



Inquiry Note – SWMK - HGVs at J5 Tattenhoe Roundabout

19/05/2021

Requested by the Inspector on 12/05/2021 at the Round Table Discussion

HGV flows at J5 Tattenhoe Roundabout within Evidence of Martin Paddle

Appendix B of TRN2 (CD16/B) and Appendix B of TRN3 (CD16/C) contain traffic flow diagrams for the 2020 Observed, 2033 Do Nothing (DN) and 2033 Do Something (DS) scenarios. Total volumetric flow and percentage of HGVs are shown on the traffic flow diagrams.

Figure 1 and Figure 2 show the 2033 DS1 total traffic volume (blue) and HGV proportions (purple) captured from those traffic flow diagrams in the AM and PM peaks respectively.

Figure 1 – 2033 AM Peak J5 Flows

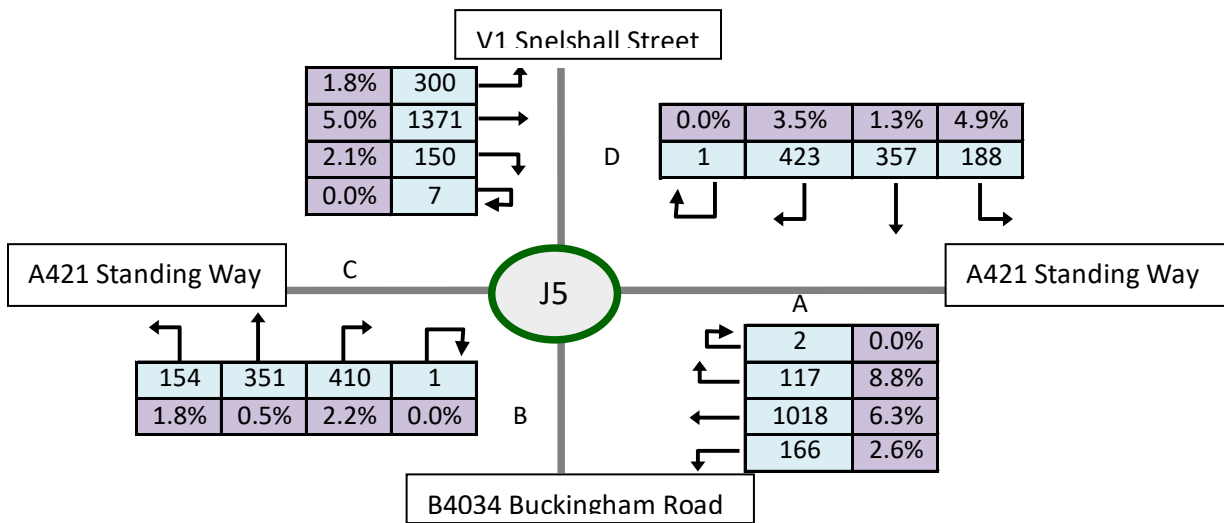
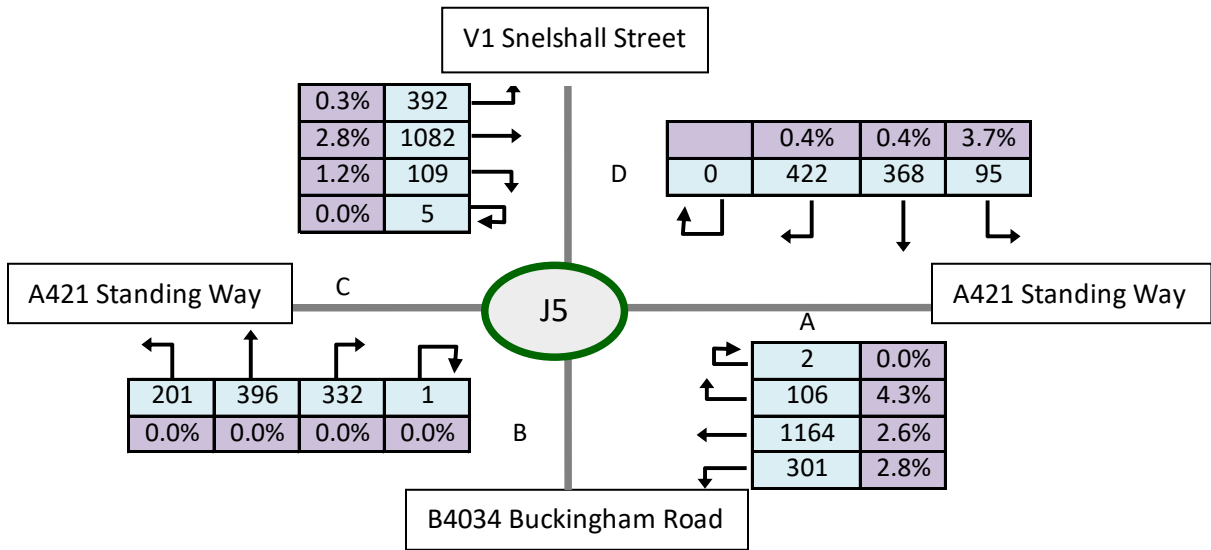


Figure 2 – 2033 PM Peak J5 Flows



To assist the Inspector, the HGV volumes have been calculated from the total volumetric flow and HGV percentages above and are shown in orange in Figure 3 and Figure 4 for the AM and PM peaks respectively.

Figure 3 – 2033 AM Peak J5 HGV Flows

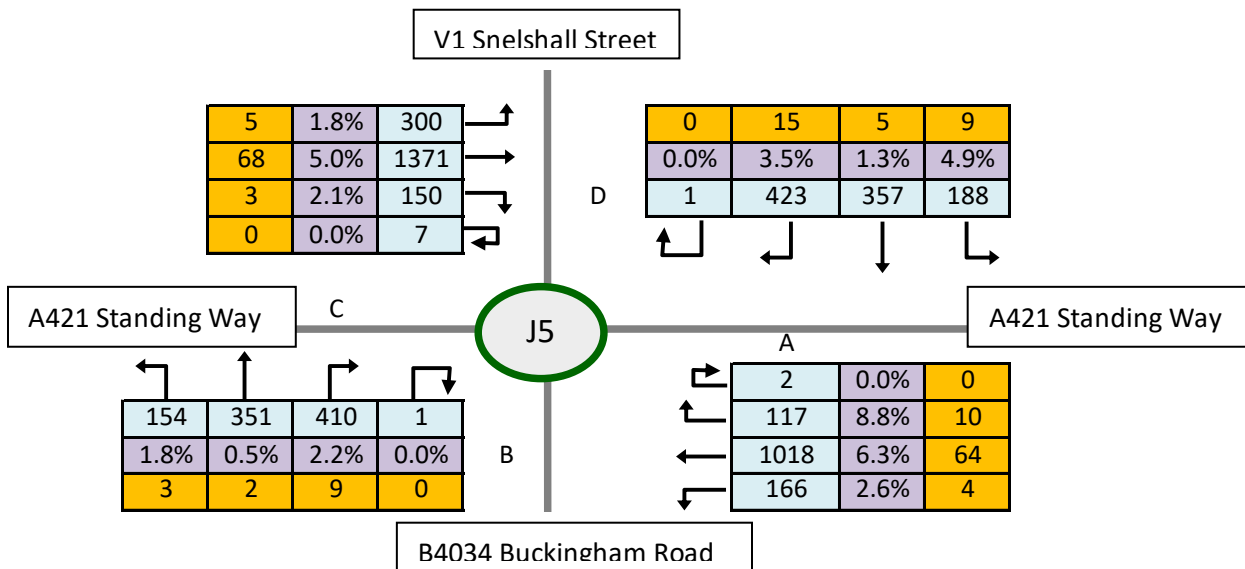
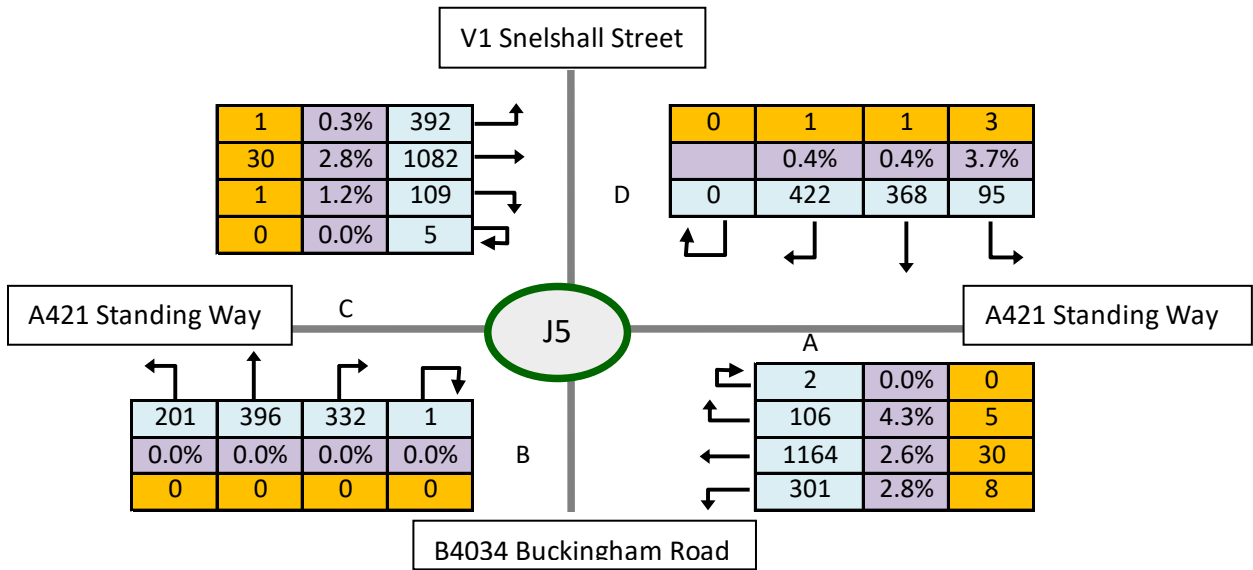


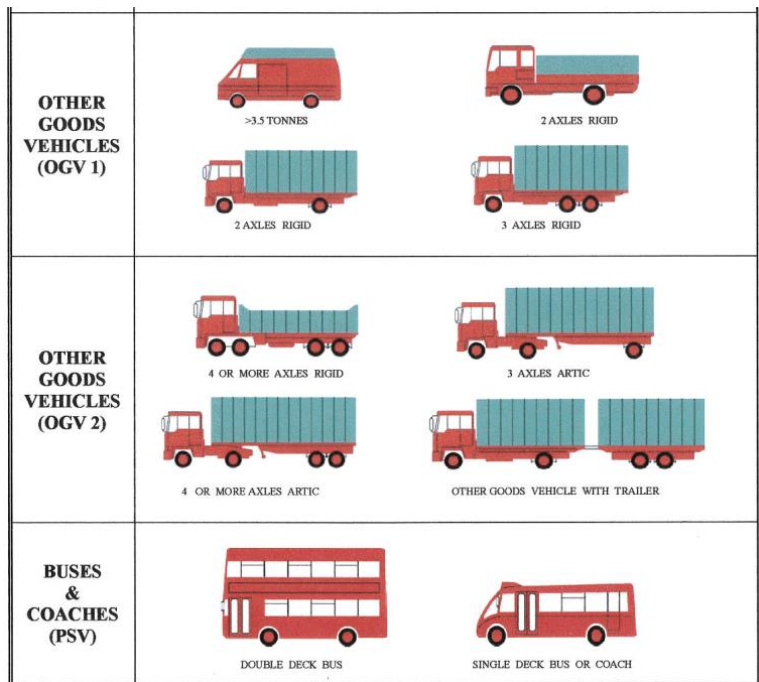
Figure 4 – 2033 PM Peak J5 HGV Flows



Composition of HGV Traffic

Within the traffic surveys and analysis completed, the standard COBA¹ vehicle classification system has been utilised which splits HGVs into three categories as detailed below and shown in Figure 5.

- OGV1 – vehicles over 3.5 Tonnes; 2-axle rigid lorries and 3-axle rigid lorries;
- OGV2 – 4 or more -axle rigid lorries; articulated vehicles; OGV1 with trailer; and
- PSV - buses and coaches including single and double deck.



¹ DMRB Volume 13 Section 1 Part 4 Traffic Flow input to COBA, Chapter 8 Vehicle Categories, May 2004