Tritax Symmetry (Hinckley) Limited

# HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

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## The Hinckley National Rail Freight Interchange Development Consent Order

**Project reference TR050007**

## Written Statement of Oral Case ISH6 [Appendix B - Note on modelling of overheight HGVs]

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**Planning Act 2008**

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

# TRANSPORT TECHNICAL NOTE – HIGH SIDED HGV IMPACT DODWELLS

**Hinckley National Rail Freight Interchange**

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|---|---|---|---|
| **PROJECT NAME** | **Hinckley National Rail Freight Interchange** | | |
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## INTRODUCTION

1.1 Concerns were raised during the Hinckley National Rail Freight Interchange Hearing on 24th January 2024 regarding the impact on the Dodwells Roundabout caused by the rerouting of high sided HGVs.

1.2 The Padge Hall Farm planning application (Rugby Borough Council Planning ref: R21/0985, Nuneaton & Bedworth Borough Council planning ref: 038340 Hinckley & Bosworth Borough Council planning Ref: 21/01191/HYB) received consent on 21 Dec 2023 as reported by LCC, NH and WCC Highway officers.

1.3 The Padge Hall Farm development, located to the south of the A5 in the vicinity of the Dodwells Roundabout, has proposed a scheme to lower the height of the carriageway under the existing A5 Watling Street railway bridge. This is because the bridge is struck by high-sided HGVs approximately once every two weeks, causing serious disruption on the A5 and through local towns and villages as traffic is diverted.

1.4 The lowering of the carriageway will increase the 'headroom' under the bridge to allow high sided HGVs to pass under, rather than finding an alternative route around Hinckley on the A47, or using the M69, M6 or M42.

1.5 As part of the Padge Hall Farm Transport Assessment Addendum, it was agreed with National Highways that high sided vehicles equate to approximately 20% of the UK HGV fleet. This was considered to be a robust figure and has consequently been used throughout this Technical Note when referring to the proportion of high sided HGVs.

## REQUEST FROM EXAMINING AUTHORITY

1.6 At the Hearing on 24th January 2024, the Examining Authority questioned whether consideration had been given by the Applicant to what the impact would be on the Dodwells Roundabout, should the lowering of the carriageway at the railway bridge not be completed and therefore the existing height restrictions on the A5 remain in place.

1.7 It is understood that the PTRM model is unable to include for constraints on height restrictions and was therefore unable to limit high sided HGV movements along the A5. This has been confirmed by LCC in the previous Examination hearings. As a result, the PTRM flows allowed all HGV movements (including high sided vehicles) to travel along the A5 to and from the Rail Freight Interchange.

1.8 If the existing height restrictions remain in place, then high sided HGVs to and from the development would be unable to continue along the A5 as shown in the model and

instead would have to route around Hinckley on the A47 entering the HNRFI site from the north.

1.9 To understand the impact of this potential Scenario, the number of HGVs associated with the proposed development, travelling through the Dodwells Roundabout in the worst-case 2036 (WD) scenarios were examined.

1.10 **Table 1** shows the number of HGVs that were forecast to be travelling through the Dodwells Roundabout in both directions to and from the Longshoot junction from the 2036 WD flows in HNRFI PRTM.

**Table 1. Development HGV Flows at Dodwells (2036 WD)**

| | AM Peak Hour | PM Peak Hour |
|---|---|---|
| Eastbound (A5W) | 35 | 38 |
| Westbound (A5W) | 34 | 41 |
| Total | 69 | 79 |

1.11 **Table 2** shows the additional high-sided HGVs associated with the development that this would equate to travelling along the A47 in both directions should the height restriction not be increased on the A5. This is calculated as a 20% proportion of the development HGVs shown above.

**Table 2. Additional Development HGV Flows along the A47 without Bridge Clearance Height Increased (2036 WD)**

| | AM peak Hour | PM Peak Hour |
|---|---|---|
| Northbound (A47) | 7 | 8 |
| Southbound (A47) | 7 | 8 |
| Total | 14 | 16 |

1.12 The additional HGVs calculated above have been compared against the 2036 WD flows (all vehicles) to understand the percentage increase in traffic on the northern arm of the A47 Dodwells roundabout that would be created should the headroom increase scheme not occur on the A5.

**Table 7. Percentage Impact of Additional HGVs (A5/A47 Dodwells Roundabout - Northern arm)**

| | Total Traffic Modelled | Additional HGVs | % Increase |
|---|---|---|---|
| AM Peak Hour | 1,124 | 14 | 1.2% |
| PM Peak Hour | 1,051 | 16 | 1.52% |

1.13 The above demonstrates that the additional high sided HGVs would equate to less than a 2% increase in traffic on the A47 at the Dodwells Roundabout and would therefore have a negligible effect on the current junction modelling and the conclusions of the Transport Assessment.

## SUMMARY

1.14 This Technical Note has been produced to address concerns raised regarding the assessment of HGV movements in the vicinity of the Dodwells Roundabout, should the lowering of the carriageway at the railway bridge not be completed and therefore the existing height restrictions on the A5 remain in place.

1.15 A review of the development HGVs travelling through the Dodwells roundabout has been undertaken and the increase in high sided vehicles that would travel up the A47 around Hinckley instead of continuing along the A5 has been calculated using a proportion set out and agreed previously by National Highways.

1.16 The additional high-sided HGVS predicted to route via the A47, should the bridge height clearance increase not be delivered by Padge Hall Farm would have a negligible effect on the current junction modelling and the conclusions of the Transport Assessment.