

From: [REDACTED]
To: [Hinckley SRFI](#)
Subject: Hinckley National Rail Freight Interchange (TR050007)
Date: 03 February 2025 14:35:23

[REDACTED]

Good afternoon,

I wish to forward my views on the above proposed project.
Hinckley Freight Interchange.

Interested party number 20038882

Narborough Level Crossing and Barrier Time.

I find the response of Syntax to these concerns quite unrealistic and I also question why the problems associated with Narborough crossing have only been given more consideration after they submitted the original application? The timings and data are hypothetical and idealistic, to create a false impression about how much the quality of life for residents will be severely impacted. Their assessment of the impact on the village has been very poorly carried out and it is obvious that they conducted the study within a close proximity of the station and failed to see how far the traffic queues throughout the whole village centre when the barriers are down.

Level Crossing Vehicular Movements

Syntax appear to be completely oblivious to how the villages of Narborough and Littlethorpe become gridlocked when the barriers are down. Usually when the barriers are down, the traffic queues as far back as the B4114, the main dual carriageway from Leicester to the A5 and this problem would be further exacerbated if this freight interchange were to go ahead. Their claims that the freight train will only add 2minutes 32 seconds to the barrier time are not based on fact, are idealistic and rely on the best-case scenario assuming all the trains will run on time and there will not be train times overlapping. Although only one train per hour stops at the station there are other passenger and freight trains which pass through the station every hour causing the barriers to be lowered and adding to the down time. When part of the HS2 contract was cancelled, it was announced by the previous government that there would be an increase in trains operating between Leicester and Birmingham which will provide a better service for passengers but also add to the congestion problems.

If this project were to succeed, I fear that again local residents and passengers will be adversely affected by even more cancellations and delays. Also, their figures fail to consider the increased housing that will be taking place in the near future with over a thousand house are due to be built in this area which will increase the traffic on the roads and further exacerbate the traffic queues when the barriers are down.

The HNRFI freight train will have a devastating effect on the quality of life for local residents and businesses will suffer due to the gridlocked village and have a detrimental effect on the environment causing air pollution and noise pollution as large freight trains thunder through the village.

THE PEDESTRIAN BRIDGE.

In the new submission Syntax propose a solution regarding how ambulatory impacted passengers would be able to cross the level crossing without any consideration of how families with children in pushchairs would be able to cross. There are no nursery or primary schools in Littlethorpe so all the children have to attend the schools in Narborough which can only be accessed via the level crossing. Increasing the down time of the barriers would severely affect

these families and could be a health and safety issue with lots of families with young children having to wait alongside queueing traffic. Supervising young children and trying to lift a pushchair over a footbridge with a child is not safe or practical.

Would it be possible to destroy this bridge if it was built in 1864? This part of Narborough is part of a Conservation Area and the signal box is protected from demolition. Also, Syntax suggest that the bridge will be taken down when the line becomes electrified but are there any plans to do this soon? The lines from Leicester to London are not yet electrified so it is extremely doubtful that this smaller, branch line will become electrified in the near future which means the footbridge will be the only means of crossing the tracks when the barriers are down for the foreseeable future. Does this mean that the bridge will have to be destroyed to accommodate the large HNRFI freight trains and will work need to be carried out to lower the depth of the tracks to accommodate these large freight trains causing more inconvenience to passengers and local residents? Narborough level crossing has flooded twice in the last four months resulting in the line closing so this will have an impact on the timetable for the freight trains due to the unpredictability of the weather.

Syntax has tried to justify their application with a series of idealistic figures which are hypothetical and do little to show how badly this proposal will damage the villages of Narborough and Littlethorpe and local businesses. I sincerely hope that the Secretary of State will visit Narborough and see how much traffic congestion there already is in Narborough before reaching a decision. Would it be possible to hold a consultation meeting with Transport Infrastructure Planning Unit for locals to express their concerns and for them to see first hand the problems this project will cause? Also, now that the Free Port near East Midlands Airport is going to be expanded would this not be a better location for a rail hub so all forms of transport are consolidated in one area?