

Written submission in lieu of verbal presentation

I would like to make a few points about the village of Barwell which has been completely omitted from any of the scoping and plans relating to road transport.

Barwell is a village of over 9,000 residents, a population which is due to increase significantly with the new SUE on the west side of the village, abutting the A447.

The village has two main roads through it as follows

- From the roundabout at the junction of 'The Common' with the A47 running north to meet the A447 just south of Stapleton
- From the A47 roundabout at its junction with Carrs Hill, up Carrs Hill and west through to the A447 approximately half a mile north of the junction of the A447 and A47.

These roads cross at the centre of the village where most of the local shops and services are located. They both narrow significantly as they approach this junction.

These roads also have on them the village's infants school and primary school.

At present the village is used by traffic traveling from the east on the A47 and wishing to head north on the A447 as a means of avoiding the congested A47/A447 junction. Satellite navigation systems are already 'aware' of this option.

At times when the junctions of the A47 and A5 at Dodwells Island and The Long Shoot are heavily congested then traffic also uses the village, the A447 north and then the minor roads from that road towards the west as a means of bypassing this junction to head north west on the A5. In my experience satellite navigation already directs drivers to take these routes.

The opening of J2 to the Coventry side and the opening of the relief road through the site and from the site to the Leicester Road and thence to the A47 in effect completes a ring road for Hinckley; this comprises (looking anti-clockwise) the relief road, the Leicester Road, the A47, A5 and M69.

I have already made a few points about this at today's traffic hearing and I will not repeat them.

I would however like to add the following

People asked at today's meeting how traffic using the development or simply passing through it would access the M1 northbound if the MI/M69 junction was inaccessible or difficult. I can comment from experience that from the roundabout at the end of the new relief road, satellite navigation will direct traffic either east along the A47 and then through the outskirts of Leicester City

to the A50(N) or, as I more likely as this route is usually heavily congested, west up the A47 then north up the A447 and then across to the A50 through the village of Nailstone.

Severe difficulty at the M69/M1 junction would also potentially bring new traffic through the site as a way of bypassing that junction.

This will again add to the congestion of the A47/A447 junction and sat nav in these circumstances will direct drivers through Barwell to avoid this.

At times when the A5 is closed or is particularly problematic then pressure on the new 'ring road' will increase, as will the traffic through Barwell.

None of this is of course quantified as Barwell has from the outset, and despite my protestations and representations remains, absent from any traffic modelling and I consider this to be a substantial error.

Tim Birtwisle

Resident of Barwell