Written Representation – Traffic

(Photograph references are given in italics)

Traffic: probably one of the top concerns of those responding.

Consequently, I was very surprised to hear that HNRFI had been accepted for examination, when the highways information given at the public meetings, and online, was so extremely limited. I was more surprised to learn from one of the early meetings in the examination process, that Tritax still hadn't presented adequate traffic modelling and data. I wonder how we have managed to get this far in the process, without this absolutely crucial information.

The case against congested roads is a strong one. It:

- constrains the economy and impacts negatively, increasing costs to businesses and damaging their competitiveness.
- results in a deterioration in the experience of road users, causing stress for those with time pressured journeys, and reducing quality of life.
- causes a deterioration in air and noise pollution.

The impact of extra traffic from this development, will be severe, on what are already overcrowded roads. Stoney Stanton and Sapcote are struggling now to cope with the traffic passing through them.

Among the worst pressure points in the village (see map) are:

Hinckley Road

There is a pedestrian access for Manorfield Primary School adjacent to doctor's surgery, both on junction with Carey Hill Road/Hinckley Road. Parking on/near this junction at school start/finish time makes this already clogged road a great deal worse. (*Photos1-6*) *Photograph 1* show the ever present parked traffic on Hinckley Road, taken from the junction with Carey Hill Road. *Photo3* shows a car turning up Carey Hill Road, with the parked traffic on Hinckley Road clearly visible. In *photo 2*, the white van, and a car in front of it, are waiting to travel up Hinckley Road. Meanwhile, (*4*) families are exiting from school, and having to cross between these stationary vehicles. Hinckley Road isn't wide enough for two cars to pass, because of parked traffic on both sides. Just behind where the people have crossed, on the other side of the road, is the side entrance from the school, which is next to the doctor's surgery, which is opposite the junction with Carey Hill Road. *Photos 5 and 6* show the parked traffic on Carey Hill Road, where the road is too narrow for two cars to pass, with parked traffic on one side.

Coop Roundabout

This lies on the intersection of New Road/Broughton Road and Long Street. The roundabout is inadequate for the amount of traffic it takes. Things are made worse by heavy goods vehicles and customers entering and exiting the car park, next to the Coop and parking on the pavement outside the Coop, next to the roundabout. There is a zebra crossing a few metres away from the roundabout on New Road, which can also serve to exacerbate the build up of traffic at the roundabout.

Photograph 7 is taken from the roundabout looking up New Road. The Coop store is on the right hand side of the picture. The Muller truck is parked on the pavement as the car park behind it, is sometimes full, and difficult to access for HGVs. The vehicle covers the whole

width of the pavement. *Photograph 10* shows a truck parked almost on the roundabout, making visibility very difficult for the driver of the grey van. These two photos show the pressure on the space at this location.

The zebra crossing referred to above, and its proximity to the roundabout (shown by the painted arrow in the foreground of *photo 8* is clear. *Photograph 9* is looking across the roundabout towards Long Street. The house on the corner shows repairs from vehicles as they turned on the corner. *Photograph 11* shows a Cobley HGV returning to the depot over the roundabout. The sheer size of the HGVs rumbling through streets not built for them, is evident.

Other issues

Narrow pavements.

Broughton Road and Long Street, both already narrow roads in parts, have narrow pavements at certain points, meaning pedestrians and traffic are very near to each other. (12-14)

Tight bends

These are found on Broughton Road and Huncote Road. This causes difficulty for HGVs as they are having to use the other side of the road for turning, and also presents a danger for cars coming around the bend, that may not be able to see the turning vehicle until the last minute. (15)

Large businesses with HGVs and other vehicles that add pressure to the roads: There are three businesses in the village, and one in nearby Broughton Astley that use HGVs to transport their goods – Calor Gas Cylinder Distribution Centre, Occupation Rd, Leicester LE9 4JJ a Stressline, a manufacturer of concrete and steel products, Foxbank Ind Est, and Cobley, a logistics firm with two sites in the village, one Head Office, on Foxbank Industrial Estate, the other the operations depot on Coventry Road, a very short distance outside the village. Added to this are vehicles from SJ Messenger, a transportation company based in Sutton in the Elms, approximately 2.5 miles away.

The HGVs belonging to these companies trundle through our village. The Calor Gas lorries come up, or turn into Long Street, which is very narrow as it reaches the centre of the village, by the Coop roundabout. There they often have to do a 90 degree turn, which, because of the width of the roads, means occupying the other side of the road, where they are turning into. Being the centre of the village, this roundabout is extremely busy, and cars have to wait several metres back from the roundabout, in order that these vehicles can turn. The same problem awaits the lorries from Cobley and Stressline, if they are having to turn at the roundabout. Added to this are the narrow pavements and sharp bend found on Broughton Road, where lorries have to turn again, again needing to access the other side of the road so that they can negotiate the turn successfully. However, this time, because it is on a tight bend, it is more challenging, from a road safety point of view.

Other large vehicles

School buses to local secondary schools. There are several schools attended by village students – Heath Lane Academy, Earl Shilton; Lutterworth College; Thomas Estley, Broughton Astley; Brockington College, Enderby and all four Hinckley schools – all these students have buses to and from the village daily.

All these journeys are in addition to the comings and goings to the smaller businesses and facilities in the village - cafe, hardware shop, mini market, hairdressers, barbers, estate agents, chemist, post office, solicitors, three pubs, storage facility, village hall, two churches, a library, a sports ground and park, a garage, a Fish and Chip shop and Indian and Chinese restaurants, along with two small business parks, with another one planned. When

Manorfield school, with 410 pupils on roll, and with its main entrance onto New Road, starts and finishes, these children all need to arrive and travel home, either on foot, or by car.

Beyond the village, there is the wider infrastructure.

all lanes moving extremely slowly.

The Mill on the Soar junction has very long queues of traffic coming from both Broughton Road B581, and Coventry Road, at peak times

Some of the nearby major roads do not have capacity, particularly at peak times :

- 1) M69, where it meets Fosse Park traffic and the M1 junction 21. Substantial queues of traffic wanting to turn left onto the M1N, build up, as three lanes are reduced to two, before another lane opens up to turn onto the M1. This pinch point results in
- 2) The A5 is only single carriageway in some parts. As it is a major cross country route, upgrades to dualling its length have been discussed for many years,
- 3) Dodwells roundabout, where the A 47 meets the A5, on the edge of Hinckley usually has queues to access it, from whatever direction you are coming from. There is always slow moving traffic from the roundabout to the Long Shoot, Nuneaton

Local roads cannot support this development as they are. While Hinckley falls within the so-called logistics "Golden Triangle", the latter has developed as a result of the needs of the road haulage industry. The needs of the rail freight industry are very different. Rail journey distances need to be maximised and the road journey minimised. Therefore, there is no golden triangle for strategic rail freight interchanges.

In May 2020, in his written decision, Kevin Ward, the planning inspector for the proposed Gascoigne Wood development, N Yorkshire, said he had taken into account the rural area and the proximity to nearby settlements, principally the former mining community and historic town of Selby, and the small town of Sherburn in Elmet, adjacent to the proposed site. "It is physically and visually separated from existing and permitted employment development", he said. "The appeal proposal would result in a significant encroachment of built development into open countryside."

These same arguments apply to HNRFI.































