

Your ref: TR050007  
My ref: DCO/TR050007/HinckleySRFI



**Communities**

Shire Hall  
Warwick  
CV34 4RL

**Tel: (01926) 412907**

[highwayconsultation@warwickshire.gov.uk](mailto:highwayconsultation@warwickshire.gov.uk)

[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)

Transport Infrastructure Planning Unit  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

By email: [HinckleySRFI@planninginspectorate.co.uk](mailto:HinckleySRFI@planninginspectorate.co.uk)

7<sup>th</sup> February 2025

Dear Sirs

**TR050007 Hinckley SRFI– Warwickshire County Council (20040686/HRFI-AFP550 )  
Extension of Time - Comments on Documents Submitted by Applicant 10<sup>th</sup>  
December 2024**

Further to your consultation letter dated 20<sup>th</sup> December 2024, the following comments are submitted on behalf of Warwickshire County Council (WCC) in relation to the additional documents that have been submitted by the Applicant to the 10<sup>th</sup> December 2024 extension:

**dDCO (Document Ref 3.1E)**

As previously raised at Deadline 8 and in the latest Statement of Common Ground (Appendix A), Schedule 13 Protective Provisions, Part 4, para 13 under Approvals regarding a 42 day deemed consent is a concern. The ExA commented in their report:

*7.4.174. In our view, the 42 day period sets an appropriate balance between allowing WCC sufficient time to assess any submission and ensuring appropriate priority. We therefore are not recommending a change of the preferred DCO.*

Whilst it is appreciated that a Nationally Significant Project requires appropriate priority, this will adversely impact on the ability of planning and highway authorities to progress other applications sitting with the authorities. As a public body the planning and highway authorities would not unreasonably delay processing applications/submissions, but the wording in the dDCO will require that local authority officers immediately consider HNRFI submissions irrespective of other ongoing schemes/workloads, and therefore those regional/local schemes will be delayed as a consequence.

The dDCO does not have a reciprocal obligation for the Applicant to respond with updated submissions within 42 days. It is not uncommon in our experience for local

*Working for  
Warwickshire*

highway authorities to provide comments on applications and several months can pass before revised designs are submitted during the technical approval process.

With respect to the issue raised at Deadline 8 in respect of consultation on the removal of trees/landscaping, the ExA commented in their report:

*7.4.176. In our view, while felling of the tree would not be given an exemption under s96A(1)(e) the publicity arrangements for this Application would have sufficiently covered this matter and therefore no additional commuted sum would be necessary beyond that covered in the DCO.*

The matter that WCC considers remains, is that not all of the works (Highways Works or ancillary eg. location of monitoring equipment within the highway) have been shown in sufficient detail in the documents submitted to identify potential loss of trees/landscaping and therefore neither the authorities or the public have had sufficient consultation on the detailed proposals, the potential loss of trees/landscaping, and associated arboricultural value. This matter should be addressed as part of the DCO if consented.

#### **Unilateral Undertaking (Doc ref 9.4)**

This second s106 Unilateral Undertaking is drafted such that obligations are given by landowners/developer/mortgagee to Leicestershire County Council (LCC), as set out on the second and third pages.

Warwickshire County Council (WCC) are not a party to those obligations, but there is reference within the first s106 Unilateral Undertaking (doc ref 9.2) and the second s106 Unilateral Undertaking to the Gibbet Hill Contribution and its payment to WCC. There is no formal agreement in place requiring WCC to 1) confirm a receipt of a contribution to LCC, or 2) to forward it to National Highways. Whilst WCC do hold other contributions towards an improvement at Gibbet Hill they are for those developments that are sited within the administrative boundary of Warwickshire. Where other contributions are provided by developments that sit within other administrative boundaries, the obligation for monitoring, enforcement and receipt of contributions is with the relevant planning or highway authority.

Therefore, it is not clear where the responsibility for enforcement falls in respect of the Gibbet Hill contribution.

The proposed agreement prevents occupation until the Gibbet Hill Contribution has been paid to Warwickshire County Council ("WCC") in full. It is WCC's understanding that this sum still has to be agreed with National Highways. On this basis WCC are of the view that this schedule should be amended so that the Gibbet Hill Contribution is paid to National Highways.

Should National Highways not secure Road Investment Strategy funding for an improvement scheme for Gibbet Hill, then the fall-back position for CIL compliancy is that an agreed scheme of works shown to mitigate for the impacts of the proposed development should be delivered. It is understood that the scheme of works proposed has not been agreed with National Highways, neither have the contributions proposed

under the two Unilateral Undertakings. Therefore there does not seem to be any certainty that the impacts of the Hinckley National Rail Freight Interchange at Gibbet Hill can be mitigated.

#### **HGV Route Management Strategy (Doc Ref 17.4F)**

The ExA's report recommended:

*7.4.124. We set out in section 3.3.435 to 3.3.438 why we consider the HGVRP would not be fit for purpose. In a similar way to the STS (see section 7.4.105) if the SoS was minded to wish to take this forward our recommendation would be that the HGVRP should no longer be a certified document under Schedule 15 and Req 18 redrafted so that it effectively becomes an outline HGVRP which would then need to be formally re-submitted and approved by the relevant local planning authority. The change in Table 11 includes drafting to seek to resolve those areas where we found deficiencies.*

The HGV Route Management Strategy has been revised, and taken on board the WCC comments made at Deadline 8 and the correspondence entered into prior to the 10<sup>th</sup> December Extension, and this is welcomed.

The ExA recommended in their report that this document should be an Outline document, and WCC would agree with this recommendation. As noted in the Statement of Common Ground between the Applicant and WCC, there are still matters that would benefit from further consideration. This includes the mechanism for ensuring/monitoring that any high-sided HGVs travelling between the site and to/from the north-west of England do not use that part of the A5 which passes beneath the Nutts Lane railway bridge until such time as the carriageway is lowered. Further as the lowering of the carriageway is subject to a third party delivering the works, there is no timescale for delivery or guarantee of the works being delivered at this point in time.

#### **Sustainable Transport Strategy (Doc Ref 6.2.8.1E)**

The ExA's report recommended:

*7.4.105. As set out in section 3.3.425 we consider that the STS does not provide a challenging approach to an operator to encourage the uses of sustainable modes of travel. We consider the initial targets are insufficiently ambitious, being based on the site location rather than where employees would be likely to live, and employees should be given 6 month free bus passes for the DRT as well as public bus provision.*

*7.4.106. If the SoS was minded to take this forward our recommendation would be that the STS should no longer be a certified document under Schedule 15 and Req 9 redrafted so that the STS effectively becomes an outline STS which would then need to be formally re-submitted and approved by the relevant local planning authority. Table 11 includes drafting to resolve two of the issues where we consider there are deficiencies in the drafting.*

The Sustainable Transport Strategy has been revised to include for a further 5% reduction in single occupancy car trips, and to provide a private bus service between the site and south-east Leicester.

The revised document does not take account or provide any comment on the concerns raised by WCC at Deadline 8 in regard to:

- the lack of public/private bus connectivity to Rugby (an area where there are significant logistics and distribution operations and therefore likely to provide a source of suitably skilled employees)
- the provision of a free 6 month bus pass to all employees will be limited to the first 6 months of building occupations – so unless buildings are fully occupied within that period, not all employees can benefit from this measure

Therefore WCC would agree with the ExA's recommendation that this document should be Outline to allow these types of matters to be further discussed and agreed before approving the document.

### **Cross-in-Hands Roundabout**

It was previously agreed at Deadline 8 that no capacity mitigation works are required on the WCC approaches to this junction and the wording within the dDCO was drafted by the Applicant to allow flexibility over agreement not to provide the works.

However further to discussions with the Applicant, National Highways and Leicestershire County Council over the last few months, it is not clear what mitigation works will be required at this junction. Should any works be required then WCC would expect to be a party to the Road Safety Audit process (including agreement to the Brief as set out within the Design Manual for Roads and Bridges GG119) and to agree to the works required to be delivered.

### **Gibbet Hill Roundabout**

WCC have consistently requested that VISSIM modelling should have been undertaken to identify the impact of the additional development traffic at this junction, and to model a mitigation scheme, as other developments in the area have been required to do.

WCC do not agree with the use of ARCADY for assessing development impacts on this junction. National Highways have a validated VISSIM model that is available and the Applicant was made aware of this; other recent development proposals have been required to use the VISSIM model for their planning applications; the network in this area is heavily congested with severe queues and delays in the peak periods on the four A5 and A426 approaches; and National Highways have previously raised concerns about the potential for queues to extend back to the M6 some 2km to the south.

The ARCADY assessments submitted for the base year do not reflect the current peak hour queues observed on the A426 northbound, these indicate a queue of circa 300m in the pm peak hour, and the queue survey data recorded on behalf of the Applicant for reference purposes indicates queues in the order of 11 vehicles for most of the time slices recorded during the pm peak hour. This is not considered to provide a sufficiently accurate base model from which to assess impacts of the proposed HNRFI development or the proposed mitigation. Officers have observed queues on the A426 northbound of around 1-1.3km in the peak, average neutral weekday journey time data which is commercially available (INRIX Data) indicates an average journey speed of 18.9mph over the 2km link (from M6 junction 1 to Gibbet Hill junction) which has a

signed speed limit of 60mph, and typical traffic speed conditions available from Google Maps shows pm peak hour queues for neutral week days as ranging between 630-834m (Appendix B).

It is understood that the scheme proposed (HRF-BWB-GEN-XX-DR-TR-114 P3) to mitigate for the impacts of the proposed HNRFI development has not been agreed by National Highways. WCC has approved the appended Road Safety Audit Brief (Appendix C) for the proposed scheme, however if a different scheme is required/agreed with National Highways, then WCC would expect the Road Safety Audit process to be started afresh.

A concern raised by WCC with the proposed design is the swept path tracking. National Highways previously raised a concern over the likelihood either for two HGV's travelling side by side entering the junction and/or travelling around the circulatory carriageway for side swipe incidents to occur. If not addressed as part of the mitigation scheme WCC consider it is likely that HGV's will continue to position centrally on the approaches and on the circulatory to minimise this risk, therefore the mitigation scheme will not deliver the improvements intended. The revised scheme shows some minor kerb changes on the circulatory carriageway and some white lining on the circulatory carriageway. Whilst the swept path drawing referenced in the Road Safety Audit Brief (HRF-BWB-GEN-XX-DR-TR-134) shows the HGVs travelling side by side, the tracking speed used is 15kph (9.3mph), and some of the tracks have used a large number of target points to create the path which may indicate that a smooth and constant driving arc may not be possible in practice. BWB have advised that:

Other than the above parameters, the design speed to be used for swept path analysis is not stated in the DMRB. However, the swept path analysis was undertaken using the industry standard Autodesk Autotrack software. The software guidance recommends that manual amendments are made to limit turning radius where paths are tested faster than 15km/h due to dynamic effects on the vehicle which are not modelled by the software.

The guidance warns against testing above 15kph as adjustments should then be made to the dynamic effects (weight shift, tyre grip, roll over effect and a number of variables per vehicle). The guidance then goes onto warn: "The pre-defined dynamic values used in these dynamic settings are taken from AASHTO and TAC handbooks are intended for use with normal road vehicles, i.e. cars, lorries etc. If your vehicle is very large, e.g an aircraft or very small then they may not be appropriate, or you may need to define custom values".

Vehicle tracking is a constant speed analysis whereas in reality, vehicles will slow down at the entry to the roundabout and then speed up again at the exit. Adjusting the speed variable only effects the steering input applied over a certain distance as steering is applied at a fixed, constant rate. Therefore, at higher speeds, vehicles travel further while steering angle is being applied. The vehicle speed setting does not affect the amount of space required for a vehicle to undertake a given manoeuvre.

Therefore, the speed used in the swept path analysis is appropriate and altering this speed would have negligible effect on the design.

It is considered that HGVs will want to travel faster than 9mph around the circulatory of this reasonably large ICD roundabout, and if they cannot do so safely then they will continue to occupy central positions on the approach lanes and the circulatory. Notwithstanding the above assurance that the speed used is appropriate, if the DCO is consented, swept paths with speeds more commensurate with a large roundabout should be provided as part of the Road Safety Audit, as well as the tracking for semi – trailer HGV's, in order to be assured that an agreed mitigation scheme will be suitable and deliverable.

As detailed above, the Applicant has proposed making contributions, under the two Unilateral Undertakings that have been submitted, towards a wider, as yet unknown and unfunded scheme for which delivery is subject to National Highways securing funding from the Road Investment Strategy (RIS).

The preferred approach would be for a contribution to be made towards a more significant National Highways scheme for improvement at this junction, and paid directly to National Highways, as their scheme would be designed to accommodate the cumulative impacts of several committed developments. However should a National Highways scheme not secure RIS funding for any reason, then the fallback should be the provision of a scheme of mitigation that has been agreed by the Local Highway Authorities and National Highways as sufficient to mitigate for the development impacts. Therefore, either the cost estimate used to inform the contribution needs to be agreed and be sufficiently robust to reduce the risk of it not being delivered due to a lack of funding, or provision should be included within the DCO for an agreed mitigation scheme to be delivered by the Applicant.

As referenced above section 106 obligations need to be given to the public body responsible for delivering the works or the LPA with responsibility for enforcement of that contribution.

WCC has worked with the Applicant and the other highway authorities throughout this application process. We trust that these comments are helpful to the Secretary of State and her Advisors in their further considerations.

Yours faithfully

A solid black rectangular box used to redact the signature of Joanne Archer.

Joanne Archer  
Service Manager Planning & Highways Development Management

## **Appendix A**

**Statement of Common Ground between Tritax Symmetry (Hinckley) Ltd and  
Warwickshire County Council (excludes page 11 as would require redacting of  
personal details)**

**February 2024**

**Planning Act 2008**

**TRITAX SYMMETRY (HINCKLEY) LIMITED**

**PROPOSED HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE  
OFF M69 JUNCTION 2, LEICESTERSHIRE**

**DOC REF 19.6B**

---

**Statement of Common Ground between  
Tritax Symmetry (Hinckley) Limited and Warwickshire County Council Highways**

**Matters Agreed**

**Matters Not Agreed**

**Traffic and Transport**

**Version Control**

<b>Version</b>	<b>Date</b>	<b>Issued by</b>
<b>01</b>	<b>09.10.2023</b>	<b>TSL</b>
<b>02</b>	<b>09.01.2024</b>	<b>TSL</b>
<b>03</b>	<b>23.02.2024</b>	<b>TSL</b>
<b>04</b>	<b>16.12.2024</b>	<b>TSL</b>

OFFICIAL



**CONTENTS**

1. **MATTERS OF AGREEMENT AND DISAGREEMENT**
  - 1.1. Traffic and Transport 1
2. **AGREEMENT ON THIS ~~SoCG~~**  
**11-51**

## 1. MATTERS OF AGREEMENT AND DISAGREEMENT

## Traffic and Transport Matters agreed

Ref.	Matter agreed	Record of agreement
1.	The Transport Assessment and ES Chapter 8 have been prepared in accordance with the <a href="#">National Policy Statement for National Networks (NPSNN)</a> .	Agreed through this SoCG
2.	Development Trip distribution as produced by AECOM (TN1)	Agreement from WCC 13.12.21
3.	Development Traffic generation (Including Rail Freight to HGV Movements)	Agreement from WCC received 10.12.21
4.	PRTM 2.2 Uncertainty Log V8, dated 02/02/2022	Agreement from WCC received through TWG
5.	PRTM 2.2 Forecast Modelling Brief- inclusive of assessment years and scenarios	Agreement from WCC received through TWG, although WCC didn't see the need for the WoDWS scenario modelling.
6.	RRAM Scoping and Methodology	Agreement from WCC received 17.08.22
7.	Site Wide Travel Plan	Agreement from WCC on 23.02.24
8	Rugby Rural Area Model Outputs	Agreement from WCC on the 23.02.24
9	Furnessing Approach and base data	Agreement <a href="#">in principle</a> from WCC on the 23.02.24, <a href="#">(differences to be dealt with via updated sensitivity assessments)</a>
10	Timing for delivery of infrastructure/phasing	Agreement <a href="#">in principle</a> from WCC on the 23.02.24
11	Mechanism for addressing unforeseen transport impacts on the network <a href="#">for the operational phase is</a> through appropriate planning obligations, travel plan monitoring and developing detailed proposals for	Agreement from WCC on the 23.02.24

## STATEMENT OF COMMON GROUND+ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

	delivery of sustainable transport measures and off-site junction improvements	
--	---	--

## Matters not agreed

Ref.	Matter not agreed	Rating	Actions and updates
1	HGV Route Management Plan & Strategy		<p>WCC have been in liaison with the Applicant and generally happy with all the updates to the document, but however note a final version will be submitted at DL7, which we would like to review and confirm for deadline 8 in our position statement.</p> <p><u>January 2025</u>  <u>The HGV Route Management Plan &amp; Strategy has been redrafted to take account of the comments raised by WCC at Deadline 8 and more recent correspondence prior to the 10<sup>th</sup> December 2024 Extension. WCC are in agreement with those changes.</u></p> <p><u>The document states that any large/high-sided HGV's (over 4.6m) will be advised to take routes that do not include the A5 between the A47 Dodwells and M69 junction 1 due to the high number of bridge strike incidents at the Network Rail Nutts Lane Bridge (this is currently the most struck bridge in the country which regularly causes major disruption to the area). There are no proposals within the document for monitoring and enforcement of this situation, by way of ANPR or other measure. Whilst this situation may ultimately be resolved this is subject to improvement works to lower the carriageway being carried out by a third party development following a planning consent, therefore there is no certainty if or when the works will be delivered. There is no requirement for this NSIP proposal to deliver the works.</u></p> <p><u>On this basis, we would agree with the ExA's recommendation that this document should be an Outline submission to enable</u></p>

## STATEMENT OF COMMON GROUND+ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Ref.	Matter not agreed	Rating	Actions and updates
			<u>further detail and monitoring/enforcement to be included as appropriate for the safe and efficient operation of the network.</u>
2	Sustainable Transport Strategy		<p>WCC have been in liaison with the Applicant and generally happy with all the updates to the document, but however note a final version will be submitted at DL7, which we would like to review and confirm for deadline 8 in our position statement.</p> <p><u>January 2025</u>  <u>Document ref 6.2.8.1 E revision 10 (issue record states rev 12) December 2024 has not taken on board the WCC comments made at Deadline 8 or the more recent correspondence prior to the 10<sup>th</sup> December 2024 Extension. Therefore the WCC comments made at Deadline 8 remain.</u></p> <p><u>The revisions that have been included in this updated document – additional 5% reduction in single car occupancy trips in peak hours, additional private bus service for SE Leicester - are supported, however they are unlikely to further reduce single car occupancy journeys for any future employees travelling from Warwickshire. The document does not make it clear if the same mode share targets are applicable to the shift change/off-peak periods.</u></p> <p><u>On this basis WCC would agree with the ExA's recommendation that this document should be an Outline submission.</u></p>
3	Construction Traffic Management Plan		<p>WCC have been in liaison with the Applicant and generally happy with all the updates to the document, but however note a final version will be submitted at DL7, which we would like to review and confirm for deadline 8 in our position statement.</p> <p><u>January 2025</u></p>

## STATEMENT OF COMMON GROUND+ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Ref.	Matter not agreed	Rating	Actions and updates
			<u>No update to this document, WCC comments made at Deadline 8 remain, and WCC do not consider the draft DCO provides sufficient protection for the impacts of construction traffic.</u>
4.	Forecast VISSIM modelling J1 M69		<p>No comments have been provided on the Forecast VISSIM summary with the Transport Assessment and/or the models. Further to submitted TA, 2023 surveys requested by LCC have been included in the furnished matrices and the VISSIM modelling has been updated and forms part of the 2023 Transport Update (doc reference 18.13.2). No mitigation works are proposed at this junction, which is operating better overall.</p> <p>WCC awaiting NH review. NH consultants informed <b>BWB</b> that the Base Model had already been accepted by NH. Forecast Model, shows a very small increase on queues on the Warwickshire arm.</p> <p><u>January 2025</u>  <u>NH have confirmed to WCC that the VISSIM modelling for this junction has been accepted. The reported increases in peak period average and maximum queues and delays are unlikely to have a severe impact on the B4109 Hinckley Road northbound approach arm. This matter is now agreed.</u></p>
5.	Road Safety Audit Stage 1		<p>M69 Junction 1 and Gibbet Junction, road safety audit required if any mitigation is to be delivered under DCO.</p> <p>Applicant confirmed that no Mitigation is proposed at M69 J1 and a CIL compliant financial contribution is being sought towards NH wider scheme at Gibbet roundabout.</p> <p><u>January 2025</u>  <u>WCC will need to agree any Road Safety Audit brief, and review the subsequent audits and designer's responses for any</u></p>

STATEMENT OF COMMON GROUND+ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Ref.	Matter not agreed	Rating	Actions and updates
			<p><u>highway works carried out on the WCC network.</u></p> <p><u>This is likely to include:</u></p> <ul style="list-style-type: none"> <li>• <u>Gibbet Hill</u></li> <li>• <u>Cross-in-Hands</u></li> <li>• <u>ANPR Camera locations</u></li> </ul> <p><u>Gibbet Hill – brief has been agreed by WCC, however it is understood that NH have not agreed the scheme so this may need to be revisited.</u></p> <p><u>Cross-in-Hand – it was agreed that no works were required on the WCC network, but the drafting of the DCO does not make this clear, therefore should any works be required WCC will need to be a party to the process. A package of information has been provided (30/1/25) by BWB for WCC to review. This is unlikely to be completed by the deadline of 7<sup>th</sup> February.</u></p> <p><u>ANPR Camera Locations – indicated in doc ref 17.4F rev 15 (HGV Route Management Plan and Strategy - Appendix 8) will require detailed plans to be submitted to agree precise locations for siting such equipment within the highway, and some or all of these may require a Road Safety Audit to be carried out. The proposals provided are not sufficiently detailed in order for these to be agreed or RSA Briefs to be agreed.</u></p> <p><u>WCC consider that this requirement should be included for within doc 17.4F (as at para 1.6c bullet point 4 for potential gateway measures). On this basis, WCC would agree with the ExA's recommendation that this document should be an Outline submission to enable such matters to be resolved.</u></p>
6	Mitigation on WCC/NH Highways		<ul style="list-style-type: none"> <li>• M69 J1, see point 4,</li> <li>• A5 Longshoot/Dodwells, see point 9,</li> <li>• Gibbet Roundabout, see point 8.</li> <li>• Coal Pit Lane Roundabout (Cross in Hands), see below</li> </ul>

## STATEMENT OF COMMON GROUND+ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Ref.	Matter not agreed	Rating	Actions and updates
			<p>A sensitivity test was carried out by the Applicant and WCC consider that there is no longer a requirement to provide mitigation for the HNRFI development on either the B4027 Lutterworth Road approach or the Coal Pit Lane arm. The RRAM (Rural Rugby Area Model) also didn't flag any issues here when the HNRFI development was modelled.</p> <p>WCC have advised the applicant that they should provide this information to NH and LCC and submit to the ExA for consideration.</p> <p>The applicant has shared both sensitivity tests with LCC, NH and WCC for review.</p> <p>WCC Deadline 6 response states additional information submitted by Applicant on preliminary design <u>to</u> address the problems identified within the Interim Road Safety Audit. WCC are satisfied that this additional information demonstrates the scheme would be acceptable in principle <u>to WCC</u>.</p> <p><u>January 2025</u>  <u>Cross-in-Hand – it was agreed at Deadline 8 that no works were required on the WCC network based on the sensitivity modelling, but the drafting of the DCO and inclusion of Works Number 16 drawings does not make this clear. It has not been agreed between The Applicant and NH what the scheme of mitigation works should be. Therefore should any works be required on the WCC part of the network to enable mitigation works to be delivered, WCC will need to be a consulted.</u></p>
7	Design changes and drawings to a suitable scale proposed for Cross-in-Hands junction and identification of any departures		<p>Subject to the highway authority review meeting on the 5<sup>th</sup> of March.</p> <p><u>January 2025</u>  <u>See above WCC agreed works not required on WCC network, any works that impact</u></p>

## STATEMENT OF COMMON GROUND+ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Ref.	Matter not agreed	Rating	Actions and updates
			<u>WCC network following detailed design would need to be agreed with WCC.</u>
8	A5/A426 Gibbet Hill VISSIM modelling		<p>At the meeting held with the highway authorities on the 11th of December <u>2023</u>, NH confirmed that their scheme included within the Applicant's assessment wasn't being taken forward at Gibbet Roundabout. However, they have another proposed scheme, which they would share.</p> <p>At a further meeting with highway authorities on the 18th of December 2023, NH confirmed that this scheme is not yet in the public domain and cannot be shared. However, NH will request a financial contribution to this scheme from the applicant based on proportionate impact.</p> <p>A sensitivity test was undertaken for NH on turning proportions at the junction during furnishing and NH agreed the amended flows. These were then tested in the arcady <u>model</u> and the mitigation scheme included in the Transport 2023 update, has been costed and issued to NH for review.</p> <p><u>January 2025</u>  <u>WCC have consistently maintained that this junction should be modelled using the existing National Highways VISSIM model in order to ensure that the existing queues and delays on the approaches are adequately represented, the Arcady models used do not do this.</u></p> <p><u>The 2023 base ARCADY model results suggest a queue of circa 300m on the A426 northbound approach (PM peak). observations by officers and journey speed data show the queue is likely to be in the order of 1.3km on an average neutral weekday. This is also confirmed in INRIX Data which is commercially available as well as typical traffic speeds available on Google. The ExA were requested by WCC</u></p>



STATEMENT OF COMMON GROUND+ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Ref.	Matter not agreed	Rating	Actions and updates
			<p><u>to undertake site visits during the weekday PM peak period.</u></p> <p><u>WCC have raised concerns over the speed of HGVs tracked for the proposed mitigation scheme. BWB has confirmed that a speed of 15kph (9.3mph) has been applied, but WCC do not consider this to be reflective of the junction layout, current or likely future vehicle speeds through the junction, and higher speeds can be assessed in the tracking software. This is important because the proposed mitigation scheme needs to accommodate two HGVs travelling around the circulatory carriageway side by side – and a little over 9mph is not considered a robust assessment.</u></p> <p><u>It has not been confirmed that National Highways have accepted the proposed mitigation scheme as deliverable.</u></p> <p><u>It has not been confirmed that NH have accepted the mitigation scheme cost estimate as sufficient to deliver this scheme.</u></p> <p><u>Whilst it is the Applicants preference to provide a contribution towards a larger scheme that NH would deliver, should Road Investment Strategy (RIS) funding not be secured, then this scheme has to be capable of being delivered independently and there is no mechanism for that. Therefore WCC have asked the Applicant if this should, similar to Cross-in-Hand, be an identified Works Scheme for CIL compliancy. Should it be agreed that the Applicants mitigation scheme need not be delivered, this position is already accounted for in the drafting of the DCO. However if the wider NH scheme is not delivered within a suitable timeframe, this scheme needs to be deliverable.</u></p>

## STATEMENT OF COMMON GROUND+ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Ref.	Matter not agreed	Rating	Actions and updates
9	A5 Longshoot/Dodwells VISSIM modelling		<p>National Highways Protocol provided as appended to the NH written representation at Deadline 1 (document Ref: Rep1-182) submission to PINS and the relevant model was provided to the applicant in late October 2023. This model has been utilised and included in the work undertaken for the 2023 Transport Update, including Padge Hall Farm traffic and mitigation as per meetings in November and December with the highway authorities.</p> <p>WCC are reliant on NH consultants review and a highway authority meeting is arranged for the 5<sup>th</sup> of March 2024.</p> <p><u>January 2025</u>  <u>NH have confirmed to WCC that the VISSIM modelling for this junction has been accepted and that no mitigation works are required.</u></p> <p><u>WCC do not agree with this position as the A5/The Longshoot/A47 Dodwells junctions are a severely congested part of the network and any additional traffic will adversely impact. However as the A5 forms part of the Strategic Road network that NH are responsible for WCC acknowledge that this is a decision for them to take.</u></p>
10	A5 change to network at Nutts Lane rail bridge and impact on reassignment		<p>This forms part of the NH review and subject to a highway authority meeting on the 5th of March.</p> <p><u>January 2025</u>  <u>See point 1 above re HGV route monitoring</u></p>
11	dDCO and mechanism to agree delivery of works (s278 & permits) on WCC network		<p>WCC have an issue with the <u>42 day</u> deemed consent and applicant would not agree to a s278 agreement to carry out the works.</p> <p><u>January 2025</u>  <u>Notwithstanding the ExA's comment on this within their Report, which prioritises</u></p>

STATEMENT OF COMMON GROUND+ HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

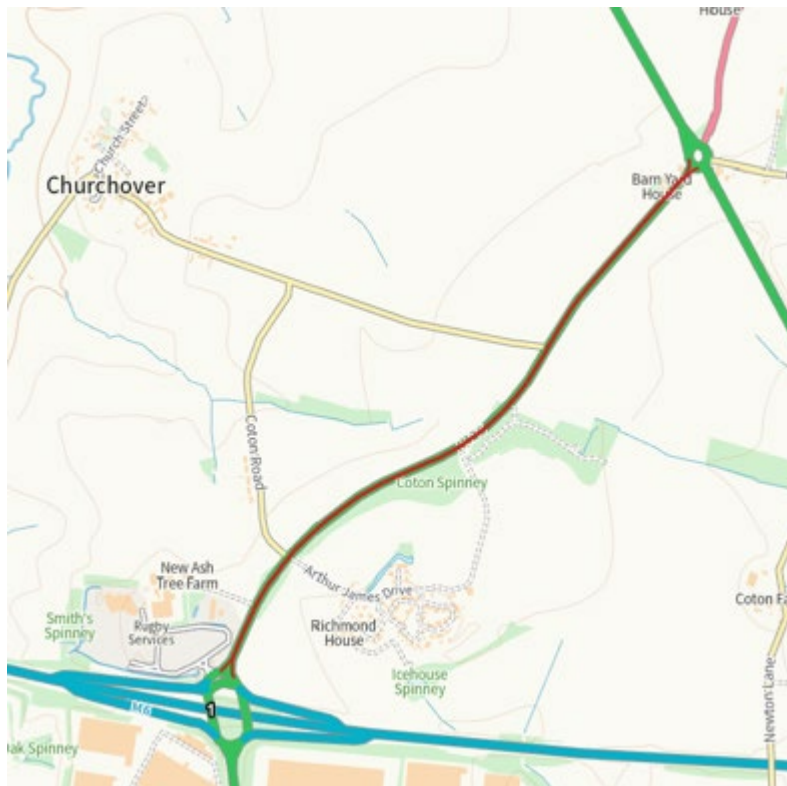
Ref.	Matter not agreed	Rating	Actions and updates
			<p><u>NSIP schemes over other regional and local development schemes, this clause within the dDCQ will adversely impact on the ability of planning and highway authorities to progress the volume of other applications that would be sitting with the authorities, and will delay their delivery.</u></p>

## Appendix B

### A426 northbound approach to Gibbet Hill junction – neutral weekday pm peak hour typical traffic speed data (INRIX Data & Google Maps)

	link_id	hour	veh_cls	AvgSpdKph	avg_jt (s)	roadClass	routeHiera	formOfWay	roadClas_1	roadName1_	AvgSpdMph
A426 Northbound	4000000019190357A	17:00	1	45.21286	70.89343	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	28
	4000000019190361A	17:00	1	32.44071	75.21057	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	20
	4000000019267249B	17:00	1	43.54573	15.599	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	27
	4000000019319940A	17:00	1	39.9662	4.3	A Road	A Road Primary	Traffic Island Link At Junction	A426	Leicester Road	25
	4000000019650525A	17:00	1	45.24529	21.46529	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	28
	5000005194715231A	17:00	1	44.403	24.75986	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	28
	5000005283797165B	17:00	1	39.09673	5.864727	A Road	A Road Primary	Traffic Island Link At Junction	A426	Leicester Road	24
	5000005283797167B	17:00	1	42.85864	18.04691	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	27
<b>TOTAL (s)</b>					<b>236.1398</b>						
<b>TOTAL (min)</b>					<b>3.94</b>						
<b>Average Link Speed (mph)</b>					<b>18.9</b>						
A426 Southbound	4000000019190357B	17:00	1	56.70588	38.4785	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	35
	4000000019190361B	17:00	1	49.32214	48.58414	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	31
	4000000019267249A	17:00	1	45.534	13.94144	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	28
	4000000019319944B	17:00	1	42.69	3.169	A Road	A Road Primary	Traffic Island Link At Junction	A426	Leicester Road	27
	4000000019650525B	17:00	1	58.67763	11.95425	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	36
	5000005194715231B	17:00	1	59.69963	12.24275	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	37
	5000005283797166A	17:00	1	32.34833	6.386778	A Road	A Road Primary	Traffic Island Link At Junction	A426	Leicester Road	20
	5000005283797167A	17:00	1	40.67633	18.787	A Road	A Road Primary	Single Carriageway	A426	Leicester Road	25
<b>TOTAL (s)</b>					<b>153.5439</b>						
<b>TOTAL (min)</b>					<b>2.56</b>						
<b>Average Link Speed (mph)</b>					<b>29.1</b>						

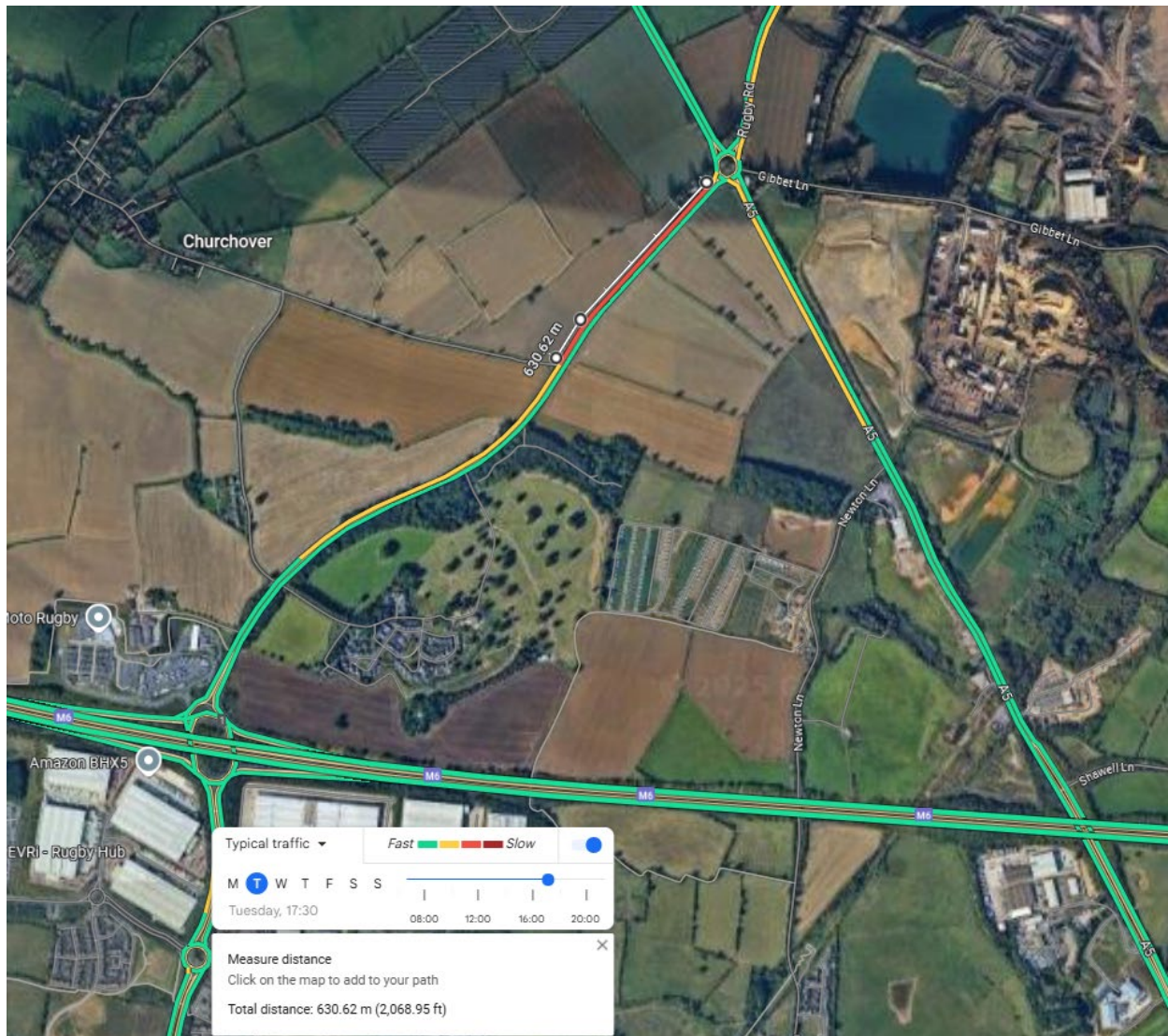
Link data made up of 8 segments



Tuesday

Queue shown as red – 630m

Queue shown as yellow – 1.52km



Wednesday

Queue shown as red – 641m

Queue shown as yellow – 1km



Thursday

Queue shown as red – 834m

Queue shown as yellow – 1.86km



## **Appendix C**

Road Safety Audit Brief for Gibbet Hill junction (excludes page 1 as would require redacting of personal details)

Scheme drawing – HRF-BWB-GEN-XX-DR-TR-114 P03



## ROAD SAFETY AUDIT BRIEF

Hinckley National Rail Freight Interchange, Leicestershire



## 2 GENERAL DETAILS

- 2.1 This Audit Brief is prepared in accordance with GG119 "Road Safety Audit" revision 2 and the Audit shall be undertaken in accordance with this brief and GG119.

### General

Highway Scheme Name:	Hinckley National Rail Freight Interchange – Strategic Road Network Improvements
Road Numbers:	A5 A426 Rugby Road Gibbet Lane
Type of Scheme:	Capacity improvements to existing roundabout
Road Safety Audit Stage:	Stage 1

### Contact Details

Role	Organisation	Contact name	Email	Phone
Overseeing Organisation	National Highways	Patrick Thomas	Patrick.thomas@nationalhighways.co.uk	
Overseeing Organisation	National Highways Warwickshire County Council	[REDACTED]	[REDACTED]@warwickshire.gov.uk	
Technical Manager	BWB Consulting Ltd	AJ Oakes	aj.oakes@bwbconsulting.com	0115 9241100
Police Representative	Warwickshire Police		rpu@warwickshire.pnn.police.uk	-

### Audit Team

- 2.2 The following Audit Team is proposed, and current CVs and records of ongoing professional development are provided.

Position	Contact name	Qualifications
Audit Team Leader	Naomi Cook	MSc Transport Planning and Management FIHT Highways England Certificate of Competency
Audit Team Member	Paul Wilson	BA(Hons) MCiHT MSoRSA

OFFICIAL

## ROAD SAFETY AUDIT BRIEF

Hinckley National Rail Freight Interchange, Leicestershire



### 3 SCHEME DETAILS

3.1 The overall scheme details are as follows:

Scheme Overview and Purpose	Capacity improvements to the Gibbet Hill roundabout This scheme has been designed to <u>mitigate the impacts of the Hinckley National Rail Freight Interchange, and to</u> inform a contribution by the HNRFI Applicant to a wider improvement scheme at this junction <u>should additional funding be secured by National Highways under the Road Investment Strategy to allow delivery.</u>
Extent / Scope of Audit	This RSA relates to the capacity improvement works required to mitigate the impacts of the HNRFI scheme at Gibbet Hill roundabout.
Construction Programme	These works are not expected to be constructed <u>provided the RIS funding is secured</u> , and are designed to inform a contribution to mitigate impacts at this junction, <u>however the works need to be deliverable under CIL regulations, therefore any programme to deliver these works will need to be considered following the RIS announcement – Spring 2025.</u>
Design standards	Design Manual for Roads and Bridges; Specification for Highway Works CD 109, CD 116.
Details of WCHAR*	A WCHAR* has been carried out for the HNRFI scheme and is included at the link: <a href="#">WCHAR</a>
Location of Audit Information	To be emailed to Safety Audit Team

\*Walking, Cycling & Horse-Riding Assessment and Review

3.2 The location of the works that need to be covered by the audit are shown on Figure 1 below:

## ROAD SAFETY AUDIT BRIEF

Hinckley National Rail Freight Interchange, Leicestershire

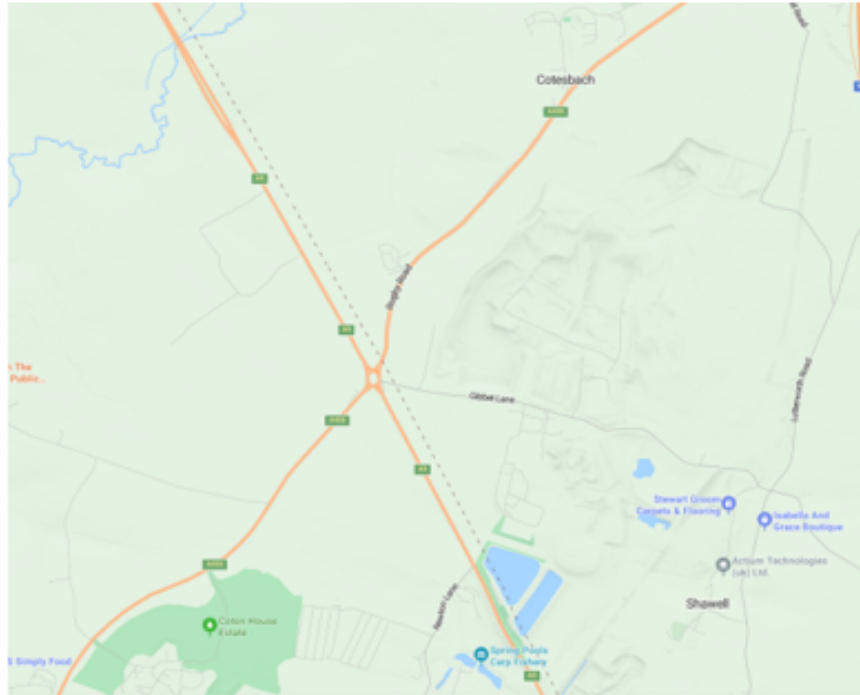


Figure 1: Location Plan

## 4 LOCALITY

### General description

- 4.1 The Main HNRFI Site lies 3 km to the north-east of Hinckley, in a level area of mixed farmland to the north-west of Junction 2 of the M69. The railway between Leicester and Hinckley on the north-western boundary of the site is on Network Rail's strategic freight network, linking the west coast and east coast main lines and forming a primary link between Felixstowe, the Midlands and the North.
- 4.2 Hinckley town centre and railway station are both located approximately two miles to the southwest, Earl Shilton and Barwell lie approximately two miles to the north and Stoney Stanton and Sapcote are approximately two miles to the east. The B4669 Hinckley Road runs east-west to the south of the site, and Burbage Common Road routes through the site and enters/ exits at two separate locations to the north).
- 4.3 Gibbet Hill roundabout is on the A5 to the south of Lutterworth and forms the junction between the A5, A426, Rugby Road and Gibbet Lane.

### Surrounding Highway Network

- 4.4 The surrounding highway network is described extensively in Section 4 of the Transport Assessment and is divided into sections for the Strategic Road Network (SRN) and the Local Highway Network (LHN) and covers the type of roads, speed limits, pedestrian and cyclists' facilities as well as street lighting and connecting.

## ROAD SAFETY AUDIT BRIEF

Hinckley National Rail Freight Interchange, Leicestershire

### Factors that may affect road safety.

4.5 The following factors may affect road safety:

- Direct accesses
- Existing crossing points
- Vehicle overrunning on existing roundabout
- PFS in proximity to existing roundabout
- Constrained road widths on approaches and circulatory
- Speed of vehicles during peak and off-peak periods
- Lane widths and swept paths for all turning movements (particularly HGV's including the impact of long semi-trailer HGV's) on the approaches and through the junction (there have been a significant number of near miss events at this location considered to be due to the current configuration and size/volume of vehicles routing through it).

## 5 ANALYSIS

### Collision Data Analysis

5.1 Collision data for the latest 5 year period has been reviewed for Gibbet Hill and the collision map is shown below:



5.2 Of the collisions in the last 5 years, three are recorded in the vicinity of the roundabout and these are all recorded as being slight. Further information on these can be provided to the auditor if required.

### Departures and Relaxations from Standards

## ROAD SAFETY AUDIT BRIEF

Hinckley National Rail Freight Interchange, Leicestershire



- | 5.3 No departures from standards have been identified at this stage by the design team for the mitigation works.

### **Previous Road safety Audits**

- 5.4 An interim Stage 1 road safety audit was carried out in October 2024 and the audit report and response report are included in the information provided with this brief.

### **Strategic decisions – items outside the scope of this Audit**

- 5.5 Nothing to record.

## ROAD SAFETY AUDIT BRIEF

Hinckley National Rail Freight Interchange, Leicestershire



### List of documents and drawings provided with this Brief

5.6 The following information is provided in addition to this Audit Brief and can be found with the Audit Information in the location listed above:

Document / Drawing	Title	Revision
HRF-BWB-GEN-XX-DR-TR-114	Gibbet Hill HNRFI Mitigation GA	P03
HRF-BWB-GEN-XX-DR-TR-115	Gibbet Hill HNRFI Mitigation Visibility	P03
HRF-BWB-GEN-XX-DR-TR-116	Gibbet Hill Details of Works Required	P01
HRF-BWB-GEN-XX-DR-TR-134	Gibbet Hill BWB Mitigation <a href="#">Swept Paths</a>	P03
TR050007 6.2.8.1	Appendix 6.1 Transport Assessment	V9.0
HRFI-BWB-GEN-RSA-RP-TR-0004	Gibbet Hill Interim Stage 1 RSA	P01
HRF-BWB-GEN-RSA-RP-CH-0007	Gibbet Hill Interim Stage 1 RSA Response Report	P01
<a href="#">WCHAR</a>	Walking Cycling and <a href="#">Horse Riding</a> Assessment	P01



**Joanne Archer**   

Last swept path is labelled as a 7.5t box van and has been tracked with a car, give Gibbet Lane serves the Shawell Quarry, recommend tracking with HGV -see google images  
23 January 2025, 09:57