

**WARWICKSHIRE COUNTY COUNCIL  
(20040686)**

**Hinckley National Rail Freight Interchange**

**Summary Written Representations  
October 2023**

## **1 Introduction**

- 1.1. This is a Summary of the Written Representations made by Warwickshire County Council in response to the Rule 8 Letter issued by the Examining Authority dated 22<sup>nd</sup> September 2023, for the application made by Tritax Symmetry (Hinckley) for a Development Consent Order to construct the scheme known as Hinckley National Rail Freight Interchange.
- 1.2. As part of the application, Tritax Symmetry (Hinckley) has submitted a number of documents. Warwickshire County Council (Highways) has focussed on those documents relevant to the topic of traffic and transportation, on the basis that Warwickshire County Council was consulted on. The documents include plans, an Environmental Statement which includes an appended Transportation Assessment and Travel Plan Framework, Sustainable Transport Strategy, Construction Management Plan, HGV Routing Strategy and Technical Notes.
- 1.3. The written representations are made by Warwickshire County Council in its capacity as highway and local transport authority.
- 1.4. Warwickshire County Council submitted its Relevant Representations to the Examining Authority (June 2023), and these captured the key issues that Warwickshire County Council (Highways) wished to raise. Since that time some additional information has been submitted to the Examining Authority, and these Written Representations reflect the position to date and expand on those key issues.
- 1.5. The key issues for Warwickshire County Council, given the distance from the site selected for the Hinckley National Rail Freight Interchange, are:
  - Traffic Modelling
  - Travel by Sustainable Modes
  - HGV Routing
  - Highway Works

## **2 Traffic Modelling**

- 2.1. Whilst the principal of trip generation, distribution and assignment was agreed, and the use of various models for assessment purposes, the outputs from the strategic PRTM modelling have not been agreed. As a consequence, the use of those outputs as inputs to other modelling software may be unreliable.
- 2.2. The outputs from the PTRM model runs were not reviewed and agreed by the Highway Authorities, for two principal reasons 1) because the planning situation within the Area of Influence continued to change and new committed development and network changes needed to be scoped in, or at least assessed as a sensitivity assessment to understand the potential changes that could occur, such an instance is the Padge Hall Farm development; and 2) the approach taken to furnishing in order to derive turning flows at junctions was not agreed with the Highway Authorities, the PRTM model provides link flows and not junction turning flows.
- 2.3. The full Written Representations set this out in fuller detail.
- 2.4. Warwickshire County Council requested that further modelling assessments should be carried out using the National Highways VISSIM models to assess the impact of the proposal on critical parts of the Strategic Road Network:
  - A5/A426 Gibbet Hill (NB. the A426 is part of the Major Road Network)
  - A5 Longshoot-Dodwells
  - M69 Junction 1
- 2.5. This modelling has not been carried out and therefore Warwickshire County Council does not accept that there has been sufficient assessment of the impact of development traffic at these locations.
- 2.6. Warwickshire County Council agreed that the impacts on Warwickshire's network would need to be modelled using the suite of Paramics models that Warwickshire County Council has developed. However, notwithstanding the use of the PRTM outputs, there are matters relating to the performance of M69 junction 1, A46 at Binley Woods and the A5 southbound approach to Cross in Hands roundabout, clarification over the HGV route restrictions assessment, and clarification over the derivation of the turning flow data used to assess the Cross in Hands roundabout.
- 2.7. Warwickshire County Council has raised concerns over the proposals for

sustainable transport proposed as part of the development, particularly around the ability to ensure that employees living in the settlements to the north of the county can access bus based public transport to reach the site.

- 2.8. Whilst the HGV Route Management Strategy is necessary, the detail provided in the submitted report does not deal with the issues in sufficient detail.