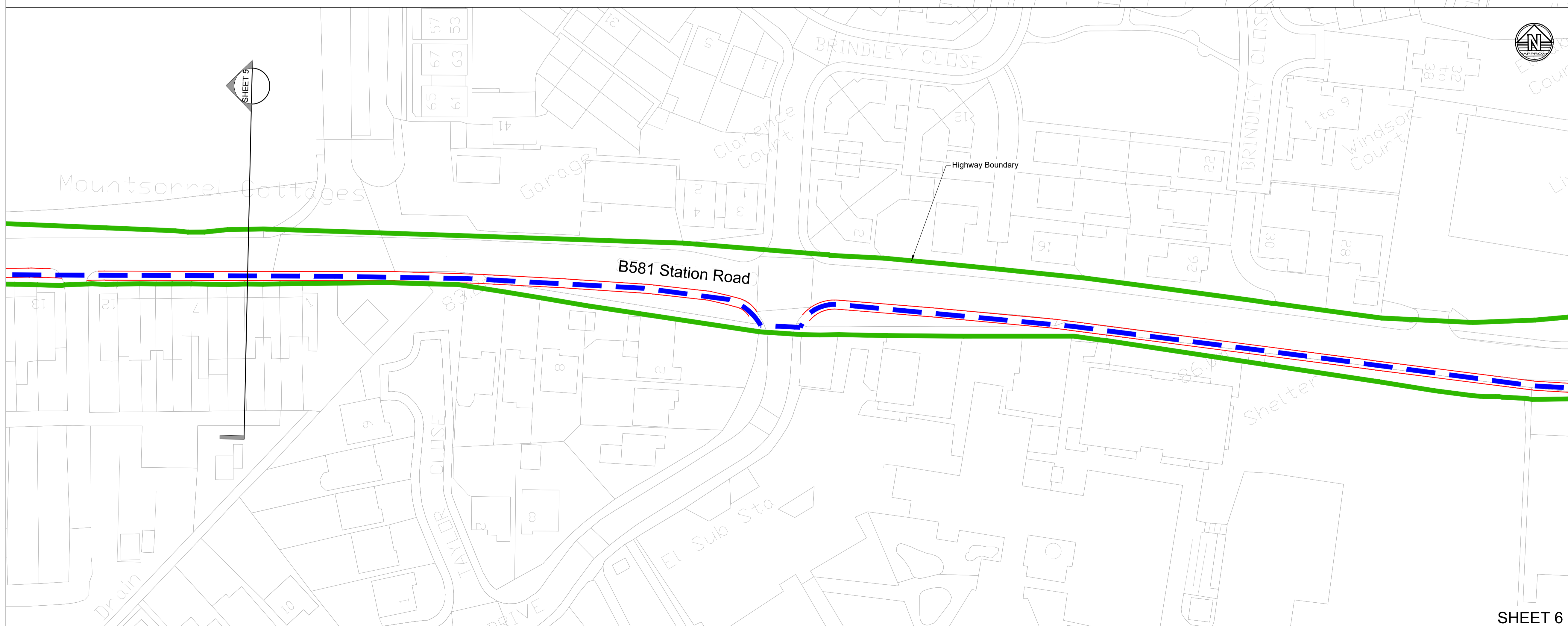
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00115	S2	P01

Enhancement 4a: Route east from Burbage Common Road to Stoney Stanton
 Common Road to Stoney Stanton
Due to various constraints along this route, this enhancement is not considered to be economically deliverable and should be discounted



SHEET 5



SHEET 6

Notes

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Key Plan

Key Plan

- Existing Bridleway/cycle route to remain unchanged
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- Highway boundary

P01	01.12.23	Preliminary Issue	JM	SC
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Drawing Title

STATION ROAD CYCLE ROUTE GENERAL ARRANGEMENT

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	01.12.23
Scale@A1:	1:500		

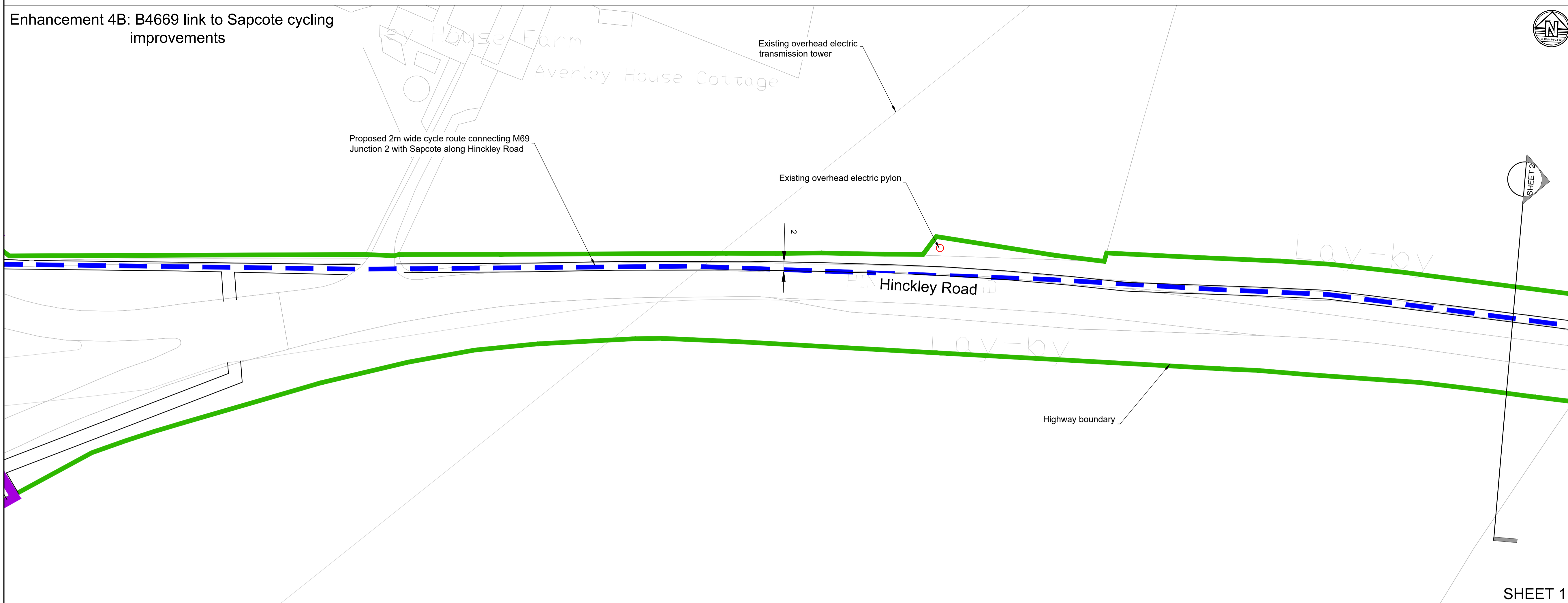
Drawing Status

PRELIMINARY

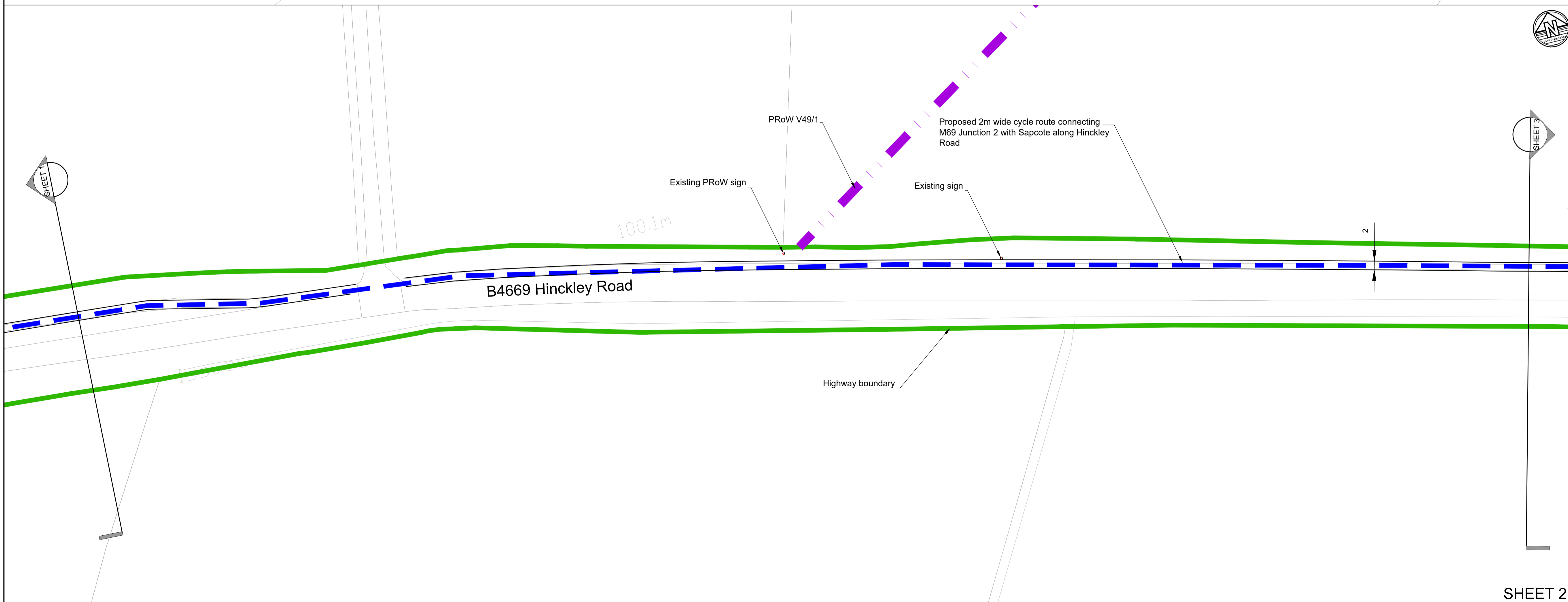
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00116	S2	P01

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Enhancement 4B: B4669 link to Sapcote cycling improvements



SHEET 1



SHEET 2

Notes

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Key Plan

Key Plan

- Existing Bridleway/cycle route to remain unchanged
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- Extents of proposed cycle route width
- Highway boundary

P01	01.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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Drawing Title

B4669 LINK TO SAPCOTE CYCLING IMPROVEMENTS GENERAL ARRANGEMENT

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	01.12.23
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Drawing Status

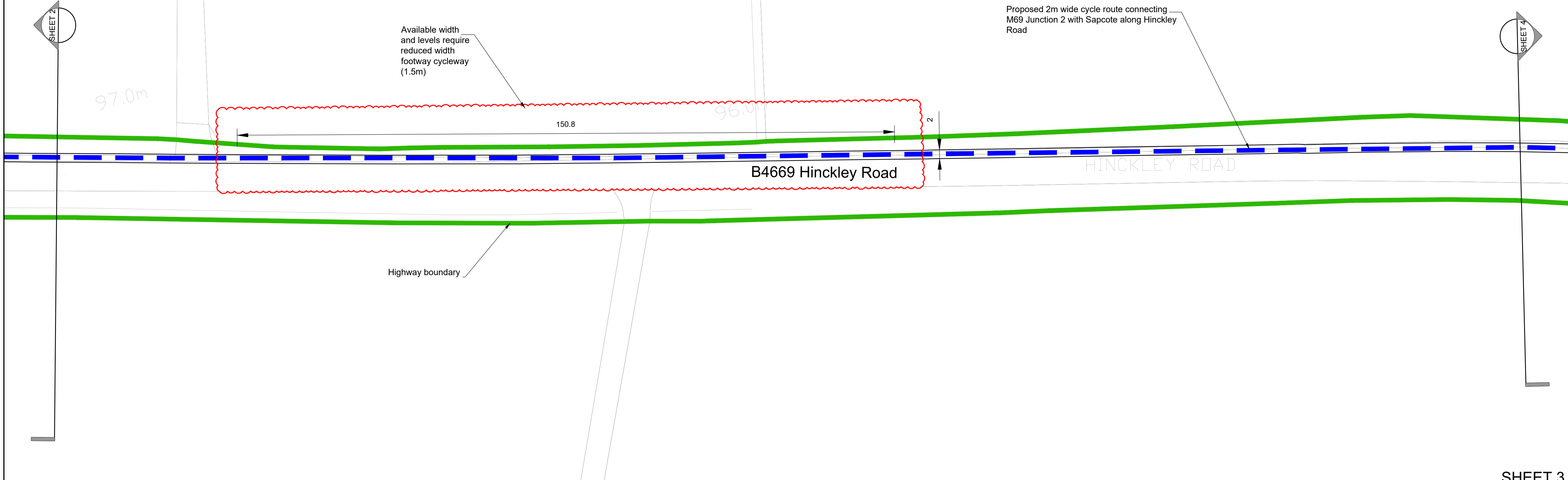
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Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00117	S2	P01

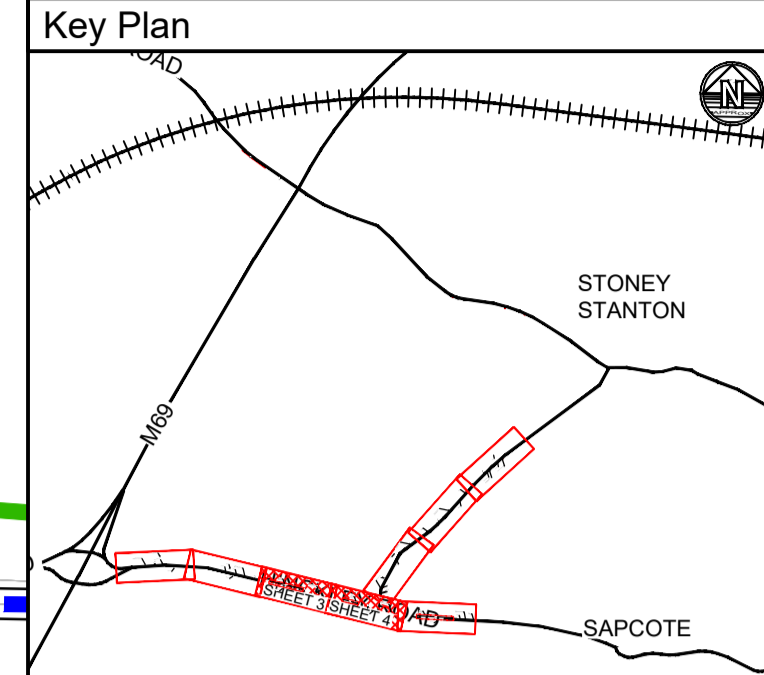
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Enhancement 4B: B4669 link to Sapcote cycling improvements

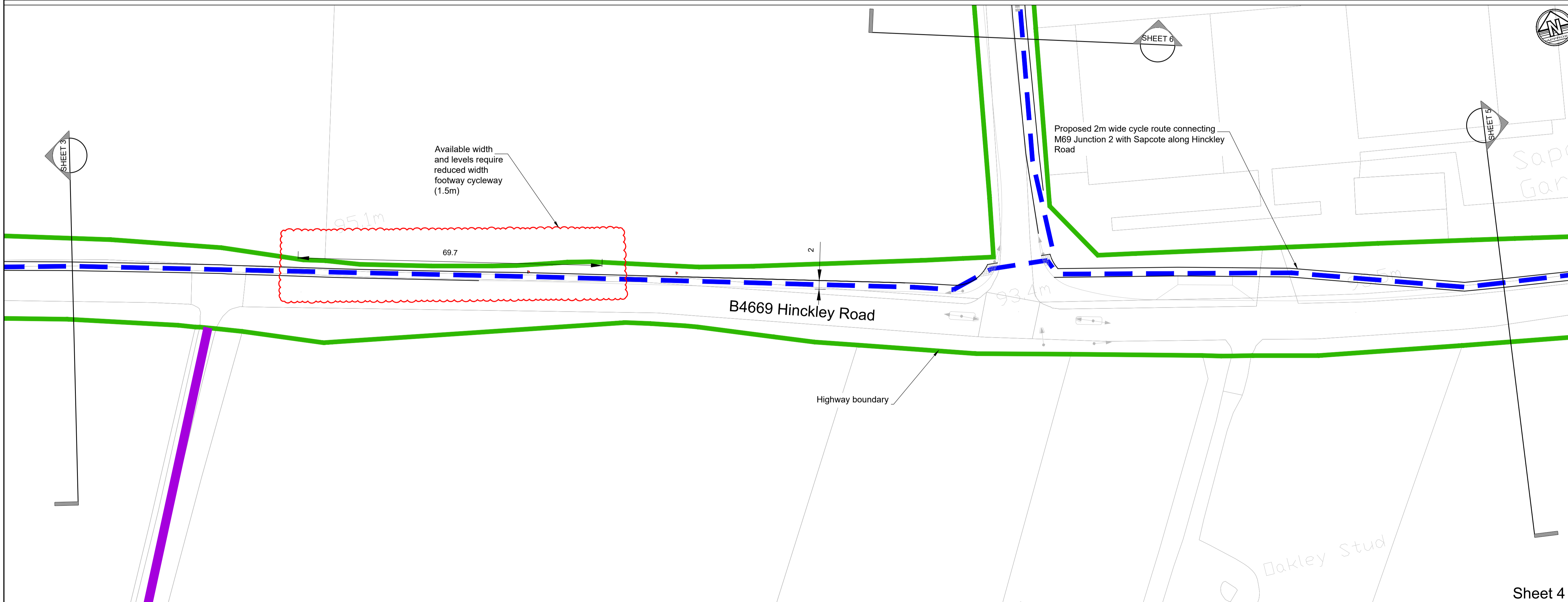


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SHEET 3



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Scale@A1:	1:500		

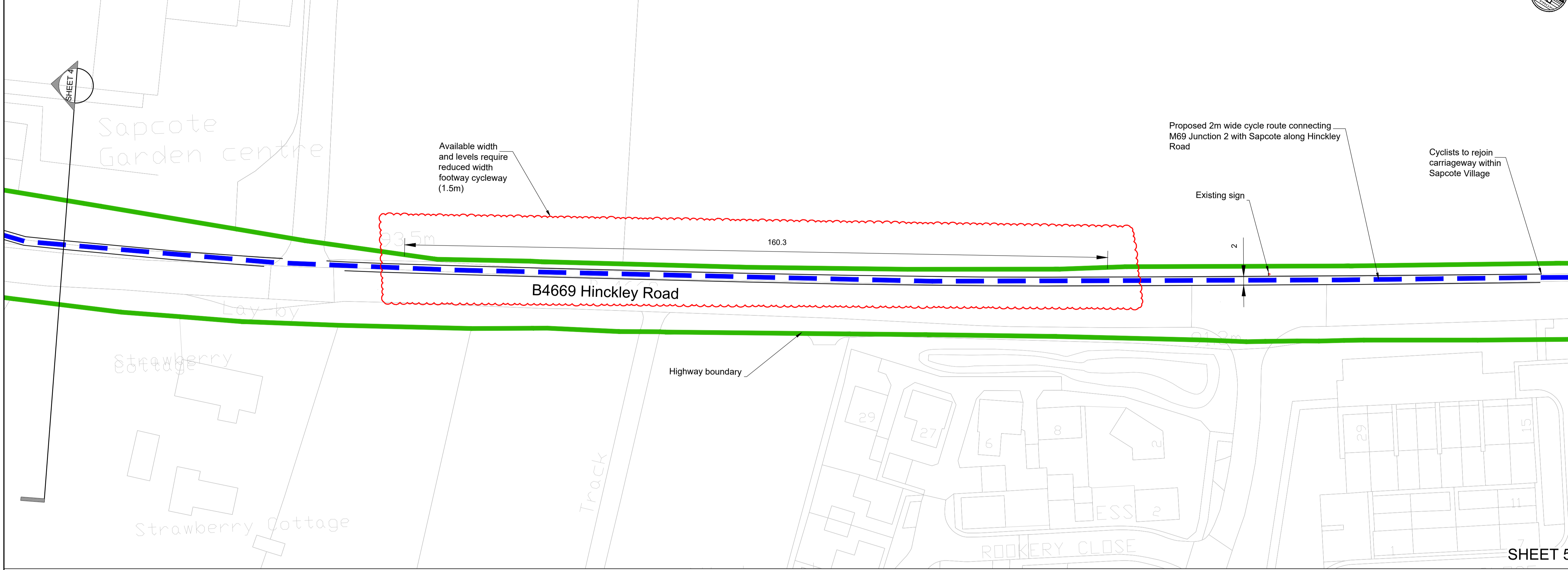
Drawing Status

PRELIMINARY

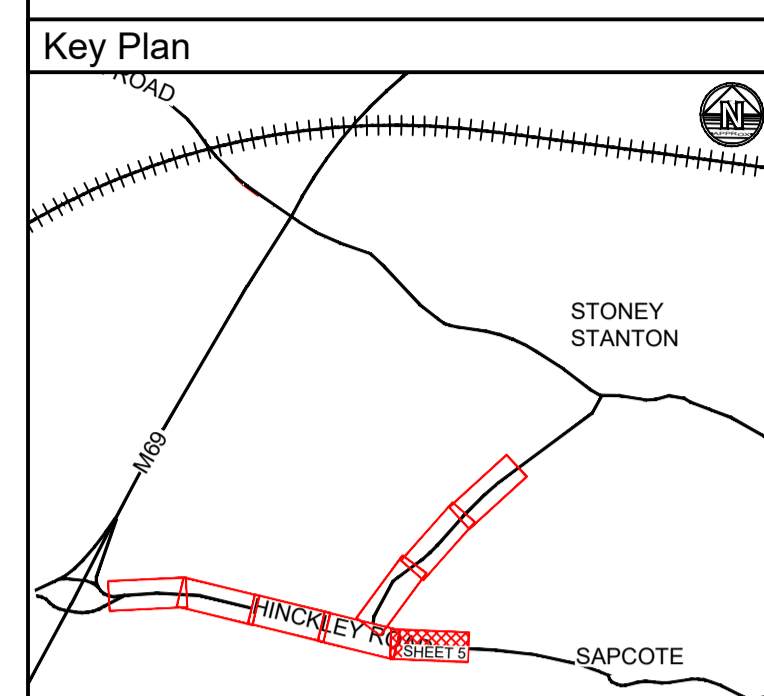
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00118	S2	P01

Sheet 4

Enhancement 4B: B4669 link to Sapcote cycling improvements



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 - Extents of proposed cycle route width
 - Highway boundary

SHEET 5

Rev	Date	Details of issue / revision	Drw	Rev
P01	01.12.23	Preliminary Issue	JM	SC

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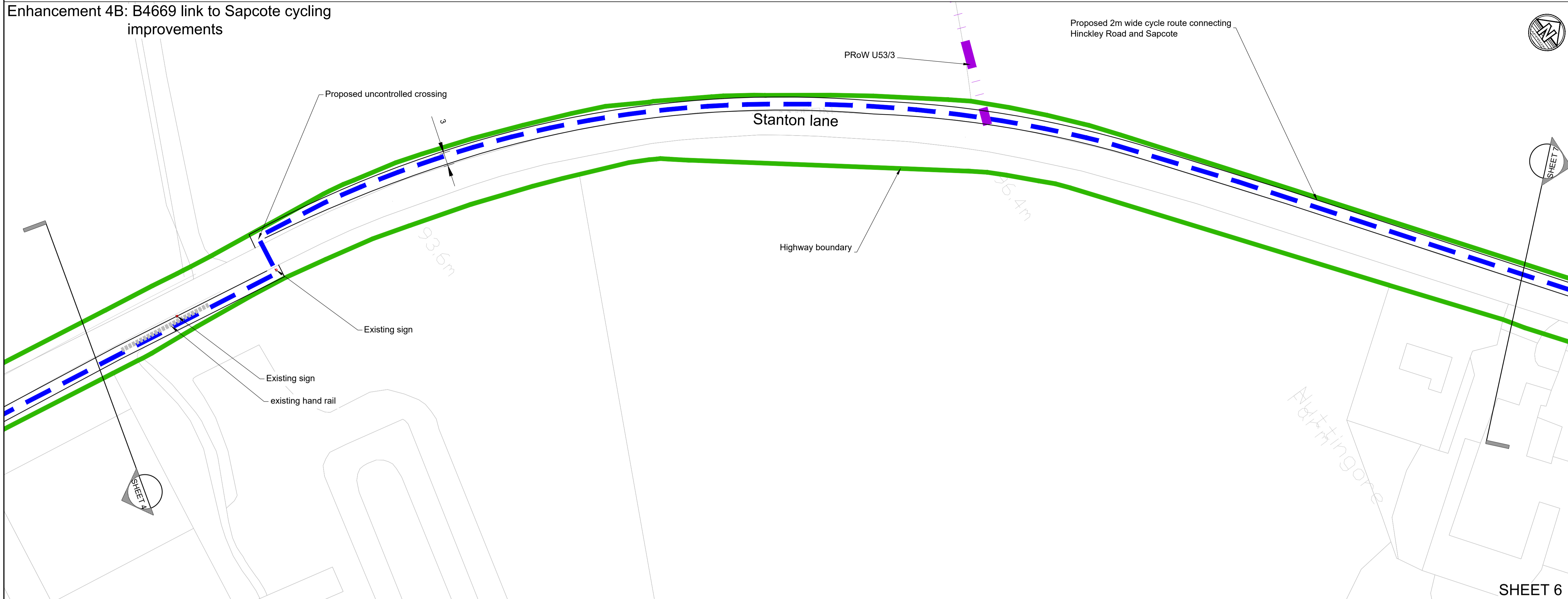
B4669 LINK TO SAPCOTE CYCLING IMPROVEMENTS GENERAL ARRANGEMENT

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	01.12.23
Scale@A1:	1:500		

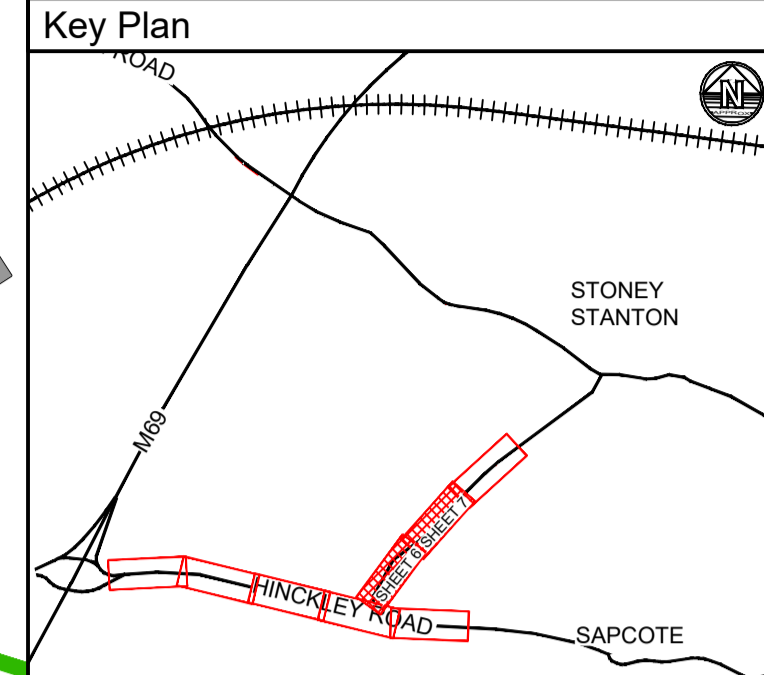
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00119	S2	P01

Enhancement 4B: B4669 link to Sapcote cycling improvements

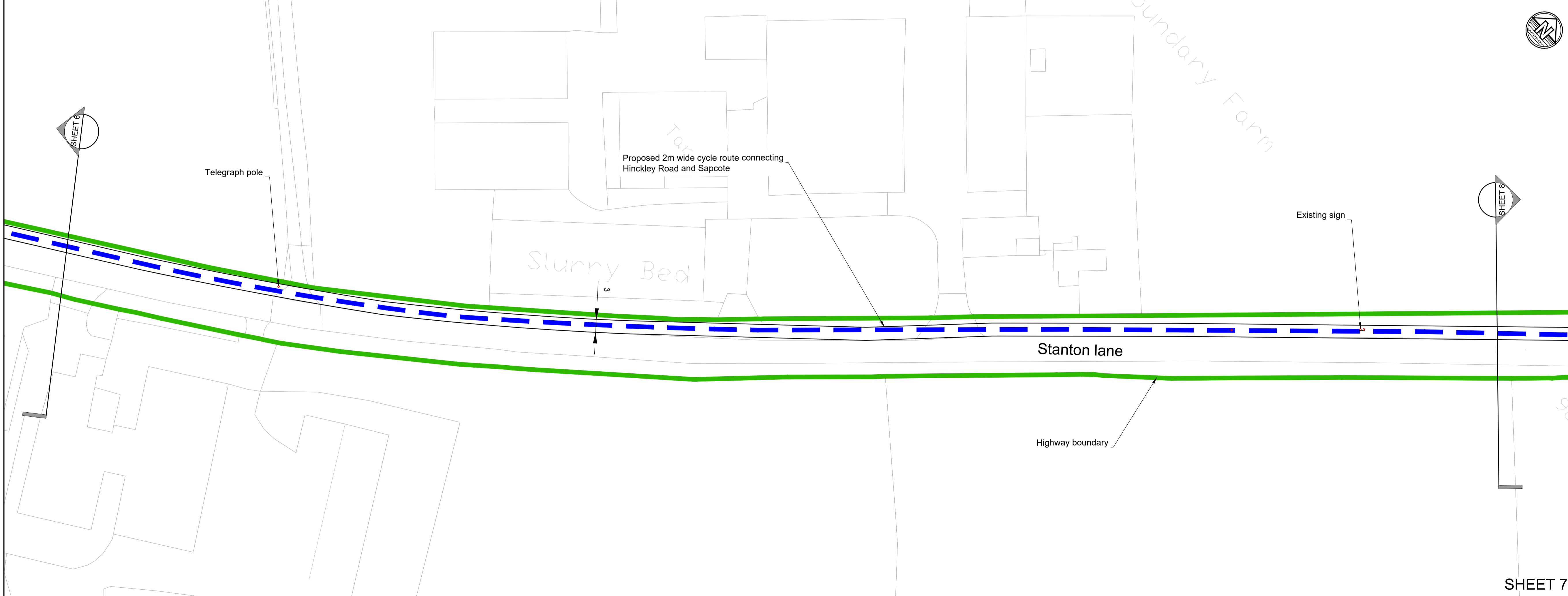


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- Key Plan**
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 - Proposed cycle route
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 - Extents of proposed cycle route width
 - Highway boundary

SHEET 6



P01	01.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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Project Title
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Drawing Title
B4669 LINK TO SAPCOTE CYCLING IMPROVEMENTS GENERAL ARRANGEMENT

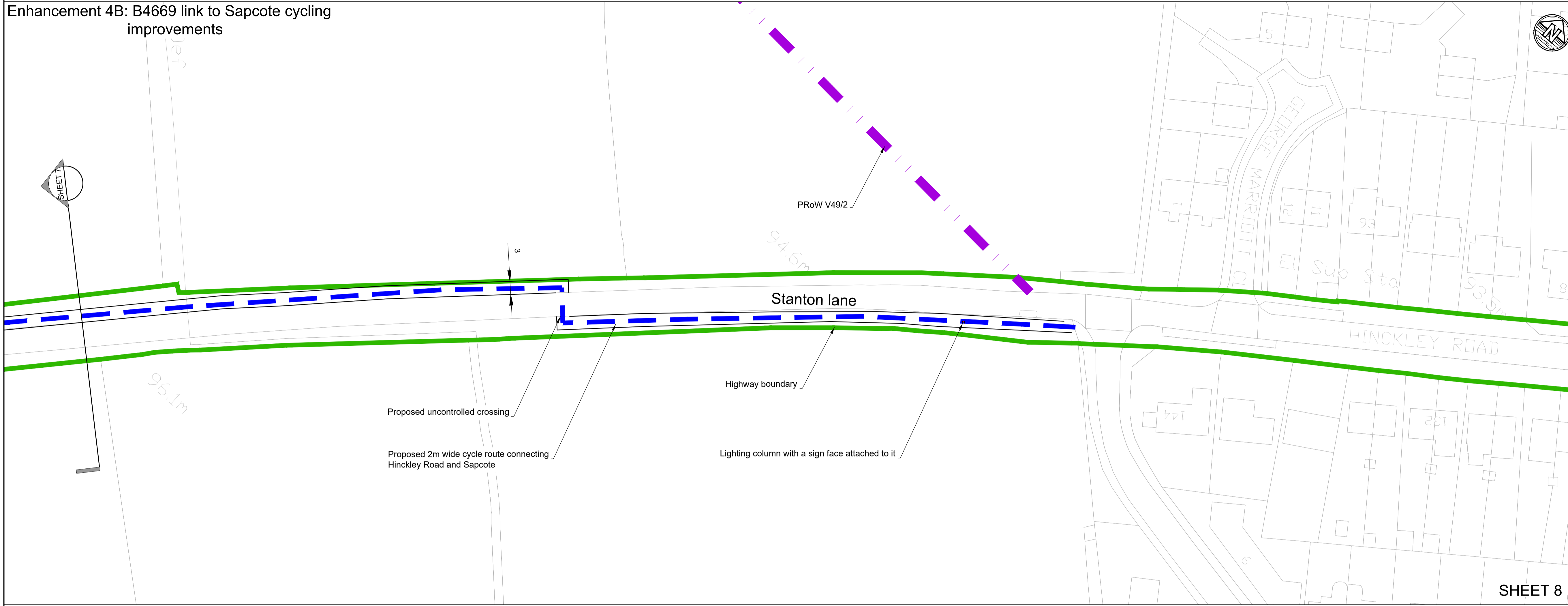
Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	01.12.23
Scale@A1:	1:500		

Drawing Status
PRELIMINARY

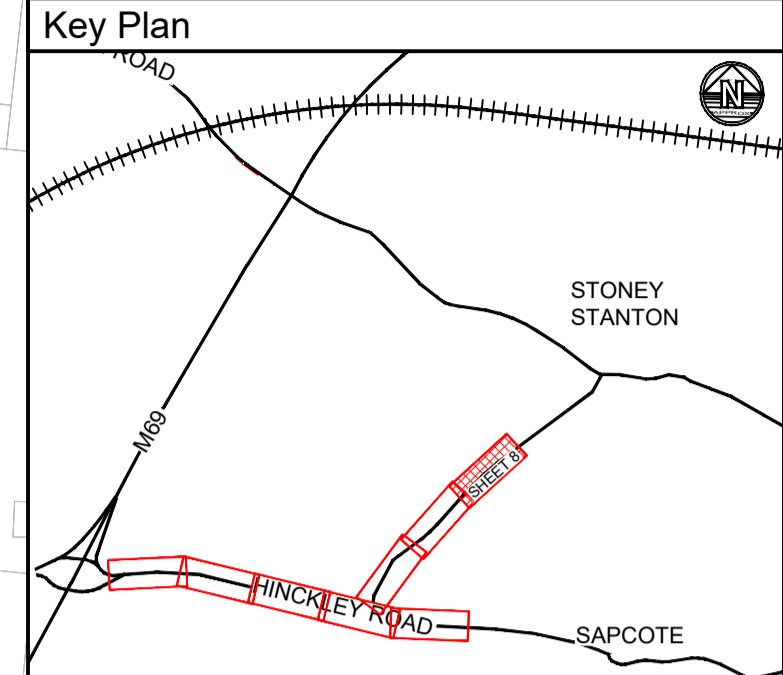
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00120	S2	P01

SHEET 7

Enhancement 4B: B4669 link to Sapcote cycling improvements



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- Key Plan**
- Existing Bridleway/cycle route to remain unchanged
 - Proposed cycle route
 - Existing infrastructure to be improved
 - Extents of proposed cycle route width
 - Highway boundary

SHEET 8

P01	01.12.23	Preliminary Issue	JM	SC
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Drawing Title

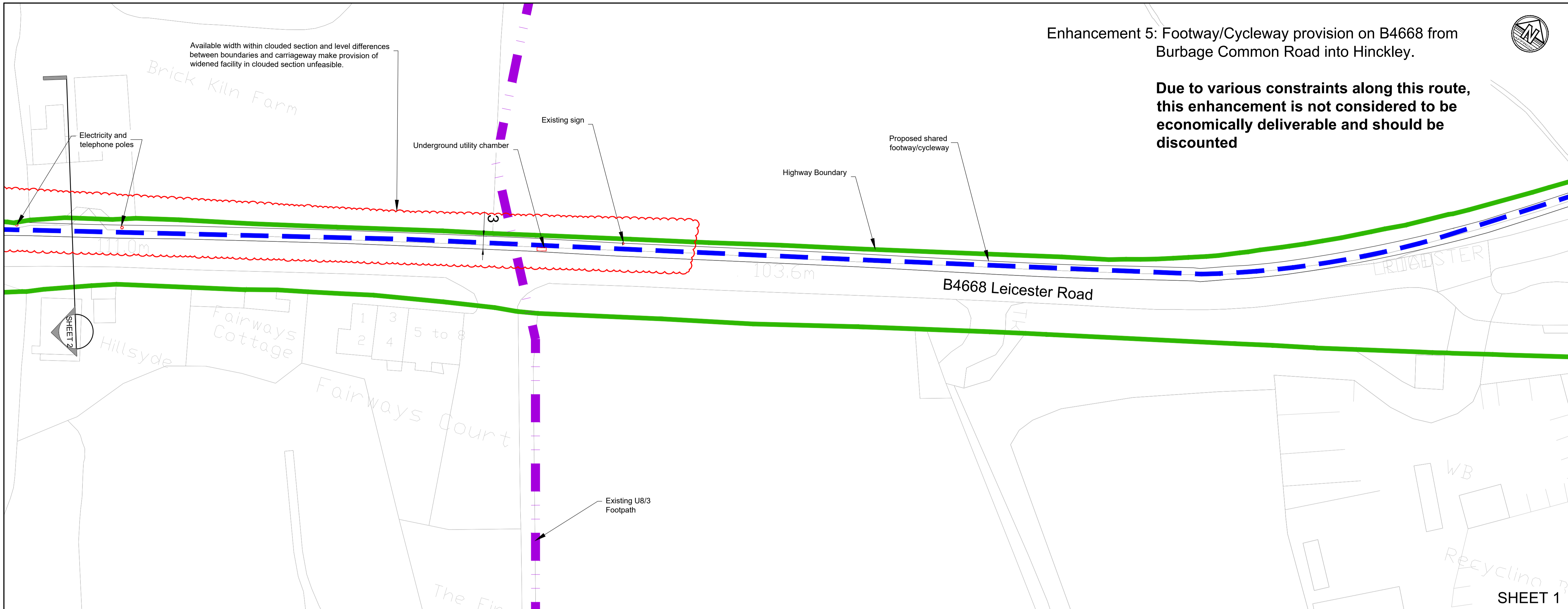
B4669 LINK TO SAPCOTE CYCLING IMPROVEMENTS GENERAL ARRANGEMENT

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	01.12.23
Scale@A1:	1:500		

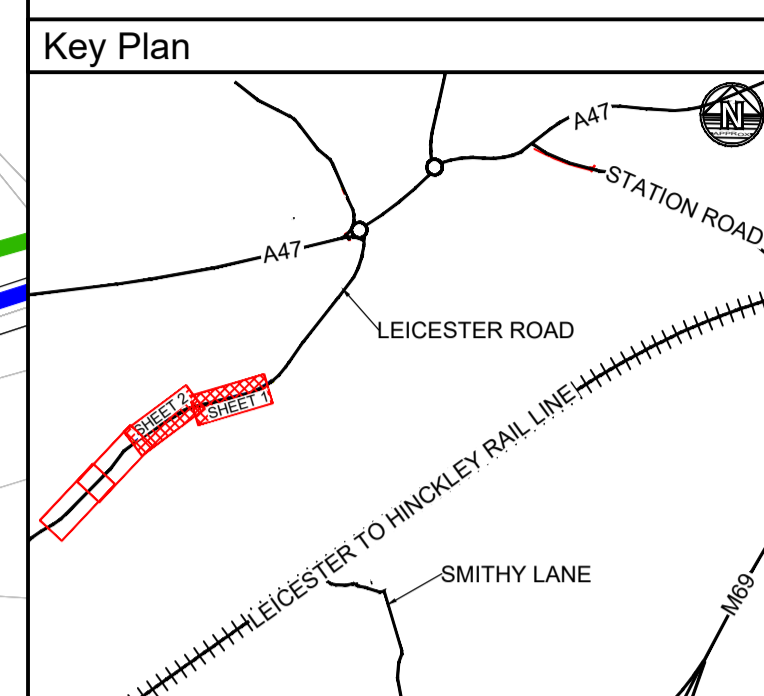
Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00121	S2	P01

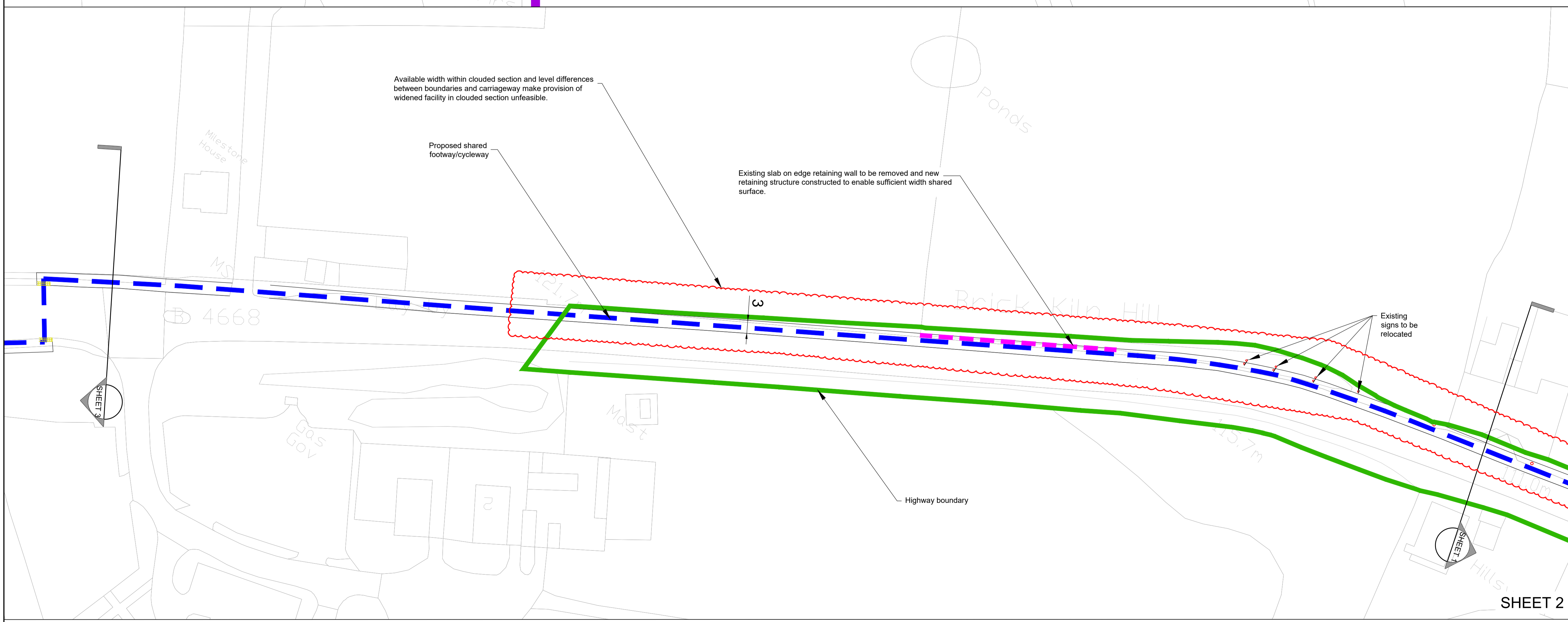


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- Key Plan**
- Existing Bridleway/cycle route to remain unchanged
 - Proposed cycle route
 - Existing infrastructure to be improved
 - Extents of proposed cycle route width
 - Highway boundary

SHEET 1



SHEET 2

Rev	Date	Details of issue / revision	Drw	Rev
P01	01.12.23	Preliminary Issue	JM	SC

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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

B4668 FROM BURBAGE COMMON ROAD INTO HINCKLEY CYCLE IMPROVEMENTS GENERAL ARRANGEMENT

Drawn: J.Manifold | Reviewed: S.Carter

BWB Ref: NTT 2814 | Date: 01.12.23 | Scale@A1: 1:500

Drawing Status

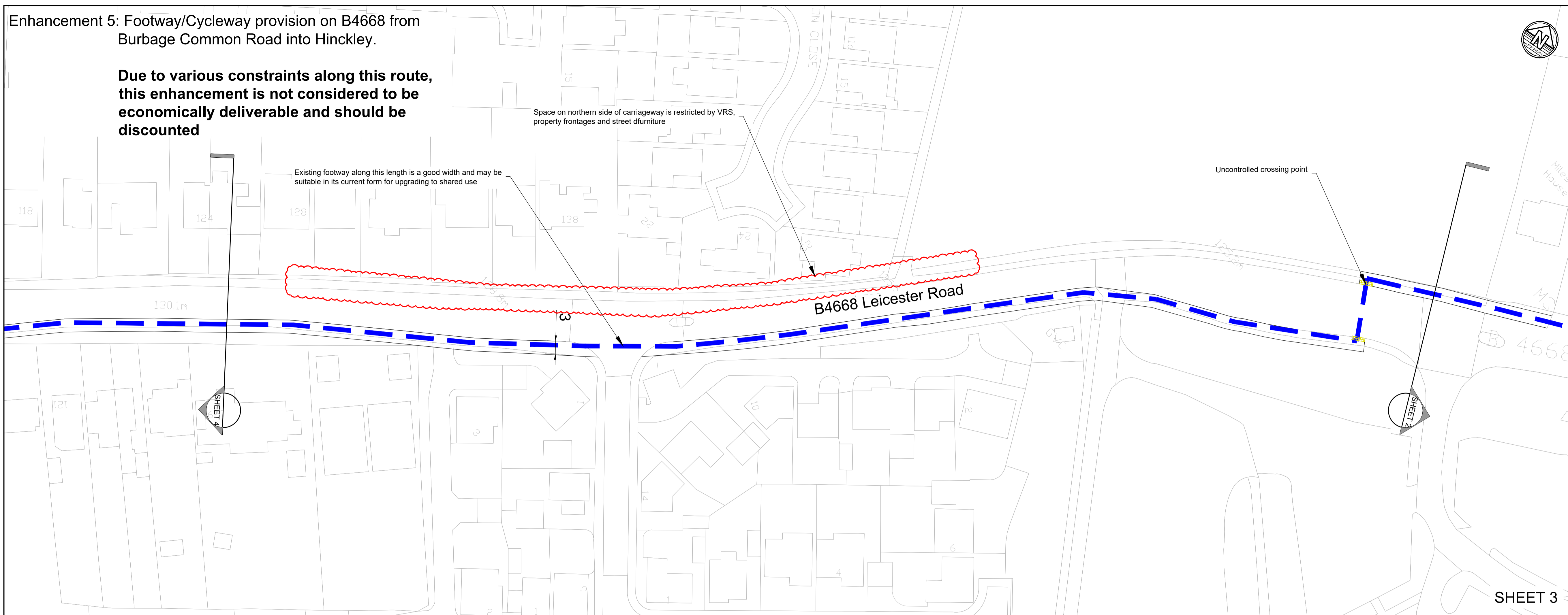
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number | Status | Rev

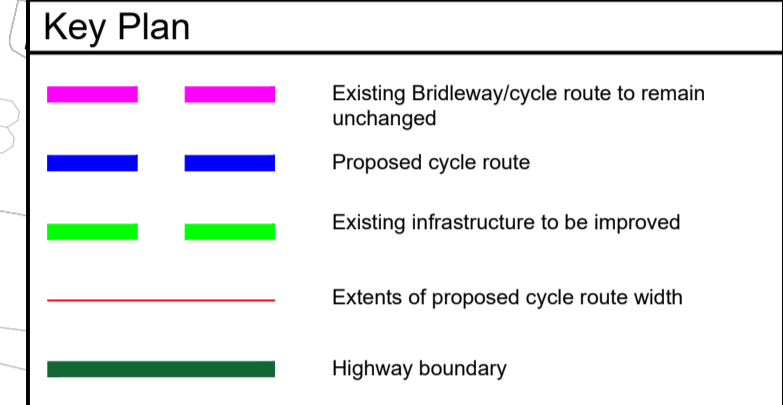
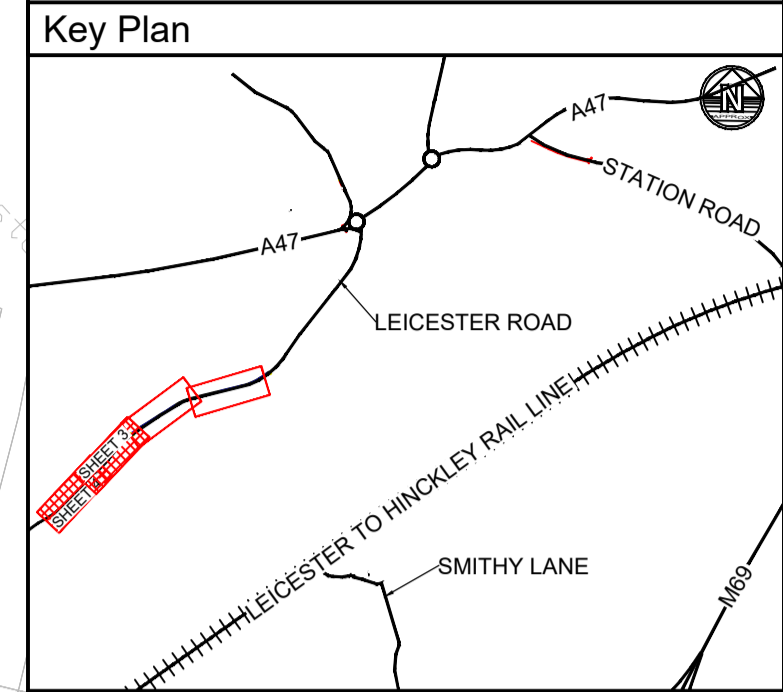
HRF-BWB-HGN-ZZ-DR-CH-00122 | S2 | P01

Enhancement 5: Footway/Cycleway provision on B4668 from Burbage Common Road into Hinckley.

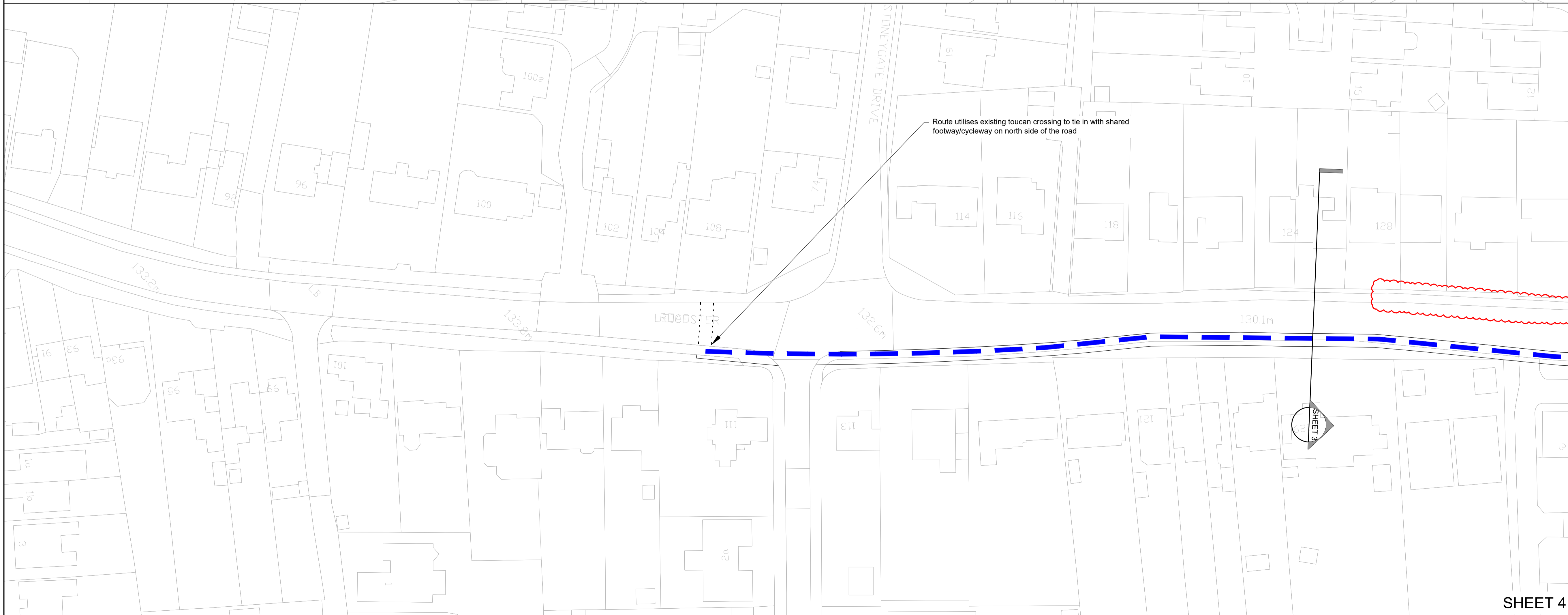
Due to various constraints along this route, this enhancement is not considered to be economically deliverable and should be discounted



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SHEET 3



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Rev	Date	Details of issue / revision	Drw	Rev

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Project Title

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Drawing Title

B4668 FROM BURBAGE COMMON ROAD INTO HINCKLEY CYCLE IMPROVEMENTS GENERAL ARRANGEMENT

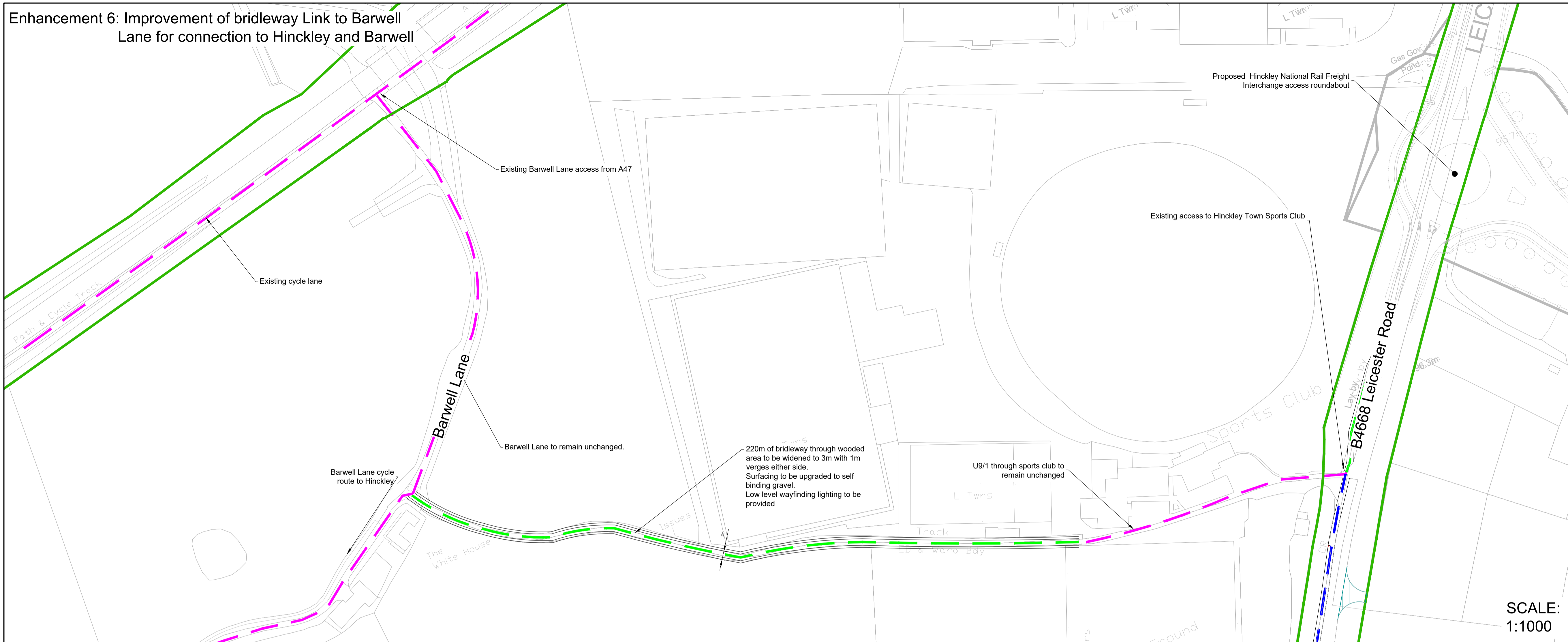
Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT 2814	Date:	01.12.23
Scale@A1:	1:500		

Drawing Status

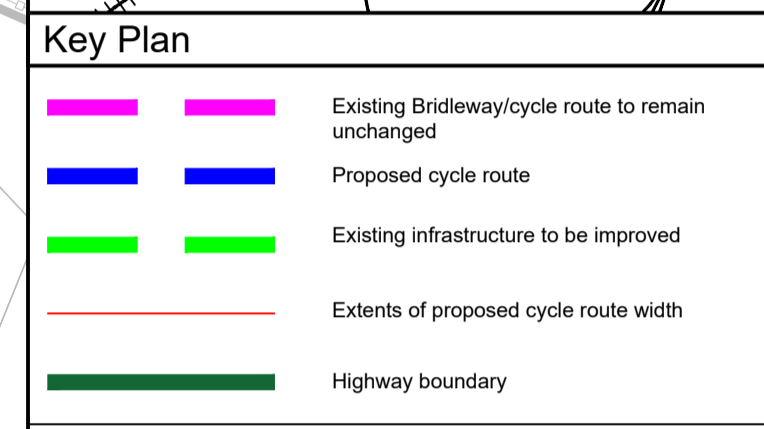
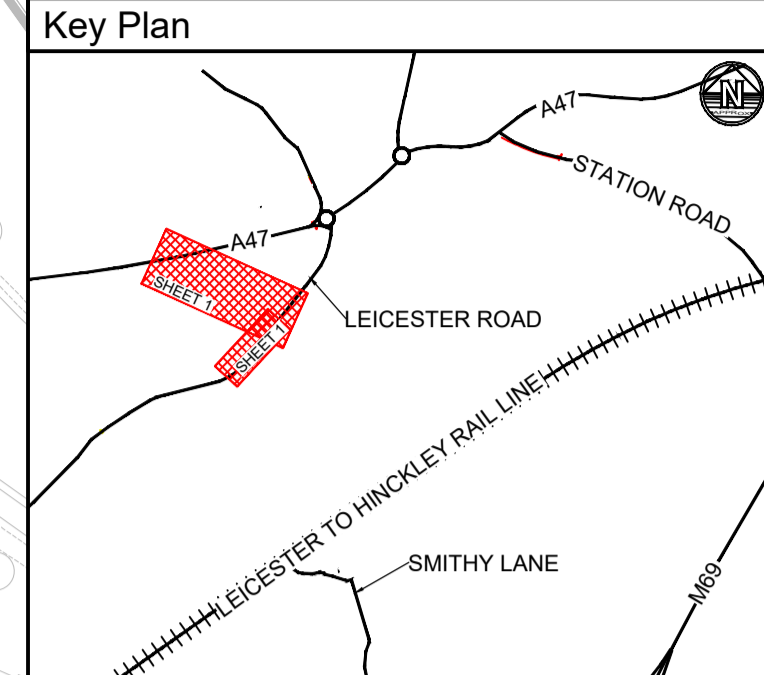
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00123	S2	P01

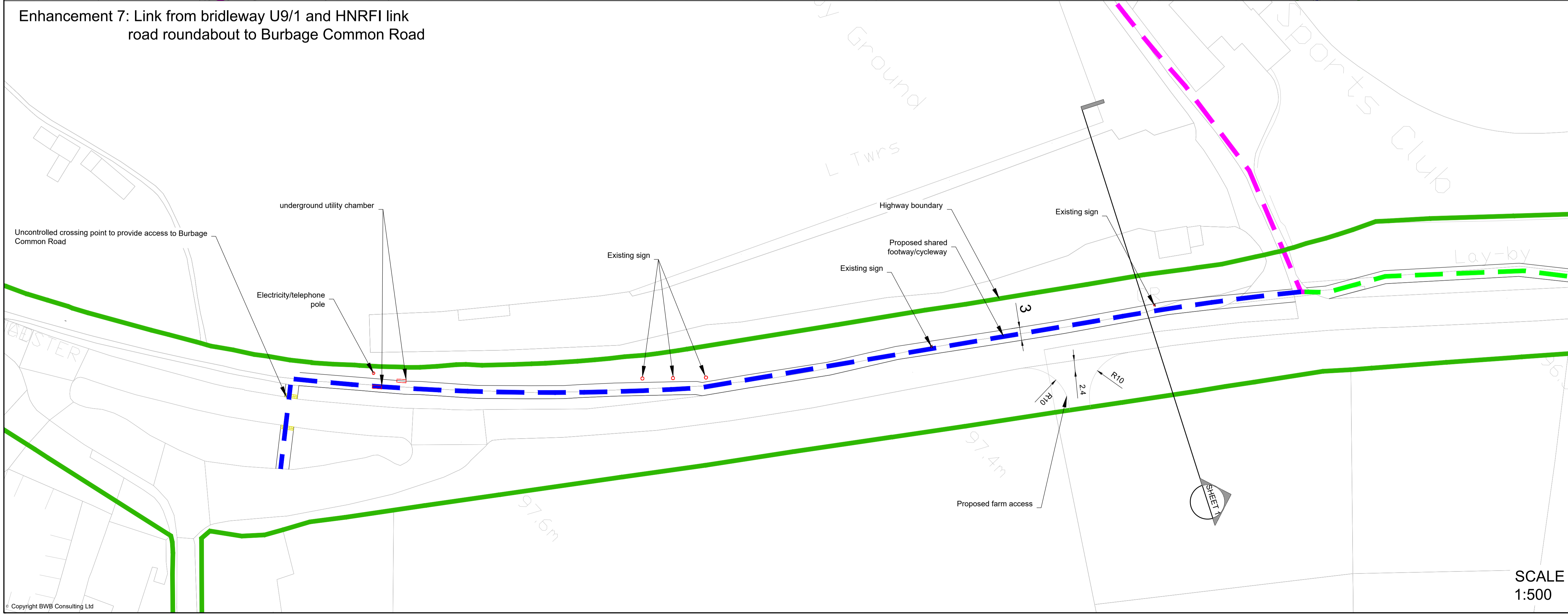
Enhancement 6: Improvement of brideway Link to Barwell Lane for connection to Hinckley and Barwell Lane for connection to Hinckley and Barwell Lane



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.



Enhancement 7: Link from brideway U9/1 and HNRFI link road roundabout to Burbage Common Road



P01	01.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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TRITAX SYMMETRY
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Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

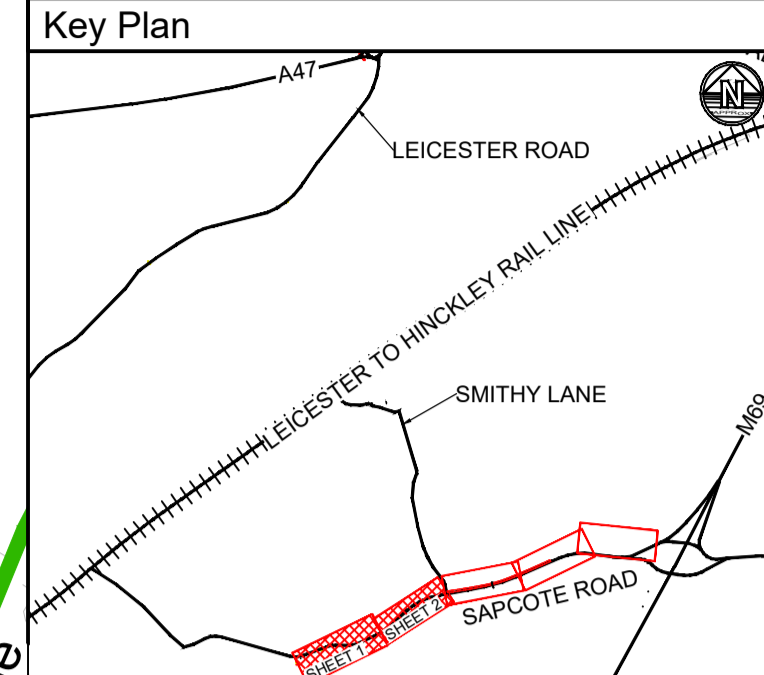
LEICESTER ROAD CYCLE ROUTE GENERAL ARRANGEMENT

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT 2814	Date:	01.12.23
Scale@A1:	AS SHOWN		
Drawing Status			
PRELIMINARY			
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev	
HRF-BWB-HGN-ZZ-DR-CH-00124	S2	P01	

Enhancement 8: Smithy Lane to Winchester Drive shared footway/cycleway



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.



- Key Plan**
- Existing Bridleway/cycle route to remain unchanged
 - Proposed cycle route
 - Existing infrastructure to be improved
 - Extents of proposed cycle route width
 - Highway boundary

NOT TO SCALE



P02	19.12.23	Amended beyond Smithy Lane	JM	SC
P01	01.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

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Project Title
HINKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title
WINCHESTER DRIVE TO SMITHY LANE GENERAL ARRANGEMENT SHEET 1

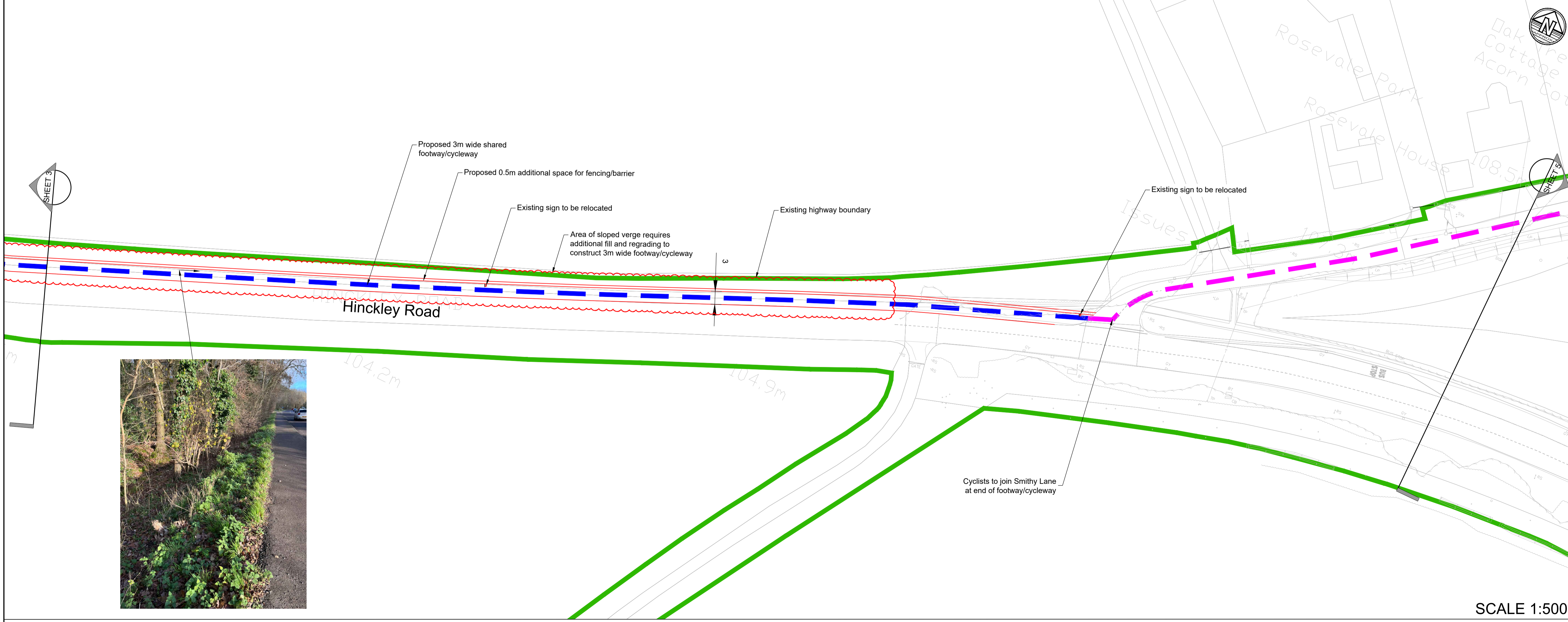
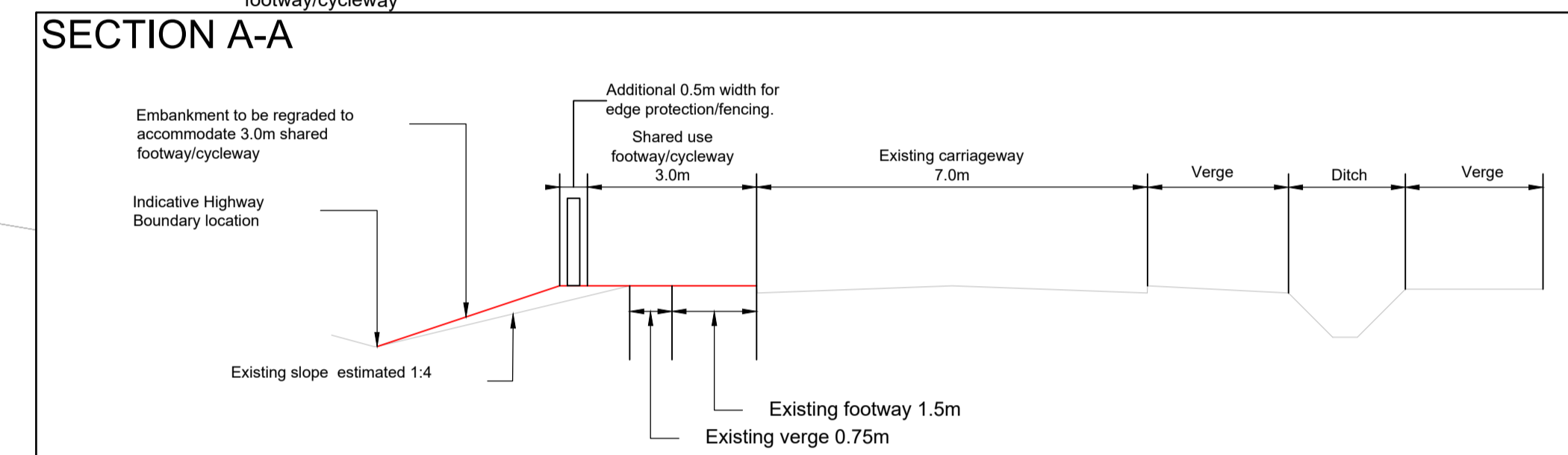
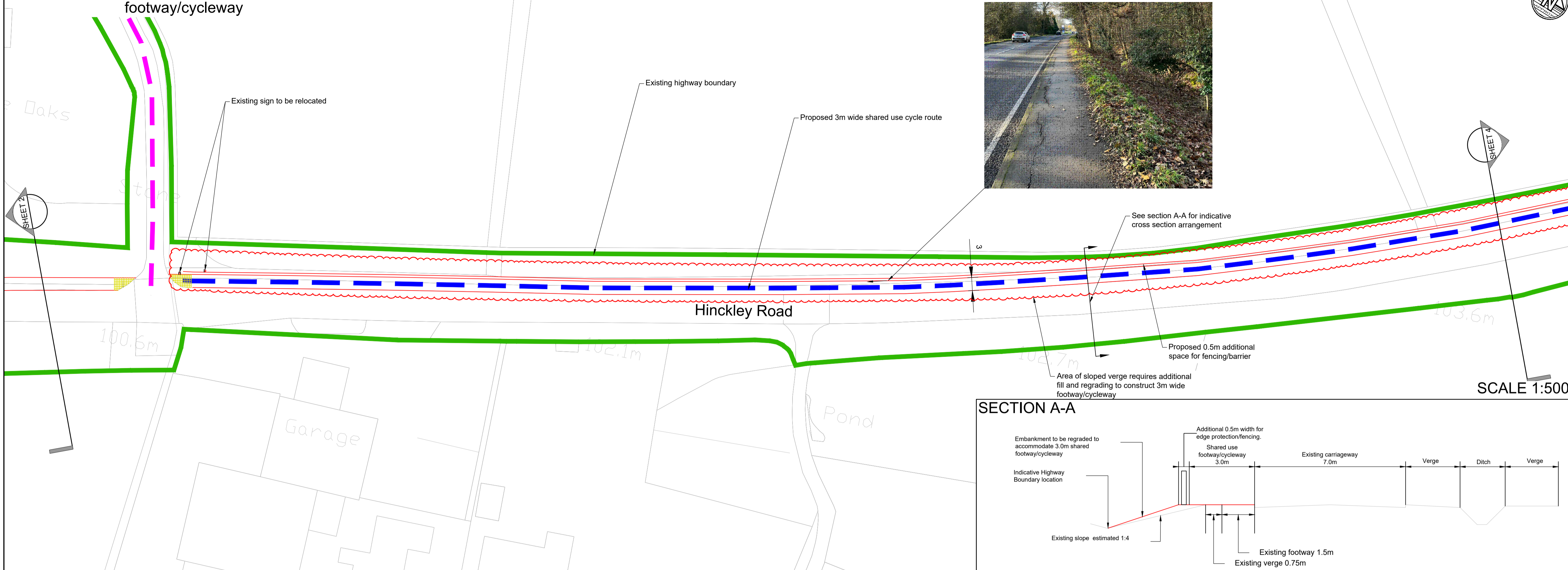
Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	01.12.23
Scale:	@A1:	As shown	

Drawing Status
PRELIMINARY

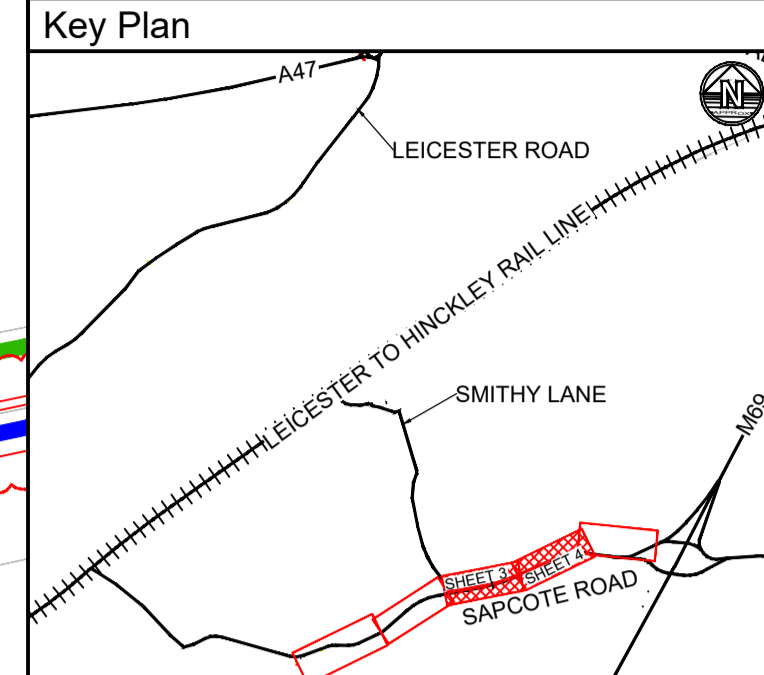
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00125	S2	P02

NOT TO SCALE

Enhancement 8: Smithy Lane to Winchester Drive shared footway/cycleway



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.



- Key Plan**
- Existing Bridleway/cycle route to remain unchanged
 - Proposed cycle route
 - Existing infrastructure to be improved
 - Extents of proposed cycle route width
 - Highway boundary

P01	01.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Dw	Rev

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Project Title
HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

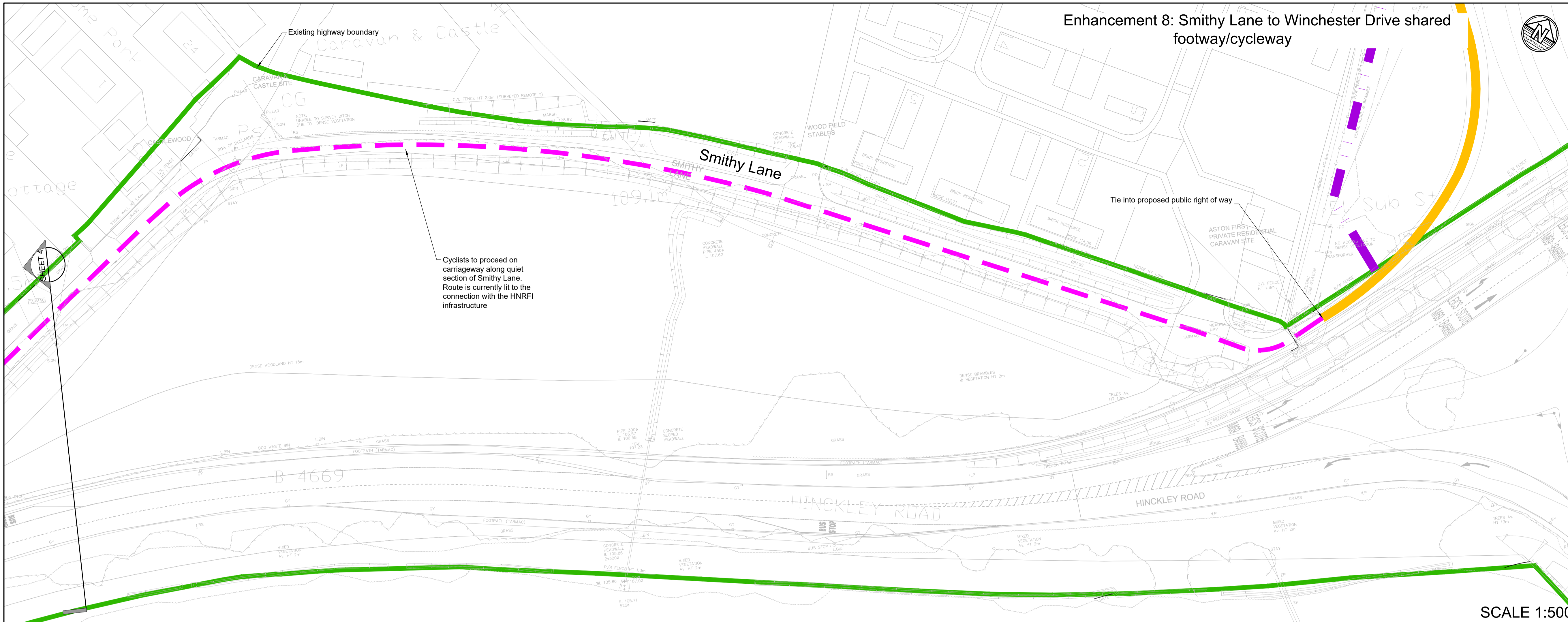
Drawing Title
WINCHESTER DRIVE TO SMITHY LANE IMPROVEMENTS GENERAL ARRANGEMENT SHEET 2

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	01.12.23
Scale@A1:	As shown		

Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number
HRF-BWB-HGN-ZZ-DR-CH-00126

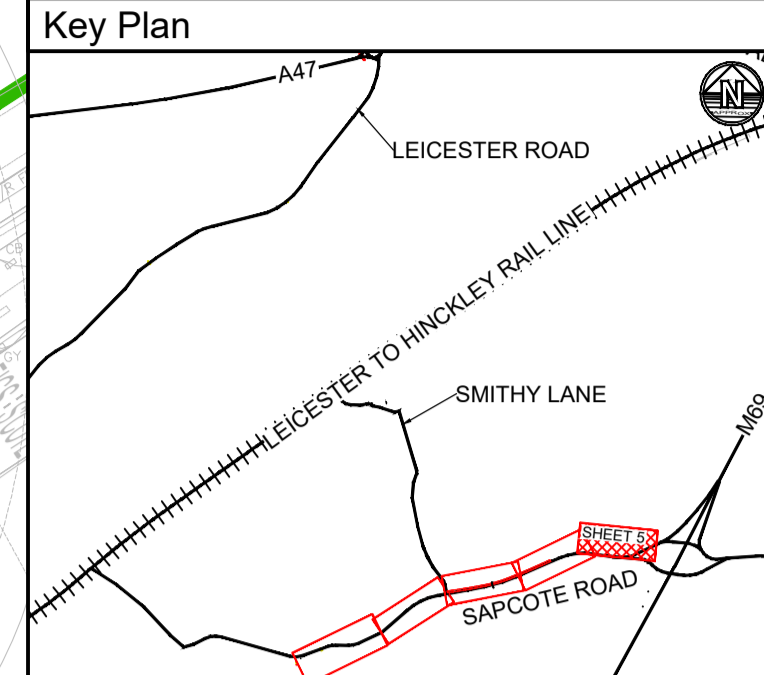
Status Rev
S2 P01



Enhancement 8: Smithy Lane to Winchester Drive shared footway/cycleway



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.



- Key Plan**
- Existing Bridleway/cycle route to remain unchanged
 - Proposed cycle route
 - Existing infrastructure to be improved
 - Extents of proposed cycle route width
 - Highway boundary

SCALE 1:500

Rev	Date	Details of issue / revision	Drawn	Reviewed
P01	01.12.23	Preliminary Issue	JM	SC

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Project Title

HINKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

WINCHESTER DRIVE TO SMITHY LANE IMPROVEMENTS GENERAL ARRANGEMENT SHEET 3

Drawn:	J.Manifold	Reviewed:	S.Carter
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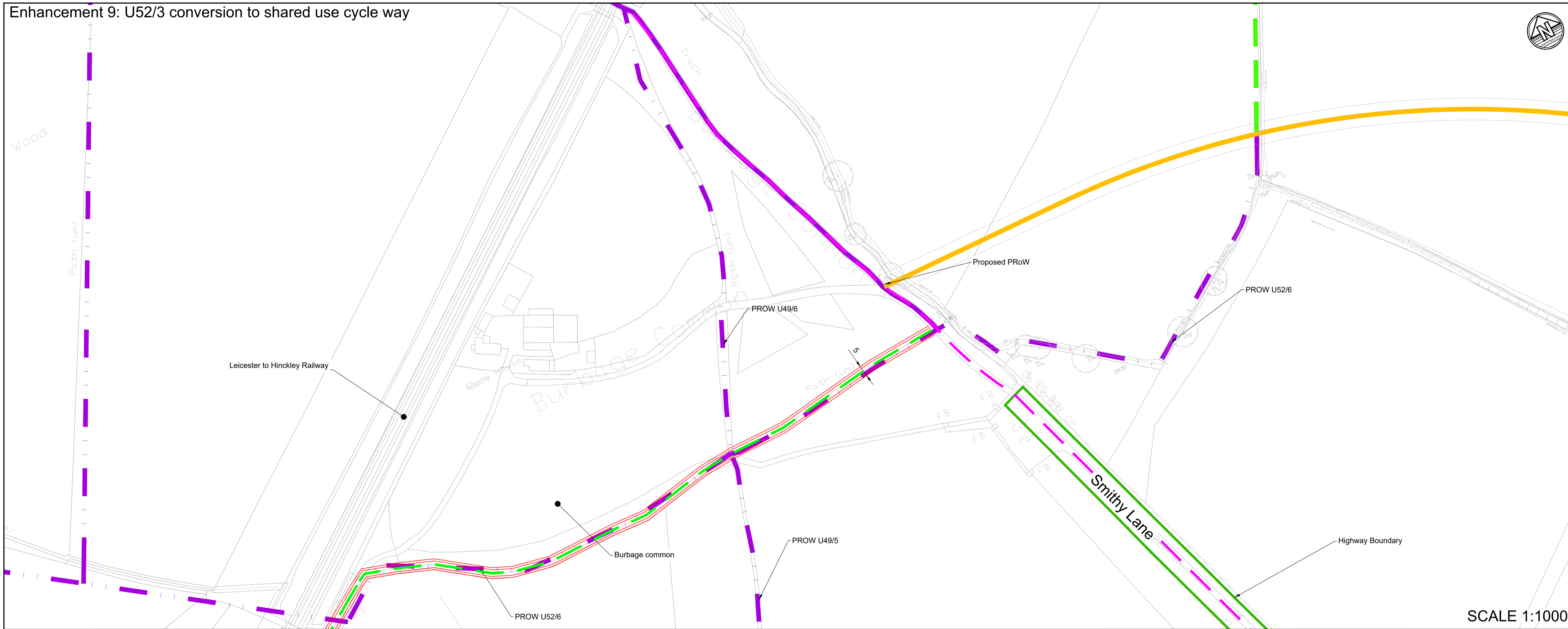
BWB Ref:	NTT2814	Date:	01.12.23	Scale@A1:	As shown
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Drawing Status

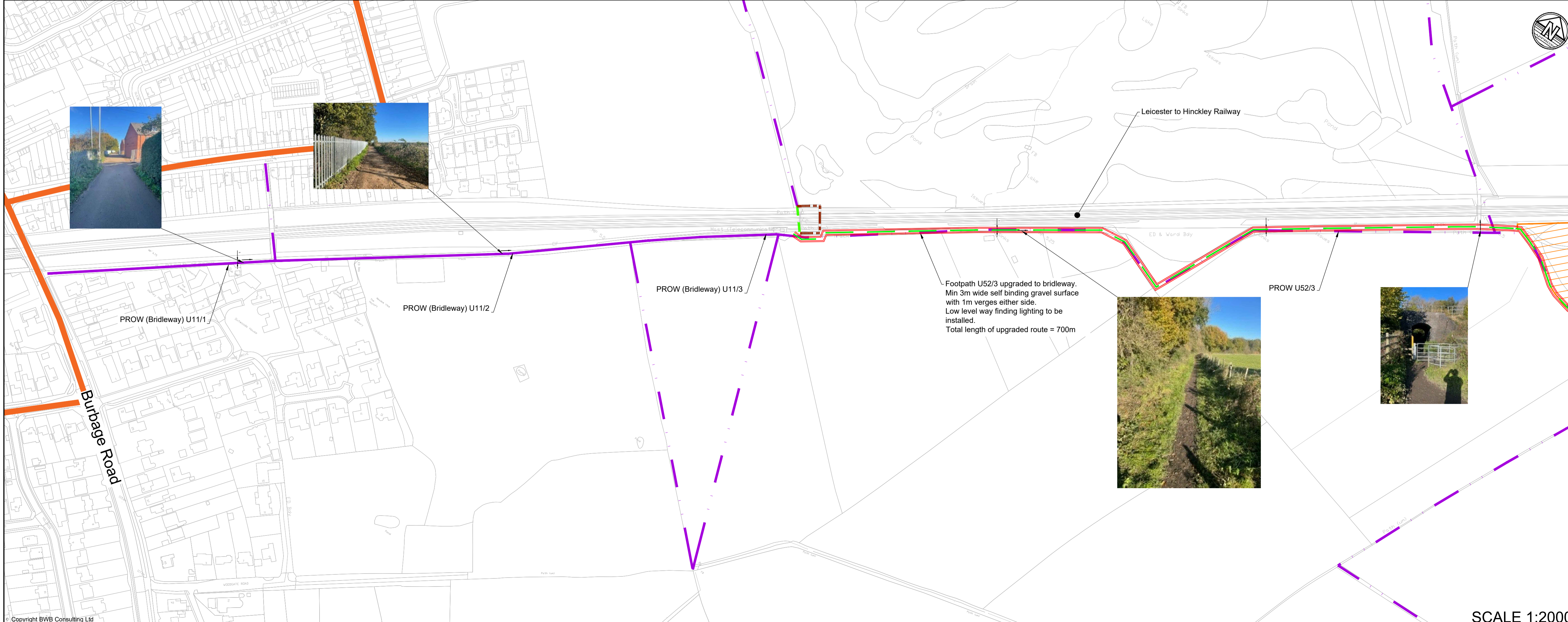
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
HRF-BWB-HGN-ZZ-DR-CH-00127	S2	P01

Enhancement 9: U52/3 conversion to shared use cycle way



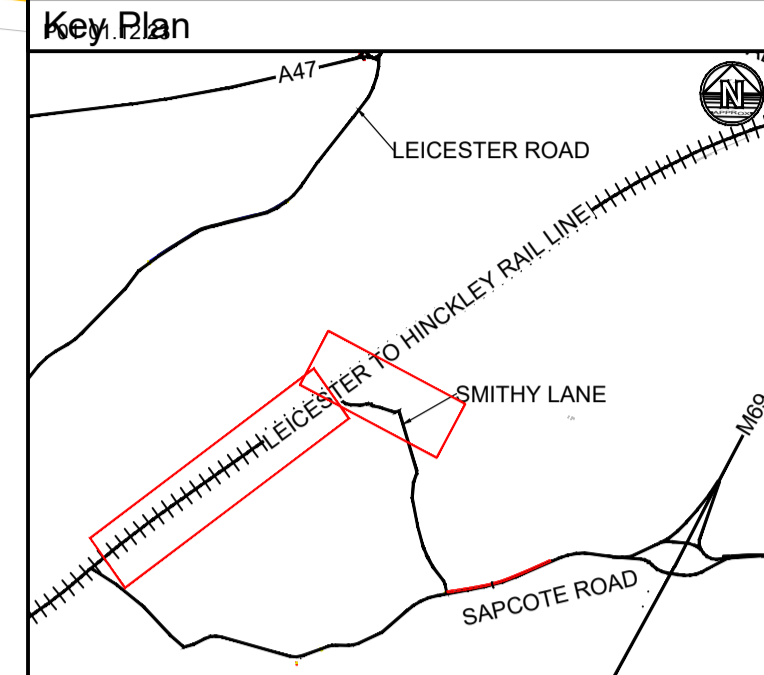
SCALE 1:1000



SCALE 1:2000



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.



- Key Plan**
- Existing Bridleway/cycle route to remain unchanged
 - Proposed cycle route
 - Existing infrastructure to be improved
 - Extents of proposed cycle route width
 - Highway boundary

P01	01.12.23	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Dw	Rev

Issues & Revisions

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TRITAX SYMMETRY
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Project Title

**HINCKLEY NATIONAL RAIL
FREIGHT INTERCHANGE**

Drawing Title

**SMITHY LANE BURBAGE
COMMON CYCLE ROUTE
GENERAL ARRANGEMENT**

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	01.12.23
Scale:	@A1:	As Shown	
PRELIMINARY			
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev	
HRF-BWB-HGN-ZZ-DR-CH-00128	S2	P01	

APPENDIX 6: Proposed Bus Timetables

Lutterworth, outside George Street Car Park	-	-	-	06:00	07:00
Lutterworth College (outside)	-	-	-	-	07:05
Magna Park Stop J (Eastbound)	-	-	-	06:06	-
Magna Park, adj George Building	-	-	-	06:11	-
Magna Park, adj Disney	-	-	-	06:16	-
Magna Park, opp Eddie Stobart Logistics	-	-	-	06:20	-
Ullesthorpe, adj South Avenue	-	-	-	-	07:13
Claybrooke Magna, opp Bell Street	-	-	-	-	07:17
Burbage Hinckley Park (Inside)	-	-	05:10	06:31	07:28
Burbage, adj Horsepool	-	-	05:18	06:39	07:38
HNRFI	-	-	05:28	06:49	07:48
Hinckley The Crescent Bus Station (Stand CB)	-	-	05:38	06:59	07:58
Hinckley, opp Harrowbrook Road	-	-	05:43	07:04	08:03
Nuneaton, opp North Warwickshire College	-	-	05:51	07:12	08:11
Nuneaton Bus Station (Stand C2)	-	-	05:58	07:19	08:18

Nuneaton Bus Station (Stand C2)	04:32	05:32	06:33	07:23	08:34
Nuneaton, adj North Warwickshire College	04:36	05:36	06:37	07:27	08:38
Hinckley, adj Harrowbrook Road	04:43	05:43	06:44	07:34	08:45
Hinckley The Crescent Bus Station (Stand CB)	04:48	05:48	06:49	07:39	08:50
HNRFI	04:58	05:58	06:59	-	09:00
Burbage, adj Aston Lane	05:08	06:08	07:09	07:44	09:10
Burbage Hinckley Park (Inside)	05:17	06:17	07:19	07:54	09:20
Claybrooke Magna Bell Street (adjacent)	-	-	07:26	08:01	09:27
Ullesthorpe, opp South Avenue	-	-	07:30	08:06	09:31
Lutterworth, adj New Street	-	-	-	08:16	-
Lutterworth, outside Morrisons	-	-	-	08:21	-
Magna Park, adj Eddie Stobart Logistics	05:27	06:27	07:36	-	09:37
Magna Park, opp Disney	05:31	06:31	07:40	-	09:41
Magna Park, adj George Building	05:35	06:35	07:44	-	09:45
Magna Park Stop J (Eastbound)	05:40	06:40	-	-	-
Magna Park Stop J (Eastbound)	-	-	-	-	-
Lutterworth, opp Kingsway	-	-	-	08:26	-
Lutterworth, outside George Street Car Park	05:50	06:50	07:55	-	09:55
Magna Park Stop J (Eastbound)	-	-	-	08:32	-
Magna Park, adj George Building	-	-	-	08:37	-
Magna Park, adj Vulcan Way	-	-	-	08:40	-

Timetable report

(Printed Date: 2023-12-01)

Route X6

HK - HK

Days	Monday to Friday																	
Service No	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6
	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
COVENTRY Pool Meadow E	05:00	05:30	06:30	07:30	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	21:30
COVENTRY Gosford St CU1	05:02	05:32	06:32	07:32	08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32	18:32	19:32	20:32	21:32
WALSGRAVE church	05:15	05:45	06:45	07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	19:45	20:45	21:45
BURBAGE Three Pots Road	05:30	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
HINCKLEY NRFI	05:45	06:15	07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:15	19:15	20:15	21:15	22:15
FOSSE PARK M&S	06:00	06:30	07:30	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	21:30	22:30
LEICS Jaguar Garage	06:05	06:35	07:35	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35	19:35	20:35	21:35	22:35
AYLESTONE RD Walnut St	06:15	06:45	07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	19:45	20:45	21:45	22:45
LEICESTER St Margaret's (SU)	06:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00

Days	Saturday																	
Service No	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6
	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
COVENTRY Pool Meadow E	05:00	05:30	06:30	07:30	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	21:30
COVENTRY Gosford St CU1	05:02	05:32	06:32	07:32	08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32	18:32	19:32	20:32	21:32
WALSGRAVE church	05:15	05:45	06:45	07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	19:45	20:45	21:45
BURBAGE Three Pots Road	05:30	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
HINCKLEY NRFI	05:45	06:15	07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:15	19:15	20:15	21:15	22:15
FOSSE PARK M&S	06:00	06:30	07:30	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	21:30	22:30
LEICS Jaguar Garage	06:05	06:35	07:35	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35	19:35	20:35	21:35	22:35
AYLESTONE RD Walnut St	06:15	06:45	07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	19:45	20:45	21:45	22:45
LEICESTER St Margaret's (SU)	06:30	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00

Days	Sunday											
Service No	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6
	2	1	2	1	2	3	1	2	1	2	3	3
COVENTRY Pool Meadow E	05:00		07:30	09:30	11:30	13:00	13:30	14:35	16:35	18:00	21:00	

COVENTRY Gosford St CU1	05:02	07:32	09:32	11:32	13:02	13:32	14:37	16:37	18:02	21:02		
WALSGRAVE church	05:15	07:45	09:45	11:45	13:15	13:45	14:50	16:50	18:15	21:15		
BURBAGE Three Pots Road	05:30	08:00	10:00	12:00	13:30	14:00	15:05	17:05	18:30	21:30		
HINCKLEY NRFI	05:45	06:15	08:15	10:15	12:15	13:45	14:15	15:20	17:20	18:45	21:45	22:15
FOSSE PARK M&S		06:30	08:30	10:30	12:30		14:30	15:35	17:35	19:00		22:30
LEICS Jaguar Garage		06:35	08:35	10:35	12:35		14:35	15:40	17:40	19:05		22:35
AYLESTONE RD Walnut St		06:45	08:45	10:45	12:45		14:45	15:50	17:50	19:15		22:45
LEICESTER St Margaret's (SU)		06:55	08:55	10:55	12:55		14:55	16:00	18:00	19:25		22:55



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