

A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 9

9.117 HGV Construction Traffic Flows

Planning Act 2008

Rule 8(1)(k)

Infrastructure Planning (Examination Procedure) Rules
2010

January 2022

Infrastructure Planning

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**The Infrastructure Planning (Examination Procedure)
Rules 2010**

**A428 Black Cat to Caxton Gibbet
improvements
Development Consent Order 202[]**

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1 Introduction

- 1.1.1 This note has been prepared further to the Applicant's response to Q3.11.7.4 **[REP8-014]** which confirmed that outline details of forecast modelled flow volumes for HGV scheme construction traffic, particularly on local roads would be provided at Deadline 9. This note is in addition to the more detailed Technical Note 43 (Construction Modelling Assessment) previously issued to the Local Authorities and included with Appendix 9.1 of the Transport Assessment (Part 1) **[APP-241]**.

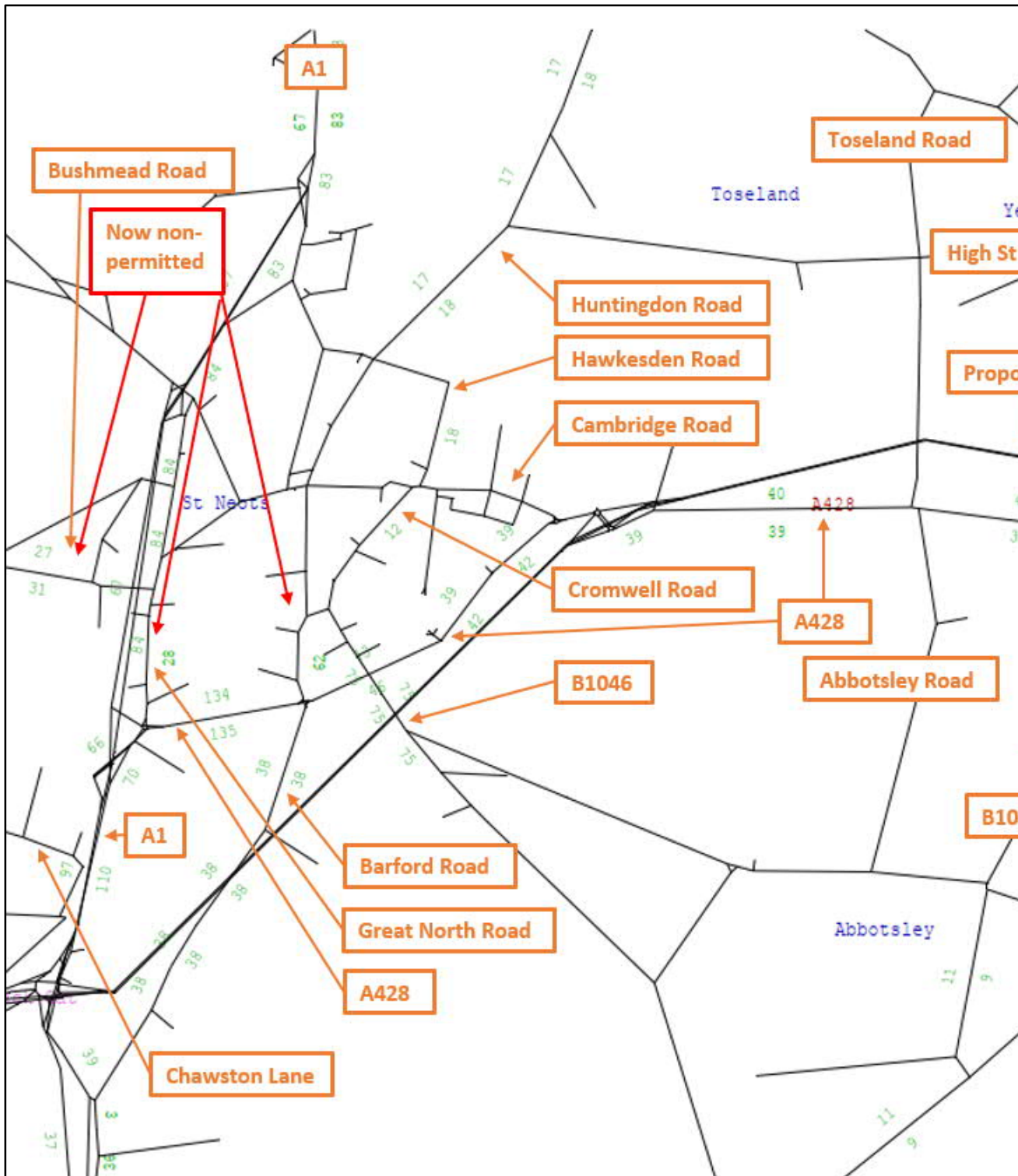
2 Updates to Construction HGV Permitted Routes

- 2.1.1 Construction HGV flows were extracted from the construction phase strategic traffic models. These models used information contained in the Outline Construction Traffic Management Plan (OCTMP) available at the time when the construction models were being developed (in early 2020). Figure 5 and Figure 6 in **[APP-241]**, Appendix 9.1 presents the construction HGV permitted and non-permitted routes that were applied in the strategic construction model and therefore on which the flows presented in this note are based.
- 2.1.2 During the course of the Examination, these routes have been modified at some locations and the latest permitted and non-permitted routes are presented in the current OCTMP **[REP6-010]**. This creates a limitation on the information presented in this note, although the traffic flows presented are not anticipated to differ in the majority of links as a result of the updates made to date to the permitted and non-permitted routes.

3 Traffic Modelling Assumptions

- 3.1.1 As noted in **[REP8-014]**, it is recognised that the method adopted to model construction traffic is based upon a number of assumptions/simplifications. This included the modelling of 4 Phases to represent the main construction layouts. In reality there will be multiple phases but it would not have been practical to model every week and month for a construction period of approximately 3.5 years. A further simplification included concentration of construction traffic at single locations at the main worksite locations whereas in reality there will be a number of access points.

4 Forecast Flows



4.1.1

4.1.2

Figure 4-1 and **Figure 4-2** present the forecast construction HGV traffic in vehicles for the Scheme area and wider area respectively for the construction Phase 3. Phase 3 flows were selected as it has the phase in which the highest

construction HGV volumes are expected to occur across the four modelled construction phases. Phase 3 is expected to last approximately 12 months.

- 4.1.3 The values annotated in green text show the volume of construction HGVs over a 12-hour period (07:00 to 19:00), when the significant majority of construction HGVs will be operational. Construction HGVs flows are shown by direction (i.e. not 2-way). For example, looking at the A428 immediately west of Abbotsley Road, there are 39 construction HGVs routeing westbound on the existing A428 between 07:00 and 19:00 and 40 routeing eastbound giving a total of 79 HGVs on this section.
- 4.1.4 As noted above, the OCTMP has been modified since the construction modelling was undertaken. Three roads that have been modified in the OCTMP since the construction modelling was performed are the:
- B1040 north of Papworth which is scheduled to be a non-permitted route (although the 12-hour volume is just 14 HGVs two-way combined).
 - Bushmead Road and Great North Road which is scheduled to be a non-permitted route with 12-hour flows of 59 HGVs (27+31). These construction HGV flows will be re-routed further south on to Chawston Lane.
 - Barford Road/western part of Cromwell Road in St Neots where the 12-hour volume is 127 HGVs (65+62). These construction HGV flows on Barford Road and the western part of Cromwell Road would re-route on to the eastern part of Cromwell Road and then Cambridge Road to access the existing A428. Therefore, flows on the existing A428 between Cambridge Road and Barford Road would increase by approximately 60 HGVs in each direction over the 12-hour period.
- 4.1.5 As expected, the largest volume of construction HGV flows route via the strategic road network (the A428 and A1) or other 'A' and 'B' roads, with no construction HGVs routeing through villages such as Toseland, Yelling and Abbotsley. This demonstrates the effectiveness of current or proposed restrictions in ensuring construction HGV traffic will use more appropriate roads for these types of vehicles.

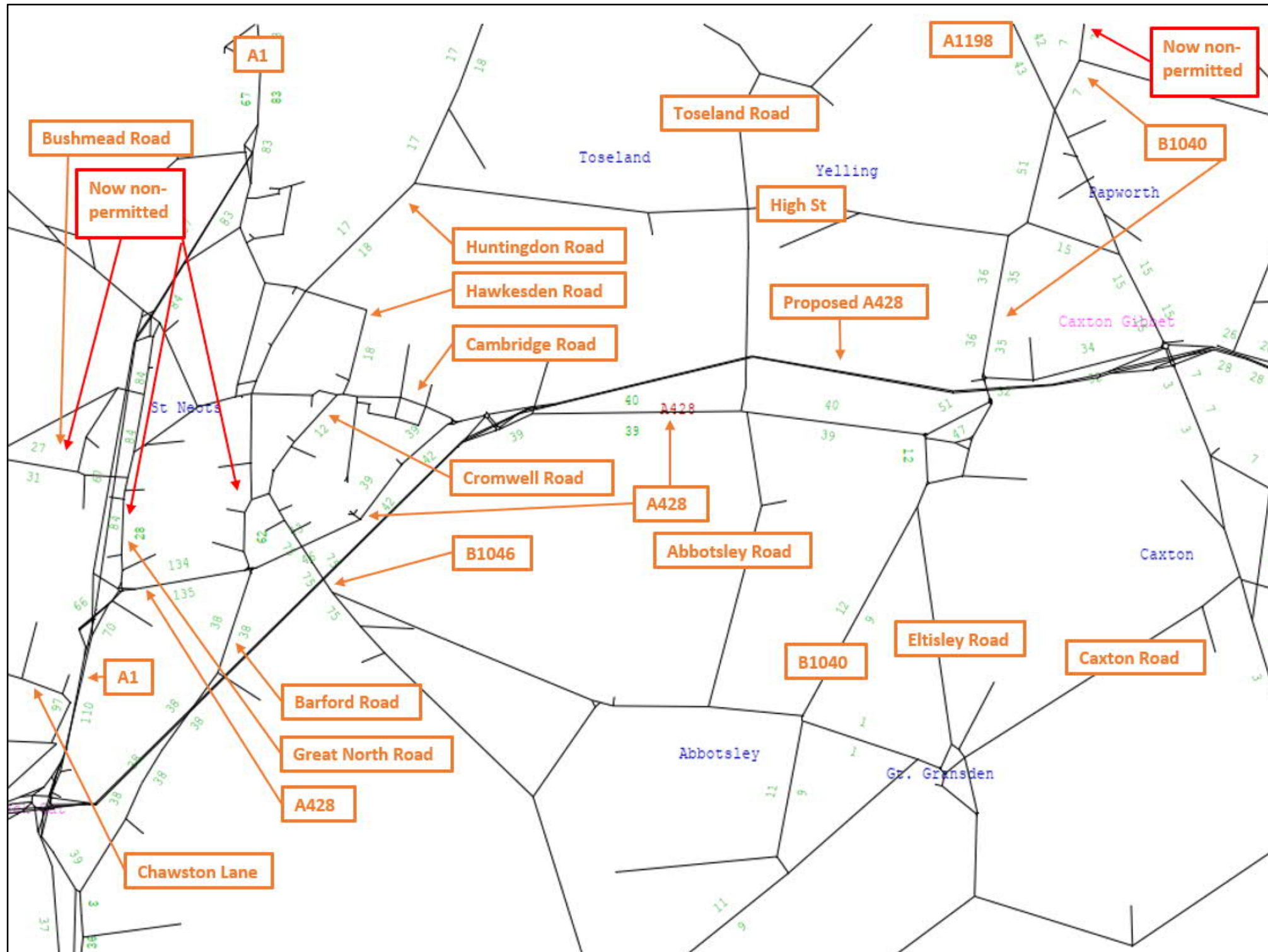


Figure 4-1 : Phase 3 Construction HGVs (12-hours in vehicles) Scheme Area

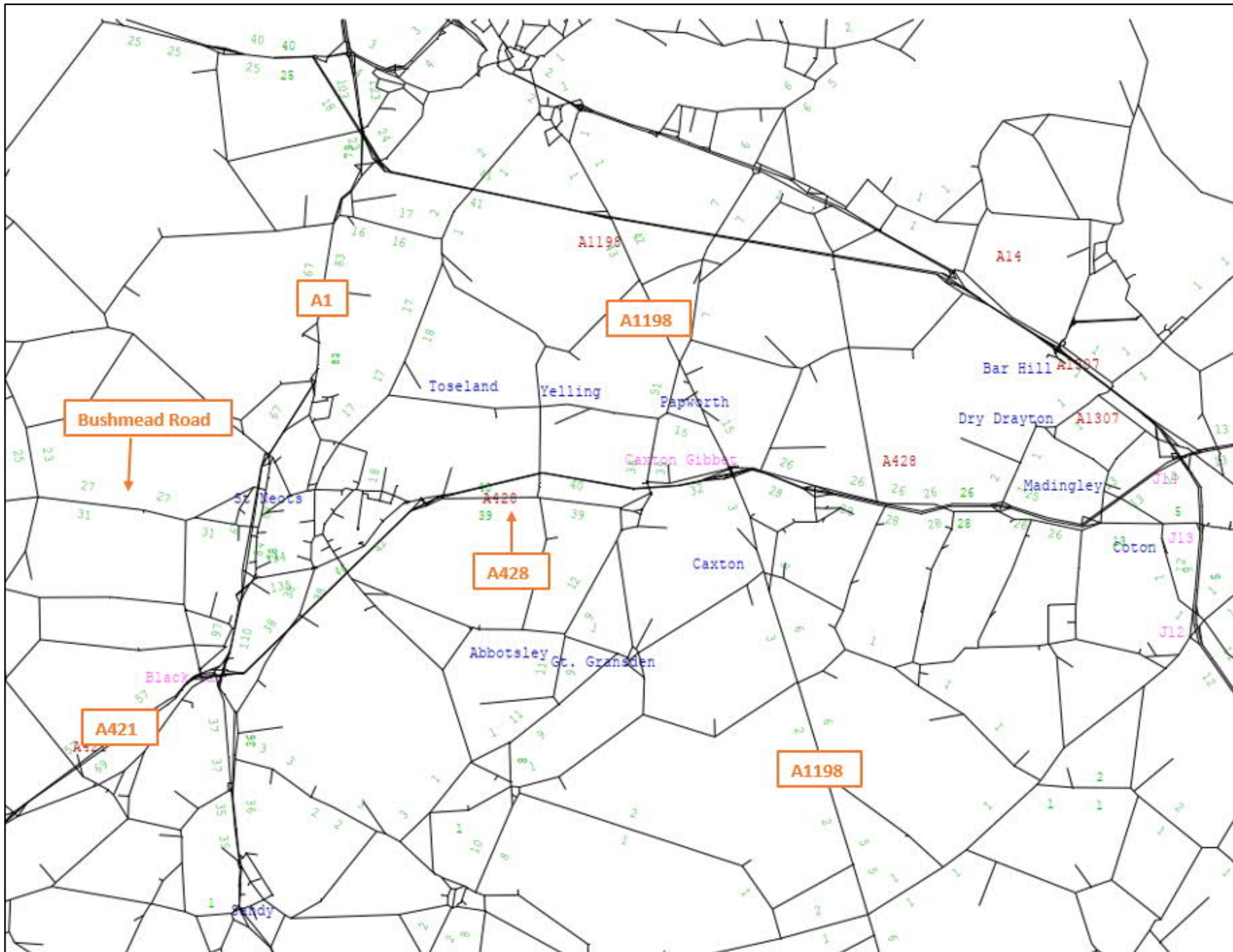


Figure 4-2 : Phase 3 Construction HGVs (12-hours in vehicles) Wider Area