

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Applicant's response to ExA Written Questions [Appendix I - Construction Traffic Derivation]

Document reference: 20.1.9

Revision: 01

9 January 2024

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(q)

Select Link Analysis - Introduction

1. Selected Link analysis looks at the distribution of incoming and outgoing trips through a defined area.
2. LCC NDI modelling team have provided the following Select Link Analysis and plots of the origin and destination of trips that are on the B4669 each side of Stanton Lane and each side of the Narborough Level Crossing from the PRTM and allows us to view where traffic originates and goes to in the future HNRFI forecast year of 2036 with the development and the access infrastructure in place.
3. The Hinckley HNRFI Transport Assessment (document ref 16.2.8.1B, REP3 -157) looked at the impact the access infrastructure (A47 Link Road and M69 Junction 2 south facing slips) would have on the eastern villages within section 5. A Select Link Analysis was commissioned as part of the PRTM2.2 modelling to understand where traffic on the B4669 either side of Stanton Lane is going to and from within the model. The results are reported in the PRTM 2.2 Forecast Modelling Report section 3.5 and shown in Forecast Trip Distribution Figures 3.12 and 3.13 (document reference 6.2.8.1, APP-148).
4. The Figures show that there is a significant amount of the traffic passing this point that originates and/or has a destination in the village of Sapcote itself when the new slips are available removing the need for village residents to travel via Hinckley or Sharnford to go south. A small amount going to Stoney Stanton, Huncote and Broughton Astley.
5. The Select Link (distribution origin/destination) zoomable plots for both the B4669 either side of Stanton Lane and at Narborough Level Crossing have been submitted as part of Deadline 4.
 - a) Select link analysis (SLA) plots for the B4669 link (East and West of Stanton Lane) for the following forecast scenarios:
 - 2036 'With Development'

Please note that separate plots are provided for the eastbound and westbound SLAs. The flow data (actual flow) is in PCUs (Passenger Car Units).

File naming convention:

[forecast year]_[scenario]_[time period]_PCUs_[direction]_[East or West of Stanton Lane]

[forecast year]	2036
[scenario]	WDevWInf – 'With Development'
[time period]	AM (08:00 to 09:00) PM (17:00 to 18:00)
[direction]	EB – Eastbound WB – Westbound

*[East or West of
Stanton Lane]*

East of Stanton – SLA undertaken for the
B4669 link east of Stanton Lane
West of Stanton – SLA undertaken for the
B4669 link west of Stanton Lane

b) Select link analysis (SLA) plots for Narborough Level Crossing.

SLA plots for Narborough level crossing for the following forecast scenarios:

- 2036 'Without Development'
(2036_WoDevWoInf_[AM/PM]_PCUs_[NB/SB]) (x4 plots)

Please note that separate plots are provided for the northbound and southbound SLAs. The flow data is in PCUs (Passenger Car Units).