

**From:** [REDACTED]  
**To:** [Hinckley SRFI](#)  
**Subject:** HNRFI  
**Date:** 30 January 2025 22:51:22  
**Attachments:**

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I am writing to object to the proposed Hinckley National Rail Freight Interchange.

Tritax Symmetry have suggested that they have conducted a “robust alternative site analysis” and Hinckley is the only suitable site. The Government policy is to build SRFI’s close to the market that they are intended to serve. However, “#SaveBurbageCommon” carried out a survey of the local area and found four sites already operating within a 25km radius of Hinckley. Namely: - Dirft RFI to the south(15km), Prologis Park RFI to the south west(15km), Hams Hall RFI to the west(25km) and Birch Coppice RFI to the north west (20km). In addition to these SRFI’s, Hinckley is also ideally situated within easy reach of Magna Park Lutterworth.

I do not believe that Tritax Symmetry have made any improvements to their initial submission in regards to traffic management to and from the site, either in the construction period or when it will be fully operational.

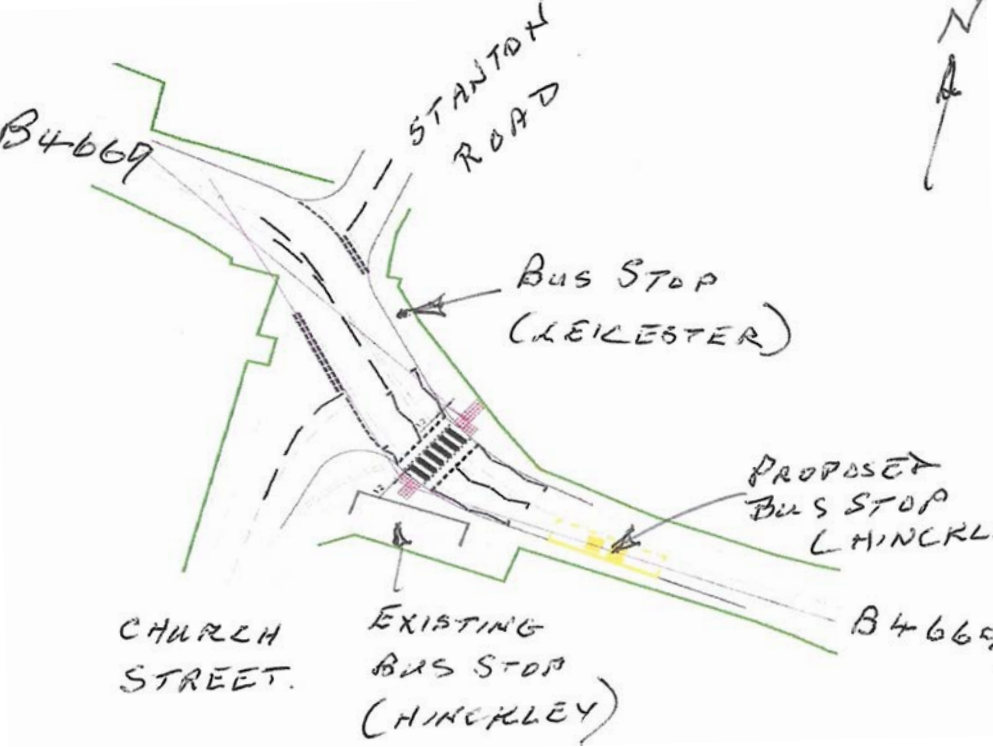
They have made no improvement to the safety of pedestrians or cyclist at the proposed site entrance to the M69 junction. They have not taken into account the increased volume of traffic that will use the new slip roads on and off the M69 going into Hinckley and the surrounding area.

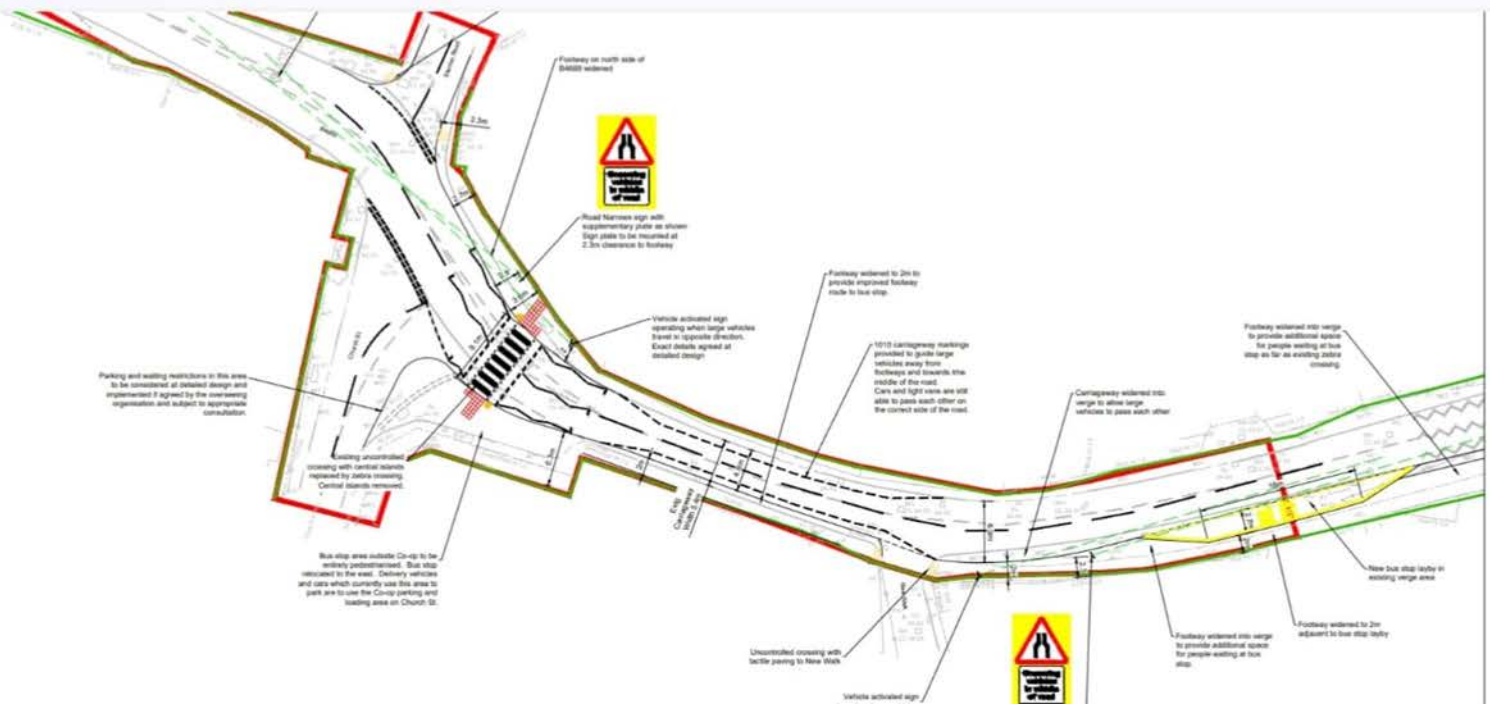
In Appendix 2(B) submitted by BWB. They suggest closing a drive in Bus Stop and widening the pavement on both sides of the B4669. This will invariably reduce the road width, which is already a pinch point. They also suggest placing a pedestrian crossing outside the Co-op. This will result in the Bus Stop for the bus travelling east being directly in front of the pedestrian crossing, reducing visibility for traffic moving east.

In Appendix 2(C) submitted by BWB. It would appear they have realised their error when they placed the Bus Stop for the bus travelling west at the narrowest point of the chicane just east of the Co-op. They have now suggested moving it to a grassed area directly opposite the entrance to Lord Bassett Close. Making the movement of traffic from Lord Bassett Close onto the B4669 even more hazardous.

There is only a narrow section of the B4669 between Stanton Road and Sharnford Road, which I believe is not sufficient to sustain two pedestrian crossings and two bus stops safely.







Parking and waiting restrictions in this area to be considered at detailed design and implemented if agreed by the overseeing organisation and subject to appropriate consultation.

Existing uncontrolled crossing with central island replaced by zebra crossing. Central islands removed.

Bus stop area outside Co-op to be entirely pedestrianised. Bus stop relocated to the east. Delivery vehicles and cars which currently use this area to park are to use the Co-op parking and loading area on Church St.

Footway on north side of (B4000 widened)



Road Narrow sign with supplementary plate as shown. Sign plate to be mounted at 2.3m clearance to footway.

Vehicle activated sign operating when large vehicles travel in opposite direction. Exact details agreed at detailed design.

Footway widened to 2m to provide improved footway route to bus stop.

1010 carriageway markings provided to guide large vehicles away from footways and towards the inside of the road. Cars and light vans are still able to pass each other on the correct side of the road.

Carriageway widened into verge to allow large vehicles to pass each other.

Footway widened into verge to provide additional space for people waiting at bus stop as far as existing zebra crossing.

New bus stop layout in existing verge area.

Uncontrolled crossing with tactile paving to New Walk

Vehicle activated sign



Footway widened into verge to provide additional space for people waiting at bus stop.

Footway widened to 2m adjacent to bus stop layout.

Rev	By	On	Description
01	01/10/20	01/10/20	Issue for Review
02	01/10/20	01/10/20	Issue for Review
03	01/10/20	01/10/20	Issue for Review
04	01/10/20	01/10/20	Issue for Review
05	01/10/20	01/10/20	Issue for Review
06	01/10/20	01/10/20	Issue for Review
07	01/10/20	01/10/20	Issue for Review
08	01/10/20	01/10/20	Issue for Review
09	01/10/20	01/10/20	Issue for Review
10	01/10/20	01/10/20	Issue for Review

Issues & Revisions

