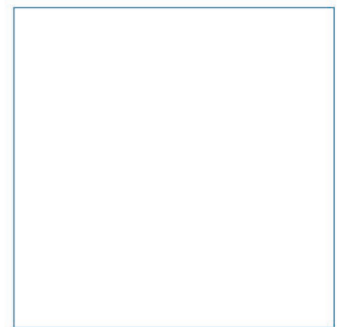
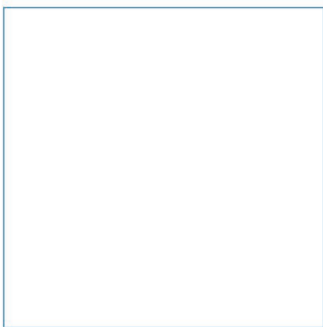
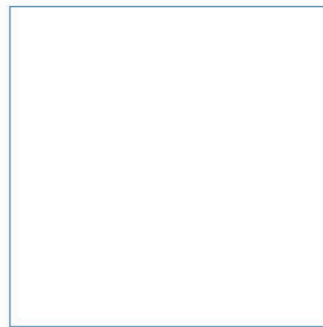


Associated British Ports

Immingham Eastern RoRo Terminal

Preliminary Environmental Information: Appendix 17.1 Preliminary Transport Assessment

January 2022



Innovative Thinking - Sustainable Solutions

Immingham Eastern Ro-Ro Terminal, Port of
Immingham

Preliminary Transport Assessment



Transport Planning Consultants

Immingham Eastern Ro-Ro Terminal, Port of Immingham

Preliminary Transport Assessment

13th January 2022

SJT/RT/23325-02a Preliminary Transport Assessment

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1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) has been commissioned by Associated British Ports (ABP) to review the transport implications of the proposed roll-on/ roll-off (Ro-Ro) facility within the Port of Immingham, which will be known as the Immingham Eastern Ro-Ro Terminal (IERRT). The proposed development plan is shown attached at **Appendix A**.
- 1.2 This Preliminary Transport Assessment sets out what will be covered by the Transport Assessment (TA) and has been prepared in accordance with the National Planning Policy Framework (NPPF) and National Planning Practice Guidance issued in March 2014, which replaces the previous Guidance on Transport Assessment (2007).
- 1.3 National Highways were consulted for a scoping response to the EIA scoping note for the proposed development, the full response can be seen in **Appendix B**. North East Lincolnshire and North Lincolnshire Councils were also consulted as part of the scoping process as the Local Highway Authority for the highway at West Gate. The full responses can be seen in **Appendix C** and **Appendix D**, respectively.
- 1.4 This report considers the transport and highways implications associated with the proposals and is structured as the TA will be, as follows:
- Chapter 2: Policy Context;
 - Chapter 3: Existing Conditions;
 - Chapter 4: Development Proposals;
 - Chapter 5: Traffic Generation and Distribution; and
 - Chapter 6: Traffic Impact.



2.0 NATIONAL AND LOCAL POLICY

2.1 National Policy Statement for Ports

2.1.1 The NPSfP provides in paragraph 5.4.4 that *"if a project is likely to have significant transport implications, the applicant's Environmental Statement (ES) should include a TA, using the WebTAG1 methodology stipulated in Department for Transport (DfT) guidance, or any successor to such methodology. Applicants should consult Highways England and/or the relevant highway authority, as appropriate, on the assessment and mitigation. The assessment should distinguish between the construction, operation, and decommissioning project stages as appropriate."*

2.1.2 As well as a TA, paragraph 5.4.5 requires the applicant, where appropriate, to *"prepare a travel plan, including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts."*

2.1.3 Paragraph 5.4.8 states that *"the TA should include private traffic accessing and leaving the port, where significant, even where not generated by the development under application"*.

2.2 National Planning Policy Framework

2.2.1 In July 2021, the Government published a revised National Planning Policy Framework (NPPF). The introductory paragraphs of the NPPF highlight that it can be a relevant consideration in terms of NSIP developments. This report should therefore be read in the context of the new NPPF.

2.2.2 Paragraph 111 of the NPPF is clear that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

2.2.3 Within this context, the NPPF identifies in Paragraph 112 that applications for development should:



- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2.4 Paragraph 113 of the NPPF goes on to state that: "*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*".

2.2.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is "*...a presumption in favour of sustainable development*".

2.3 **DfT Circular 02/2013 – ‘Strategic Road Network and the Delivery of Sustainable Development’**

2.3.1 This document sets out the way in which Highways England will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the strategic network.

2.3.2 Where development proposals are consistent with an adopted Local Plan, Highways England does not anticipate the need for engagement in a full assessment process at the



planning application stage. However, where proposals are not consistent with the adopted Local Plan then a full assessment of the impact will be necessary.

2.3.3 Highways England require that:

"In consultation with relevant infrastructure providers, statutory environmental advisors and consenting authorities, developers must ensure all environmental implications associated with their proposals, are adequately assessed and report so as to ensure that the mitigation of any impact is compliant with prevailing policies and standards. This requirement applies in respect of the environmental impact arising from the temporary construction works and permanent transport solution associated with the development, as well as the environmental impact of the existing trunk road upon the development itself."

2.4 'Travel Plans, Transport Assessment and Statements in decision taking' Planning Practice Guidance

2.4.1 Following directly on from paragraph 108 of the NPPF, the PPG states:

"Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).

In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations:

- *the Transport Assessment and Statement policies (if any) of the Local Plan;*
- *the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);*
- *existing intensity of transport use and the availability of public transport;*
- *proximity to nearby environmental designations or sensitive areas;*
- *impact on other priorities/ strategies (such as promoting walking and cycling);*
- *the cumulative impacts of multiple developments within a particular area; and*
- *whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times)."*



2.4.2 The Guidance advocates initial consultation with key decision makers at an early stage through pre-application discussions to determine the scope of the technical work required to underpin the associated transport assessments and travel plans. The key issues it suggests that should be considered are:

- *“the planning context of the development proposal;*
- *appropriate study parameters (i.e. area, scope and duration of study);*
- *assessment of public transport capacity, walking/ cycling capacity and road network capacity;*
- *road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy.”*

2.4.3 It acknowledges that the scope and level of detail in reports will vary from site to site, but suggests the following should be considered when confirming the scope of the proposed assessment:

- *“information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);*
- *information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*
- *a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- *an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);*



- *data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- *an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area;*
- *an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- *measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
- *a description of parking facilities in the area and the parking strategy of the development;*
- *ways of encouraging environmental sustainability by reducing the need to travel; and*
- *measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.*

In general, assessments should be based on normal traffic flow and usage conditions (e.g. non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.

The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant Government policy."

2.5 **National Highways guidance document 'The Strategic Road Network: Planning for the Future' (2015)**

2.5.1 This guidance document describes the approach which National Highways (formerly Highways England) takes to engage in the planning system and the issues looked at when considering draft planning documents. It also offers advice on the information which



National Highways would like to see included in a planning proposal. The relevant paragraphs are summarised below.

“Transport assessments should generally be carried out in line with prevailing government guidance in agreement with us, through preapplication and scoping, such as a road safety audit (stage 1)”.

Para 37

“We will expect to see measures implemented that fully mitigate any and all environmental impacts arising from and relating to the interaction between developments and the SRN. There are three aspects to this:

- The environmental impacts arising from the temporary construction works;*
- The environmental impacts of the permanent transport solution associated with the development; and*
- The environmental impact of the road network upon the development itself.”*

Para 49

“To avoid potential delay or challenge, transport assessments/statements and environmental statements/impact assessments should be mutually consistent and pay due regard to each other.”

Para 52

“If the development is in an approved local plan and has had an appropriate level of assessment of the impact of the development undertaken, we [Highways England] do not anticipate the need to repeat the full assessment process at the planning application stage.”

Para 87

“If, however, the development proposed has not been subject to an appropriate level of assessment, or is not included or consistent with an approved local plan, then we anticipate agreeing the scope of work required to make a full assessment. For those sites that have been considered at local plan stage, we will take into account any assessment already undertaken.

Para 88

“Formal pre-application discussions are an effective means of gaining a good, early understanding of the development, its benefits, its likely impacts and its infrastructure needs. By consulting with us pre-application, you will ensure that the transport assessment you prepare is appropriately scoped and is based on the most relevant and up-to-date data. It will also ensure that you are



made aware of, and can take account of, any SRN issues that might have a bearing on the way in which the development is planned and/or delivered. This, in turn, helps avoid delays and difficulties further into the application process”.

Para 94

“If a SR is to be prepared, we advise this includes:

- Details of the development, such as location, access arrangements, use class, size or number of units, likely phasing, maximum number of parking spaces and any other relevant information;*
- Proposed methodology for estimating the vehicular trip generation and distribution on the SRN, and resulting trip generation figures;*
- Proposed methodology for assessing the impact of this trip generation on the SRN; and*
- Proposed methodology for assessing the environmental consequences of the transport impacts of the development”*

Para 98

2.6 North East Lincolnshire Local Plan 2013-2032

2.6.1 The local plan is a key document which will guide the changing use of land in the Borough and define the purpose to which it is put in the future. The Plan sets out the Council’s vision and strategy for development, including why, where and how the Borough will grow. The Plan is a plan for growth and aims to ensure North East Lincolnshire becomes a sustainable location in which people can live, work and enjoy their recreation, both now and in the future.

2.6.2 Strategic Objective 7 considers transport around North East Lincolnshire.

“Improve accessibility to jobs and services by sustainable transport modes, including cycling and walking; reduce the overall need to travel with employment and housing growth spatially balanced; and provide the necessary infrastructure to support sustainable growth.”

2.6.3 Policy 36 considers promoting sustainable transport within North East Lincolnshire.



- *To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the Council will support measures that promote more sustainable transport choices. Where appropriate, proposals should seek to:*
 - *focus development which generates significant movements in locations where the need to travel will be minimised;*
 - *prioritise pedestrian and cycle access to and within the site;*
 - *make appropriate provision for access to public transport and other alternative means of transport to the car, adopting a 400m walk to bus stop standard;*
 - *make suitable provision to accommodate the efficient delivery of goods and supplies; and,*
 - *make suitable provision for electric vehicle charging, car clubs and car sharing when considering car park provision.*
- *Planning permission will be granted where any development that is expected to have significant transport implications delivers necessary and cost effective mitigation measures to ensure that development has an acceptable impact on the network's functioning and safety. These measures shall be secured through conditions and/or legal agreements.*
- *Where appropriate, Transport Statements, Transport Assessments and/or Travel Plans should be submitted with applications, with the precise form being dependant on the scale and nature of development and agreed through early discussion with the Council.*
- *The priority areas where combinations of sustainable transport measure and highway improvements will be focused are:*
 - *Grimsby town centre;*
 - *Cleethorpes town and centre and resort area;*
 - *A180 corridor, (urban and industrial); and,*
 - *Urban area congestion hotspots and defined air quality management zones.*

2.6.4 Policy 38 considers parking within North East Lincolnshire.

- *Development proposals that generate additional parking demand should ensure that appropriate vehicle, powered two wheeler and cycle parking provision is made. The form and scale of off-street parking required will be assessed against the following:*
 - *the accessibility of the development;*



- *the type, mix and use of the development;*
- *the availability and frequency of public transport services; and,*
- *local car ownership levels.*
- *Developers will be expected to have considered and incorporated measures to minimise parking provision without causing detriment to the functioning of the highway network, local amenity and safety.*
- *Where private and/or public on-site parking for public use is to be provided at least 5% of parking bays, should be designed, set out and reserved for people with mobility impairments. Such parking bays should be located as close to the main access to the building as possible.*
- *Where 100 or more parking places are to be provided to serve a commercial development, a minimum of three charging points should be provided for electric vehicles.*
- *Development proposals that make provision for surface parking areas to serve more than a single household, visitor, employee, or customer, should ensure that appropriate low maintenance landscaping is integrated into the design and layout of the sites.*

2.7 North East Lincolnshire Local Transport Plan 2016-2032

2.7.1 The North East Lincolnshire Local Transport Plan (LTP) sets out the vision for highways and transport in the borough. The document identifies a number of challenges present in the area and summarises how that challenge will be addressed.

2.8 North Lincolnshire Local Plan 2020-2038

2.8.1 The North Lincolnshire Local Plan will set out the ambition for the future of the area. It is currently in the last stage of consultation at the time of writing this report (closing 26th November 2021) before being formally adopted.

2.8.2 Policy T1: Promoting Sustainable Transport

- *To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the Council will support measures that promote more sustainable transport choices.*
- *Where appropriate, proposals should seek to:*



- *focus development which generates significant movements in locations where the need to travel will be minimised;*
- *prioritise pedestrian and cycle access to and within the site and provide connections into the wider network;*
- *make suitable provision for access to public transport and other alternative means of transport to the car;*
- *make suitable provision to accommodate the efficient delivery of goods and supplies; and,*
- *make suitable provision for electric vehicle charging, car clubs and car sharing when considering parking provision.*

2.8.3 Policy T2: Promoting Public Transport

- *To support the spatial strategy and encourage sustainable transport use the Council will support measures and actively encourage through partnership working, a transformed level of public transport service provision.*
- *This will include actively pursuing changes to rail franchises and timetables to improve services on the rail network to better integrate and link the key settlements.*
- *Provide for improved infrastructure at key interchange points.*
- *Support “JustGo North Lincs”/ DRT services across the area by seeking contributions from developers.*

2.8.4 Policy T3: New Development and Transport

- *In order to increase overall accessibility, minimise congestion and improve safety, new development will be supported where it is accessible, or can be made accessible, by sustainable modes of transport and addresses its likely transport impact. Development proposals should:*
 - *Produce and agree a transport assessment and travel plan, where requested by the Council;*
 - *Support, encourage and promote sustainable travel options, which may include walking, cycling, public transport, electric and ultra-low emission vehicles, car sharing and car clubs particularly in the Scunthorpe and Bottesford urban area, principal towns and large service centres;*



- *Bring forward other necessary transport infrastructure to accommodate expected movement to and from the development;*
- *Be provided with a satisfactory access which must ensure the safe operation of the highway. Proposals that cannot be served by a safe access and/or would adversely affect the safe operation of the highway will be refused; and,*
- *Not have an adverse impact on the network's functioning and safety. Proposals that have significant transport implications will be expected to deliver necessary and cost effective mitigation measures. Such measures shall be secured through conditions and/or legal agreements.*
- *Developers will be required to demonstrate that their development is adequately served by a variety of modes of transport and will not have an adverse effect on transport near the site. The Council will require developers to contribute towards measures in the vicinity of the development to enhance the following, both on and off site:*
 - *Public transport services and infrastructure, providing bus stops within a 400m walk of all new developments,*
 - *Facilities for pedestrians and cyclists,*
 - *On street parking controls,*
 - *Traffic calming/reduction measures.*
- *These measures will be secured through planning conditions and/or legal agreements.*

2.8.5 Policy T4: Parking

- *Development proposals that generate additional parking demand should ensure that appropriate vehicle, powered two wheeler and cycle parking provision is made. The form and scale of off-street parking required will be assessed against the following:*
 - *the accessibility of the development;*
 - *the type, mix and use of the development;*
 - *the availability and frequency of public transport services; and,*
 - *local car ownership levels.*
- *Developers will be expected to have considered and incorporated measures to minimise parking provision without causing detriment to the functioning of the highway network, local amenity, and safety.*



- *Where private and/or public on-site parking for public use is to be provided at least 5% of parking bays, should be designed, set out and reserved for people with mobility impairments. Such parking bays should be located as close to the main access to the building as possible.*
- *Parking should incorporate facilities for electric vehicle charging and other ultra-low emission vehicles where appropriate, including parking courts and at non-residential locations. The type and number of chargers will vary dependant on location. One charging point per residential parking space should be provided.*
- *Development proposals that make provision for surface parking areas to serve more than a single household, visitor, employee, or customer, should ensure that appropriate low maintenance landscaping is integrated into the design and layout of the sites.*

2.8.6 Policy T5: Cycle and Motorcycle Parking

- *Development proposals that generate additional parking demand should require that adequate cycle and motorcycle parking provision is made. This should be:*
 - *Well signed, easy to find and benefit from good natural surveillance; and,*
 - *Cycle shelters and compounds should be provided for all day/long stay parking*

2.8.7 Policy T7: Safeguarding Transport and Infrastructure

- *The Council will safeguard the routes of, and support measures which deliver, maintain and improve, key transport infrastructure, identified on the Policies Map, namely:*
 - *Lincolnshire Lakes road and transport infrastructure,*
 - *Brigg Link Road,*
 - *Barton Link Road,*
 - *Melton Ross Bridge,*
 - *Improved access to North Killingholme Airfield, to provide an alternative access to Lancaster Approach,*
 - *Improved access to Sandtoft Industrial Estate,*
 - *Improvements to the A15 (South) – between Junction 4 of the M180 and A46*



2.9 North Lincolnshire Local Transport Plan 2011-2026

2.9.1 The North Lincolnshire Local Transport Plan 2011-2026 (LTP3) outlines the strategic approach to transport in North Lincolnshire. The long-term vision for transport in North Lincolnshire is:

"A well maintained transport system that supports sustainable communities within a safe and prosperous environment and which contributes to the wider environmental, economic and social wellbeing of the people who live and work in North Lincolnshire."

2.9.2 The local transport goals for North Lincolnshire are:

- *Facilitate economic growth by targeting transport improvements in key development areas and along key strategic network corridors;*
- *Reduce transport related carbon dioxide emissions and protect and enhance the natural and built environment through sustainable transport solutions;*
- *Improve transport safety and security relating to death or injury from transport, in order to contribute towards safer and stronger communities;*
- *Provide equal opportunities through improvements in accessibility to key local hubs and services by sustainable modes of transport; and*
- *Enhance people's health and wellbeing through the promotion of healthy modes of travel and provision of a high quality integrated transport system that contributes towards long term sustainable regeneration.*



3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The Port of Immingham is located to the north-east of Immingham and approximately 11km north-west of Grimsby. The Port is bound by the Humber Estuary to the north-east, Queens Road to the south-east, the A1173 to the south-west and agricultural fields to the north-west.

3.2 Local Highway Network

3.2.1 A plan of the local road network can be seen on **Figure 1**. This shows the context of the Port of Immingham which has two highway access points, East Gate and West Gate.

3.2.2 From East Gate – Queens Road is a single carriageway road which measures approximately 8.0m in width. The road is subject to a 40mph speed limit. There is a footway along the western side of the carriageway starting some 700m south of the East Gate. Queens Road runs between the East Gate of the Port of Immingham and the A1173 Manby Road via a three-arm roundabout.

3.2.3 From West Gate – Humber Road is a single carriageway road which measures approximately 10m in width. The road is subject to a 40mph speed limit. Humber Road runs between the West Gate of the Port and the A160/ A1173 Manby Road/ Humber Road Roundabout.

3.2.4 The A1173 Manby Road is a single carriageway road which measures approximately 8.0m in width. The road is subject to the national speed limit of 60mph. There is a footway along the A1173 which changes between the eastern and western sides of the carriageway between the A1173 Manby Road/ Queens Road Roundabout and the A1173 Manby Road/ Pelham Road Roundabout. Dropped kerbs with tactile paving are provided at all crossing points. The A1173 runs between the A160/ A1173 Manby Road/ Humber Road Roundabout and the A180/ A1173 Manby Road Roundabout.

3.2.5 The A160 is a dual carriageway road which measures approximately 26m in width with an approximately 6.5m wide central reservation. The road is subject to the national speed



limit of 70mph. The A160 runs between the A160/ A1173 Manby Road/ Humber Road Roundabout and the A180.

3.2.6 The A180 is a dual carriageway road which measures approximately 20m in width. The road is subject to the national speed limit of 70mph. The A180 runs between Grimsby and becomes the M180 motorway some 20km south-west of the Port of Immingham.

3.2.7 The M180 motorway runs from Junction 5 of the M18 motorway before becoming the A180 near Immingham.

3.3 Existing Rail Infrastructure

3.3.1 There are two running lines passing through the Port Estate, both of which enter the Port boundary at Humber Road Junction. At this point the main running line (KIL1) travels in a north-easterly direction, curving north-westerly at West Junction where it exits the Port Estate to join the branch line to Killingholme (KIL2). KIL2 subsequently crosses Station Road by means of a level crossing. This is shown in **Figure 2**.

3.3.2 KIL1 is the most heavily used part of the Immingham Dock rail infrastructure. It connects into terminal facilities at Humber International Terminal (HIT), Tata's Immingham Bulk Terminal (IBT), Simon Storage West, Henderson Quay, the Mineral Quay and the Killingholme Branch Line (KIL2).

3.3.3 The national rail network, operated by Network Rail and leading to the Port of Immingham provides three routes from the East Coast Main Line (ECML) to the key intersection at Wrawby Junction, about 14 km (c. 9 miles) west of Immingham. These are the west facing South Humberside Line passing Scunthorpe and joining the ECML at Doncaster. The south-west facing Brigg Line passes Gainsborough joining the ECML at Retford. The south facing Lincoln Line passes through Lincoln and joins the ECML at Newark.

3.3.4 East of Wrawby Junction is a three-track railway of four miles to Brocklesby Junction where passenger services to Grimsby and Cleethorpes branch to the south west. Freight traffic to the Port branches north to Ulceby then loops past the two Immingham oil refineries and onto the Port.



3.3.5 East of the Killingholme line, Immingham Reception sidings can be accessed, traffic can continue east on to DFDS Nordic Terminal, DB Cargo sidings, then onto ABP Rail sidings to the east of the Lock. Simon Storage and Ridleys Sidings. Onward rail running lines continue on the Grimsby Light Railway (PYE2) to Great Coates, with onward rail traffic facing west on to the Down Cleethorpes Line. PYE2 is bi-directional and access to Immingham reception sidings can be via Great Coates.

3.3.6 The proposed development straddles the existing railways line over which a bridge will be built.

3.4 Baseline Traffic Flows

3.4.1 Automatic Traffic Counts (ATCs) were undertaken in 4 locations around the Port of Immingham between Monday 27th September 2021 and Sunday 3rd October 2021. Further ATCs were undertaken in 3 locations between Tuesday 16th November 2021 and Monday 22nd November 2021. A series of turning surveys were obtained from North East Lincolnshire for the area surrounding the Port with further surveys undertaken on Tuesday 16th November 2021. The location of the traffic counts can be seen in **Figure 3**. The full results of the ATCs can be seen in **Appendix E** and the turning surveys in **Appendix F**. A summary of the results can be seen in **Table 1** below.



Table 1 - Summary of ATC Results (2021)

Location	Direction	Total Vehicles	5-day average	7-day average	Average 85 th %ile	Average Mean Speed
Humber Road (S of security gate)	Eastbound	22412	4037	3202	35.7	28.9
	Westbound	38456	6824	5494	38.7	33.9
Humber Road (N of security gate)	Eastbound	9997	1775	1428	22.1	18.2
	Westbound	13600	2436	1943	20.1	16.4
Queens Road	Northwestbound	13327	2396	1904	40.3	34.5
	Southeastbound	16819	3039	2403	38.0	32.8
East Gate	Northbound	16752	3033	2393	17.5	13.2
	Southbound	24084	4414	3441	27.3	23.1
A1173 (N of Kiln Lane)	Northbound	26129	4518	3733	54.8	47.3
	Southbound	25558	440	3651	55.0	47.2
A1173 (N of Kings Road)	Northbound	27252	4655	3893	38.0	32.6
	Southbound	26803	4565	3829	40.5	35.1
Manby Road	Northbound	25914	4469	3702	52.1	44.1
	Southbound	25989	4471	3713	54.3	46.0

3.4.2 Data for the trunk roads surrounding the area has been collected off webtris.highwaysengland.co.uk. The location of the TRADS surveys can be seen in **Figure 3**.

3.5 Personal Injury Collisions

North East Lincolnshire

3.5.1 Personal Injury Collision (PIC) data has been obtained for the latest 5-year period (21/08/2016-20/08/2021) from North East Lincolnshire Council. The area analysed is Queens Road, the A1173 Manby Road and the A180/ A1173 Manby Road Roundabout. The dataset and location plan are included at **Appendix G** and a summary of the PICs is provided in **Table 2**.

Table 2 - Summary of PICs by Severity

PIC Severity	Slight	Serious	Fatal	Total
Number of PICs	6	3	0	9
% of Total	67%	33%	0%	100%



- 3.5.2 As shown in **Table 2**, in total there have been just nine PICs recorded within the study area over the last five years. Six were classed as 'slight' in severity, 3 were classed as 'serious' in severity, and none were classed as 'fatal' in severity.
- 3.5.3 The first PIC occurred on the A180 and was classed as 'slight' in severity. It occurred when vehicle one (transporter) was travelling eastbound on the A180 and was approximately 300 yards from the exit slip for Stallingborough interchange. Vehicle two was stationary with hazards on in lane one. When vehicle one has realised vehicle two is stationary, the driver attempted to move into lane 2 to swerve around vehicle two but has collided into vehicle two causing rear offside damage.
- 3.5.4 The second PIC occurred on the A1173 and was classed as 'slight' in severity. It occurred when both vehicles were travelling in a south-west direction. Vehicle 1 (car) travelling at speed comes into contact with vehicle 2 (pedal cycle) causing the rider to fall off the bicycle.
- 3.5.5 The third PIC occurred on the A180 and was classed as 'slight' in severity. It occurred when the A180 was closed due to a different incident. Vehicle 2 (car) realises the road is closed and brakes suddenly. Vehicle 1 (car) did not react in time and impacts into the rear of vehicle 2.
- 3.5.6 The fourth PIC occurred on the A1173 and was classed as 'serious' in severity. It occurred when a motorbike was overtaking a vehicle at a relatively slow speed. The rider starts to slow by pulling brake and the bike falls from under him.
- 3.5.7 The fifth PIC occurred on the A1173 and was classed as 'slight' in severity. It occurred when vehicle 1 (car) was turning right using a filter lane when vehicle 2 (motorbike) which was travelling behind the car has gone to overtake and has collided with the offside door.
- 3.5.8 The sixth PIC occurred on the A180 and was classed as 'serious' in severity. It occurred when both vehicles travelling westbound off the A180 onto the Stallingborough junction A1173. Vehicle 2 (car) stops at the top of the slip road at the Give Way lines and vehicle 1 (goods unknown weight) shunts into the rear of it.



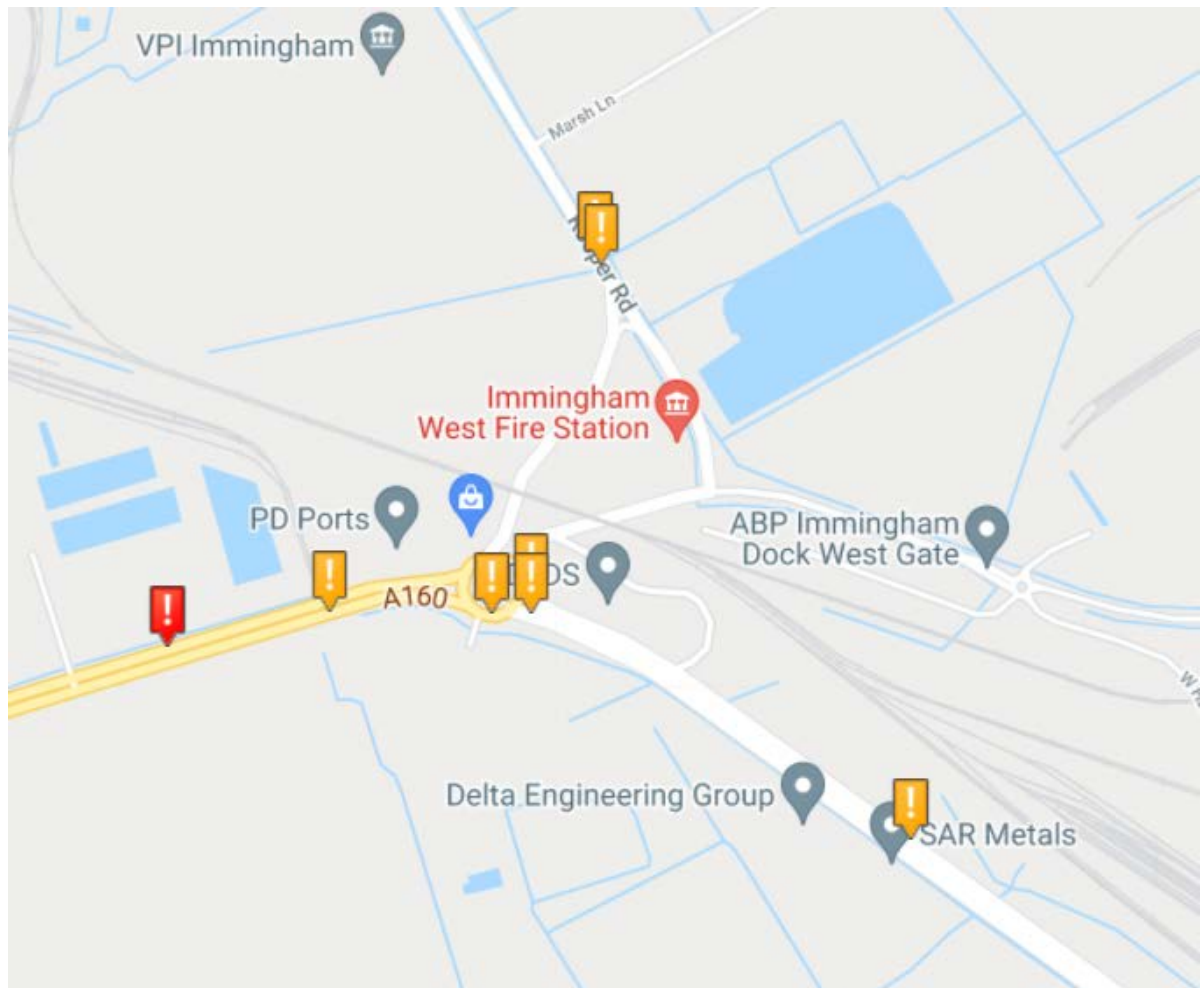
- 3.5.9 The seventh PIC occurred on the A180 and was classed as 'slight' in severity. It occurred when vehicle 1 (car) has been travelling on the A180 eastbound in lane 1 and has collided with the rear of vehicle 2 (goods vehicle).
- 3.5.10 The eighth PIC occurred on the A1173 and was classed as 'serious' in severity. It occurred when vehicle 1 (car) has been parked on the offside in a layby. It pulled out into the carriageway and pulled right across the road to do a U-turn. As it pulled into the middle of the road vehicle 2 (motorbike) has collided with the offside of the car causing the rider to fall off.
- 3.5.11 The ninth PIC occurred on the A180 and was classed as 'slight' in severity. It occurred when both cars were travelling eastbound towards Grimbsy when vehicle 2 undertook the victim and then pulled in front of vehicle 1. Vehicle 2 was then tapping his breaks and some words were exchanged through the windows. Vehicle 1 pulled over on the A180 slip road to Immingham and the driver of vehicle 2 pulled up behind the victim and as doing so hit the rear of vehicle 1.

North Lincolnshire

- 3.5.12 North Lincolnshire do not provide accident data and have requested that the assessment obtains details from Crashmap.co.uk which provides the same data base. It was used to get the most recent 5-years' worth of accident data at the A160/ A1173 Manby Road/ Humber Road Roundabout and the area surrounding it. There have been 8 PICs in the area; 7 were classed as 'slight' in severity and 1 was classed as 'serious' in severity. The output can be seen in **Image 1** below.



Image 1 - Crashmap Online Output for West Gate



3.5.13 None of the PICs above were caused due to existing issues within the study area.

Summary

3.5.14 Overall, it can be concluded that there are no existing highway safety issues that would need to be addressed as part of the current application.

3.6 Public Transport Provision

Bus Services

3.6.1 The nearest bus stop to the site is located on Queens Road approximately 250m south of the East Gate into the Port of Immingham. The stop is serviced by the number 5M. This



service runs between Immingham and Grimsby every Monday to Friday between 15:49 and 17:39 at a frequency of 30-minutes to 1-hour.

Rail Services

3.6.2 The nearest railway station to the site is Habrough Railway Station which is approximately 7.5km west off the B1210. There are 4 cycle storage spaces located at the station and 13 car parking spaces. The services at the station are operated by East Midlands Railway, Northern Trains and TransPennine Express.

3.6.3 On weekdays, the station is served by an hourly TransPennine Express service between Cleethorpes and Manchester Airport. East Midlands Railway operate a two-hourly service between Grimsby Town and Leicester via Lincoln and Nottingham as well as a two-hourly service between Cleethorpes and Barton-on-Humber. On Saturdays, there are also three trains per day between Cleethorpes and Sheffield via Brigg which are operated by Northern Trains.

3.6.4 On Sundays, the TransPennine Express service is two-hourly in the morning but increases to hourly in the afternoon. During the summer months, there are three East Midlands Railway services between Nottingham and Cleethorpes and four services to Barton-on-Humber with no services on either of these routes in the winter.

3.7 Walking and Cycling Provision

3.7.1 As well as the footways mentioned in **Section 3.2** above, all the residential roads in and around Immingham have lit footways on both sides of the carriageway. They are also all subject to a 30mph speed limit making them safe routes for both pedestrians and cyclists to use.

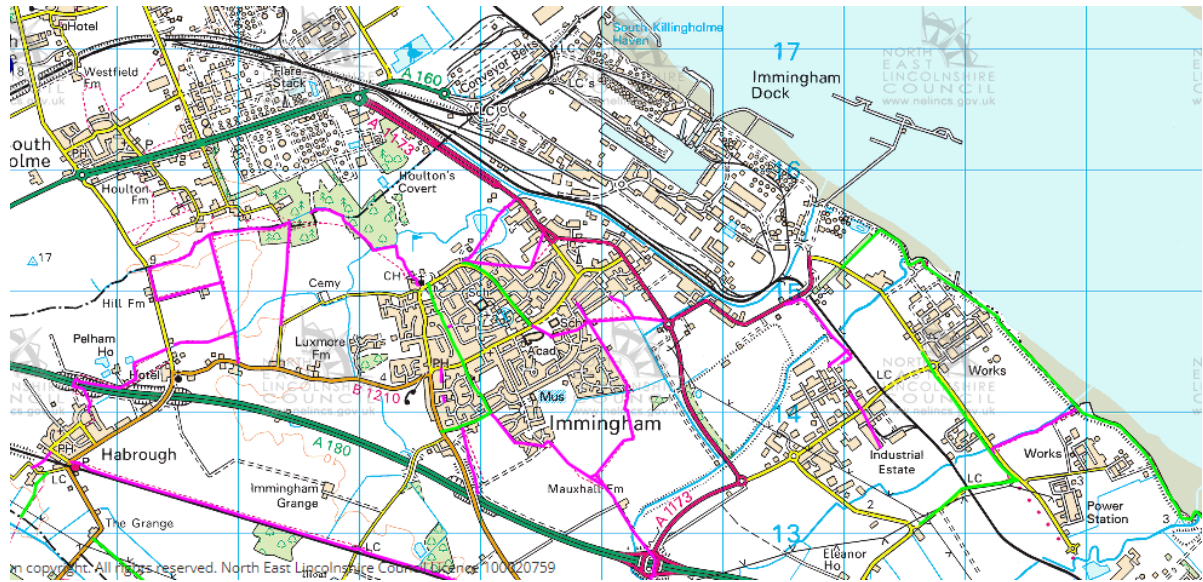
3.7.2 There is currently no segregated access into the port estate for pedestrians or cyclists.

3.7.3 There are a number of Public Rights of Way (PROWs) in the vicinity of the Port. There is a public footpath off Queens Road and a public Bridleway off Laporte Road both of which are



approximately 500m from East Gate. All the PROWs near to the Port can be seen in **Image 2** below.

Image 2 - Public Rights of Way Locations





4.0 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The proposals are to construct a new roll-on/ roll-off (Ro-Ro) facility within the Port of Immingham. It is designed to service the embarkation and disembarkation of principally commercial cargo carried either by lorry or on unaccompanied trailers which for reference is terms throughout as 'wheeled cargo'. In addition, the new facility will be designed to accommodate an element of passenger use, albeit only when the demands of the Ro-Ro cargo operations so allow. The proposed development plan is shown attached at **Appendix A**.

4.2 Access

4.2.1 The existing accesses to the Port will continue to be used by the proposed development. These are the eastern dock access off Queens Road (East Gate) and the western dock access off Humber Road (West Gate).

4.3 Staff

4.3.1 Land side staffing will include customs, security and stevedores and it is expected that up to 50 staff per shift over 3 shifts per day will be required. It is assumed that the three shifts will be 06:00-14:00, 14:00-22:00, and 22:00-06:00.

4.4 Parking Provision

4.4.1 There is currently proposed to be 54 car parking spaces for passengers and staff, 962 HGV/ trailer parking spaces, 36 container parking spaces, and 50 HGV parking spaces in a pick-up/ drop-off zone. The location of the parking as presently proposed can be seen in the illustrative development plan as can be seen in **Appendix A**.

4.4.2 The number of parking spaces provided on site means that all vehicles will be catered for on-site and there will not be any queuing on the local highway network.



4.5 Committed Development

4.5.1 During the planning stage, it is important to take into consideration other developments in the vicinity of the site whose generated traffic could potentially have an impact on the proposed development and its associated junctions.

4.5.2 As required by the government guidance on Travel Plans, Transport Assessments and Statements, DTA will engage with North Lincolnshire and North East Lincolnshire Councils to agree which committed developments and planned transport improvements will be considered alongside the proposed development.

4.6 Background Traffic Growth

4.6.1 The base traffic flows will be factored up to the year of opening, 2025, and a future year, 2032 (10 years after the date of application). The relevant Middle Super Output Area (MSOA) will be used for each junction which is assessed. The resulting factors are shown in **Table 3**.

Table 3 - TEMPRO Growth Factors

Middle Super Output Area	Road Type	2019-2021		2021 – 2025		2021 – 2032	
		AM	PM	AM	PM	AM	PM
North East Lincolnshire 001	Minor	1.0189	1.0175	1.0298	1.0291	1.0773	1.0750
	Trunk	1.0281	1.0266	1.0401	1.0394	1.1049	1.1025
North East Lincolnshire 007	Minor	1.0133	1.0123	1.0269	1.0255	1.0683	1.0649
	Principal	1.0132	1.0121	1.0262	1.0248	1.0654	1.0620
	Trunk	1.0224	1.0214	1.0372	1.0358	1.0957	1.0921
North Lincolnshire 004	Trunk	1.0252	1.0239	1.0443	1.0434	1.1131	1.1108
North Lincolnshire 011	Motorway	1.0296	1.0289	1.0501	1.0500	1.1262	1.1260

4.6.2 Given the lack of any significant housing growth in the immediate area, the predominant growth will arise from increased commercial activity in and around the Port of Immingham. Road based throughput has increased from the port by around 10% over the last ten years. On that basis the Tempro growth rates of circa 7 to 10% on the local roads is consistent with historic growth and the growth associated with the proposed development is not material and is already encompassed within the growth factors.



5.0 PROPOSED TRAFFIC GENERATION AND DISTRIBUTION

5.1 Proposed Traffic Generation

Light Vehicles

5.1.1 At present, there are very few on site staff and so the staffing levels mentioned in **Section 4.3** above are assumed to all be new. This equates to 150 person trips in and out over the day.

5.1.2 There will also be servicing and maintenance vehicles accessing the site throughout the day. This equates to an average of 5 vehicles in and out (10 two-way movements) in each hour between 07:00 and 19:00.

HGVs

5.1.3 The traffic generation related to the Ro-Ro element has been derived using the following assumptions:

- a) Days of operation = 364 days per year (52x7)
- b) Throughput of units per annum = 880,000.
 - i. Each berth can accommodate a design vessel which carries a maximum of 300 units per trip with one visit per day (600 units). This therefore equates to a total of 220,000 units per year per berth.
- c) Throughput of accompanied trailers/ lorries, based on the current split provided by the intended operator, per annum = 246,400
- d) Throughput of unaccompanied trailers, based on the current split provided by the intended operator, per annum = 633,600
- e) Number of HGV movements per freight unit
 - i. Unaccompanied will be dropped off and whilst generally an HGV will drop and collect in the same visit, an allowance of 10% has been allowed for single deliveries meaning 1 unit = 1.1 HGV movements.



- ii. Accompanied all have a tractor unit attached so each unit = 1 HGV movement.

f) All traffic will travel by road

5.1.4 On that basis total movements generated by day can be seen in **Table 4** below.

Table 4 - Annual Throughput Assumptions

	Units In	Units out	Total
Annual Units	440,000	440,000	880,000
Accompanied units	123,200	123,200	246,400
Unaccompanied Units	316,800	316,800	633,600
HGVs for Unaccompanied Units (10%)	348,480	348,480	696,960
Total HGVs	471,680	471,680	943,360

5.1.5 Based on 364 days per year this equates to a peak of 1,296 HGVs in and 1,296 HGVs out per day, a total of 2,592 movements.

5.1.6 The above generation is based on the maximum capability of the proposed development based on four berths being built each servicing four vessels carrying a full cargo load – this is unlikely to be achieved in reality.

5.1.7 The decision of what will happen to the dredged arisings is still ongoing but for the purposes of this assessment it is currently assumed that they will be disposed of at sea.

5.2 Proposed Traffic Profile

Light Vehicles

5.2.1 The profile of the staff vehicle movements based on the assumptions made in **Section 4.3** can be seen in **Table 5** below.



Table 5 - 24hr Traffic Profile for Staff and Service Vehicles

	Inbound	Outbound	Total
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	50	0	50
06:00-07:00	0	50	50
07:00-08:00	5	5	10
08:00-09:00	5	5	10
09:00-10:00	5	5	10
10:00-11:00	5	5	10
11:00-12:00	5	5	10
12:00-13:00	5	5	10
13:00-14:00	50	5	55
14:00-15:00	5	50	55
15:00-16:00	5	5	10
16:00-17:00	5	5	10
17:00-18:00	5	5	10
18:00-19:00	5	5	10
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	50	0	50
22:00-23:00	0	50	50
23:00-24:00	0	0	0

HGV

5.2.2 The profile of movements across the day has been based on a typical operators' activities, split between unaccompanied freight (which is generally spread across the day) and accompanied freight (which tends to be more focused on sailing times); and based on surveys of existing HGV profiles from the Port of Immingham generally.

5.2.3 The HGV profile is provided below in **Table 6** based on end user profile and **Table 7** based on the surveys of existing HGV profiles.



Table 6 - 24hr Traffic Generation Summary Based on End User Profile

	Inbound	Outbound	Total
00:00-01:00	3	1	5
01:00-02:00	2	1	3
02:00-03:00	2	1	3
03:00-04:00	2	1	3
04:00-05:00	2	4	6
05:00-06:00	5	12	16
06:00-07:00	15	29	45
07:00-08:00	25	42	67
08:00-09:00	35	33	68
09:00-10:00	41	295	336
10:00-11:00	47	120	167
11:00-12:00	54	97	152
12:00-13:00	58	98	157
13:00-14:00	67	105	171
14:00-15:00	84	93	177
15:00-16:00	120	84	204
16:00-17:00	142	82	224
17:00-18:00	161	70	231
18:00-19:00	193	55	248
19:00-20:00	170	39	209
20:00-21:00	51	22	72
21:00-22:00	8	8	16
22:00-23:00	4	3	7
23:00-24:00	3	2	4

*numbers have been rounded



Table 7 - 24hr Traffic Generation Summary Based on Port of Immingham Profile

	Inbound	Outbound	Total
00:00-01:00	8	6	17
01:00-02:00	8	9	20
02:00-03:00	6	9	16
03:00-04:00	12	9	23
04:00-05:00	25	17	45
05:00-06:00	60	26	84
06:00-07:00	94	53	145
07:00-08:00	104	57	157
08:00-09:00	84	76	161
09:00-10:00	82	93	169
10:00-11:00	83	99	179
11:00-12:00	88	103	187
12:00-13:00	90	97	184
13:00-14:00	103	105	205
14:00-15:00	102	114	214
15:00-16:00	98	101	198
16:00-17:00	76	101	179
17:00-18:00	55	83	139
18:00-19:00	41	52	97
19:00-20:00	22	36	62
20:00-21:00	17	18	38
21:00-22:00	13	13	28
22:00-23:00	15	11	28
23:00-24:00	9	10	19

*numbers have been rounded

5.3 Proposed Traffic Distribution

Light Vehicles

5.3.1 The light vehicle traffic has been distributed using the 2011 Census Journey to Work data for the Middle Super Output Area (MSOA) North East Lincolnshire 001 which the site is located within. A summary of the journey to work data can be seen in **Table 8** below.



Table 8 - Journey to Work Summary for MSOA North East Lincolnshire 001

Location	Percentage
North East Lincolnshire (North East Lincolnshire 001)	67.1% (17.6%)
North Lincolnshire	17.9%
West Lindsey	5.0%
East Lindsey	3.6%
East Riding of Yorkshire	1.5%
Kingston upon Hull	1.5%
<i>Other</i>	3.3%

- 5.3.2 In order to present a worst-case scenario, the junctions will be assessed to have 50 vehicles travelling inbound and outbound from the site in the AM and PM peak periods.
- 5.3.3 The distribution of the light vehicles can be seen in **Figure 4** with the assignment of the light vehicles in **Figure 5**.

HGVs

- 5.3.4 The wider distribution for commercial traffic on the strategic highway network has been derived using data included within the Base Year Freight Matrices (BYFM) published by the Department for Transport (2012). The Matrices consist of the number of vehicles per average day between a set of origin-destination zone pairs for a 2006 base year. These zones are based on all 408 local authority districts, unitary authorities and London Boroughs and point zones for the 88 largest ports, of which the Port of Immingham is one, 5 main freight airports and 56 major concentrations of distribution centres.
- 5.3.5 The outputs from the model have been analysed through the ArcGIS package from ESRI to determine likely route of vehicles. The GIS assumed routing has been sense checked using Google maps and a review of the suitability of the network.
- 5.3.6 The resulting distribution and assignment of heavy vehicles on the wider network can be seen in **Table 11** below.



Table 9 - HGV Distribution and Assignment

Region	Distribution	Assignment
East of England	3%	A1173 (Stallingborough Road)
East Midlands	22%	M180 21.5% A1173 (Stallingborough Road) 0.8% Hobson Way 0.2%
Greater London	1%	M180
North East	1%	M180
North West	7%	M180
Scotland	3%	M180
South East	1%	M180
South West	1%	M180
Wales	2%	M180
West Midlands	12%	M180
Yorkshire and the Humber	47%	M180 43.2% A15 3.1% Hobson Way 0.4%

5.3.7 The facility is located adjacent to East Gate on the eastern side of the docks. As described above the assignment of traffic locally from the port is a function of the destination of the vehicles. Both GIS and Google Maps confirm the quickest route from the site to the M180 west is via the East Gate.

5.3.8 However, the route through the port is marginally shorter and therefore it can be expected some traffic might chose that route, which will depend on day-to-day changes in flows, Satnav systems, etc.

5.3.9 On that basis it is currently assumed that the majority of traffic 85% will use East Gate, with a sensitivity assessment of 15% using West Gate.

5.3.10 The flows for each gate are set out below using the end user profile, **Table 10**, and the Port of Immingham profile, **Table 11**.



Table 10 - 24hr HGV Generation Summary Based on End User Profile

	To West Gate			To East Gate		
	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00-01:00	0	0	1	3	1	4
01:00-02:00	0	0	0	2	1	3
02:00-03:00	0	0	0	1	1	2
03:00-04:00	0	0	0	2	1	2
04:00-05:00	0	1	1	2	3	5
05:00-06:00	1	2	2	4	10	14
06:00-07:00	2	4	7	13	25	38
07:00-08:00	4	6	10	21	36	57
08:00-09:00	5	5	10	30	28	58
09:00-10:00	6	44	50	35	251	285
10:00-11:00	7	18	25	40	102	142
11:00-12:00	8	15	23	46	83	129
12:00-13:00	9	15	23	50	83	133
13:00-14:00	10	16	26	57	89	146
14:00-15:00	13	14	27	72	79	151
15:00-16:00	18	13	31	102	71	174
16:00-17:00	21	12	34	121	70	191
17:00-18:00	24	10	35	137	59	196
18:00-19:00	29	8	37	164	47	211
19:00-20:00	26	6	31	145	33	178
20:00-21:00	8	3	11	43	18	62
21:00-22:00	1	1	2	7	7	14
22:00-23:00	1	0	1	3	2	6
23:00-24:00	0	0	1	3	1	4

*numbers have been rounded



Table 11 - 24hr HGV Generation Summary Based on Port of Immingham Profile

	To West Gate			To East Gate		
	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00-01:00	1	1	3	7	5	14
01:00-02:00	1	1	3	7	8	17
02:00-03:00	1	1	2	5	8	14
03:00-04:00	2	1	3	10	7	19
04:00-05:00	4	3	7	21	14	38
05:00-06:00	9	4	13	51	22	71
06:00-07:00	14	8	22	80	45	123
07:00-08:00	16	9	24	88	49	133
08:00-09:00	13	11	24	71	64	137
09:00-10:00	12	14	25	69	79	143
10:00-11:00	13	15	27	71	84	152
11:00-12:00	13	15	28	75	87	159
12:00-13:00	14	15	28	77	83	156
13:00-14:00	15	16	31	88	89	174
14:00-15:00	15	17	32	87	98	182
15:00-16:00	15	15	30	83	86	168
16:00-17:00	11	15	27	65	86	152
17:00-18:00	8	13	21	46	71	118
18:00-19:00	6	8	15	35	44	83
19:00-20:00	3	5	9	18	31	53
20:00-21:00	3	3	6	14	15	32
21:00-22:00	2	2	4	11	11	24
22:00-23:00	2	2	4	13	9	24
23:00-24:00	1	1	3	7	8	16

*numbers have been rounded

5.3.11 The distribution of the HGVs on the local highway network can be seen in **Figure 6**, with the assignment of the HGVs in **Figure 7**.

Total

5.3.12 The assignment of all vehicles accessing and departing the proposed development in the peak periods, measured in Passenger Car Units (PCUs), can be seen in **Figure 8**.

5.3.13 The assignment of the development traffic in all the above assignment figures has been calculated using the Port of Immingham Profile.



5.3.14 The key link assignment of baseline traffic and traffic from the proposed development, measured in total vehicles, can be seen in **Table 12** below.

Table 12 - Key Link Traffic Assignment

Key Links		Base				Development			
		AM		PM		AM		PM	
		All Veh.	HGV	All Veh.	HGV	All Veh.	HGV	All Veh.	HGV
M180 (West of A15)	E	1594	461	1558	450	106	94	81	69
	W	1480	411	1693	471	64	52	104	92
A15 (North of M180)	N	873	90	998	103	3	3	5	5
	S	978	101	1038	103	6	5	4	4
A180 (West of A160)	E	1296	443	1239	424	112	99	85	73
	W	968	323	1013	338	67	55	109	97
A180 (East of A1173)	E	1626	154	1661	158	4	0	4	0
	W	1350	132	1511	148	4	0	4	0
A160 (Adj South Killinghome)	N	609	257	392	204	19	16	14	11
	S	510	405	791	247	12	9	18	15
A1173 (South of Kings Road)	N	399	46	260	18	101	88	78	64
	S	260	40	426	31	62	48	99	85
Queens Road	E	235	37	90	11	105	88	81	64
	W	178	27	200	19	65	48	103	85

5.3.15 The percentage change for AADT and then also, for completeness, for HGVs are shown in **Table 13** for the proposed operational traffic flows.



Table 13 - Traffic Impact on the Surrounding Road Network for Proposed Traffic Flows

Locations	Base Traffic Flow – AADT		Proposed Traffic Flow		Percentage Increase	
	All Veh.	HGV	All Veh.	HGV	All Veh.	HGV
West Gate	5,536	2,360	456	389	8.2%	16.5%
East Gate	5,834	803	2,546	2,203	43.6%	274.3%
Queens Road	3,883	566	2,220	2,080	57.2%	367.4%
Kings Road (North of Queens Road)	7,722	568	94	0	1.2%	0.0%
A1173 (South of Kings Road)	7,384	795	2,191	2,080	31.1%	275.1%
A1173 (Stallingborough Road)	16,854	1,318	102	98	0.6%	7.5%
A180 (East of A1173)	34,246	3,253	69	39	0.2%	1.2%
A160 (Adj South Killinghome)	10,536	5048	413	389	3.9%	7.7%
A180 (West of A160)	31,706	8,990	2,532	2,429	8.0%	27.0%
M180 (West of A15)	37,748	9,634	2,405	2,308	6.4%	24.0%
A15 (North of M180)	22,467	2,082	127	121	0.6%	5.8%

5.3.16 This assessment, therefore, scopes out the links further east and west than those listed above. The assessment has also scoped out Grimsby as the vast majority of vehicle movements to Grimsby will be made by staff and there are very little peak hour traffic movements made by light vehicles.

5.3.17 Due to the level of traffic along the A15, this road has also been scoped out of the assessment.

5.4 Mitigation Measures

5.4.1 There are no specific highway capacity mitigation measures required to ensure the proposals are acceptable in highway terms.

5.4.2 The NPSfP (paragraph 5.4.12) encourages the use of demand management measures for spreading peak hour traffic impacts. The ES and Transport Assessment at present assumes this is not provided, and not required. However, as the assessments progress this will be considered if necessary.



5.4.3 NPSfP Para 5.4.22 requires consideration of the following mitigation:

- *Control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements;*
- *Make sufficient provision for HGV parking, either on the port estate or at dedicated facilities elsewhere, to avoid 'overspill' parking on public roads during normal operating conditions. Developments should be designed with sufficient road capacity and parking provision (whether on- or offsite) to avoid the need for prolonged queuing on approach roads, and particularly for uncontrolled on-street HGV parking on nearby public roads in normal traffic operating conditions, and allowing reasonable estimates for peak traffic patterns and fluctuations during normal operations; and*
- *Ensure satisfactory arrangements, taking account of the views of road network providers and of the responsible police force(s), for dealing with reasonably foreseeable abnormal disruption. Where such effects are likely to cause queuing on the strategic road network or significant queuing on local roads, the applicant should include the outcome of consultation with the relevant police force(s) as to traffic management measures that will be brought into effect, what the procedures will be for triggering them, and attribution of costs.*

5.4.4 If abnormal conditions prevent sailing, then there will be mitigation methods in place to prevent a build-up of HGVs off-site. All HGVs are booked in through a booking system so if there is a delay of more than 30 minutes or a not scheduled cancellation then the operator will advise customers with a cancel and delay advice by email and SMS. If there is a cancelled sailing, the reservations department will also call all freight customers to rebook. The same approach will be taken for travel passengers. All scheduled cancellations will be communicated long in advance.

5.4.5 The site layout will be designed to accommodate all peak inbound traffic movements. No specific off-site management for HGV is therefore necessary.

5.4.6 A Framework Travel Plan will be produced as part of the DCO Submission to ensure that any vehicle movements which can be reduced are committed to being reduced.

5.4.7 At present, there is a possibility that some form of mitigation may be required to avoid a night-time noise impact on residential properties on Queens Road. It is currently considered that this issue will be managed by routing HGVs via West Gate after 6 pm at



night when the agreed unit thresholds are met. The details of this scheme are under review, but it is currently intended that matrix signs will be provided on the exit of the terminal to direct all traffic to West Gate as necessary.

5.4.8 Rail is not considered to be a feasible or viable mode for Ro-Ro traffic, although this will be kept under continuous review and the layout does not in any way prejudice use of rail. Two options have been considered as set out below.

5.4.9 Option 1 – Piggyback Ro-Ro trailers on rail wagons

- Requires gauge clearance to European gauge or specialist wagons
 - UK Gauge to key Humber market to the North West gauge cleared to W12 2026, no plans to gauge clear to European Gauge (High Speed Rail);
 - No specialist UK wagons exist, would require new build wagons and restricted trailer height to fit on W12 gauge cleared routes; and
 - Cost to lift the vehicle on and off the train at each end could be commercially unviable.

5.4.10 Option 2 – De-van the road trailer into containers

- It will require the cost, time and space to perform the activity at the port all of which is commercial unviable;
- Key routes to the North West are not currently gauge cleared until 2026; and
- Containers would need to be a drop and swap and end location rather than the destuffing otherwise the final mile costs are unviable.

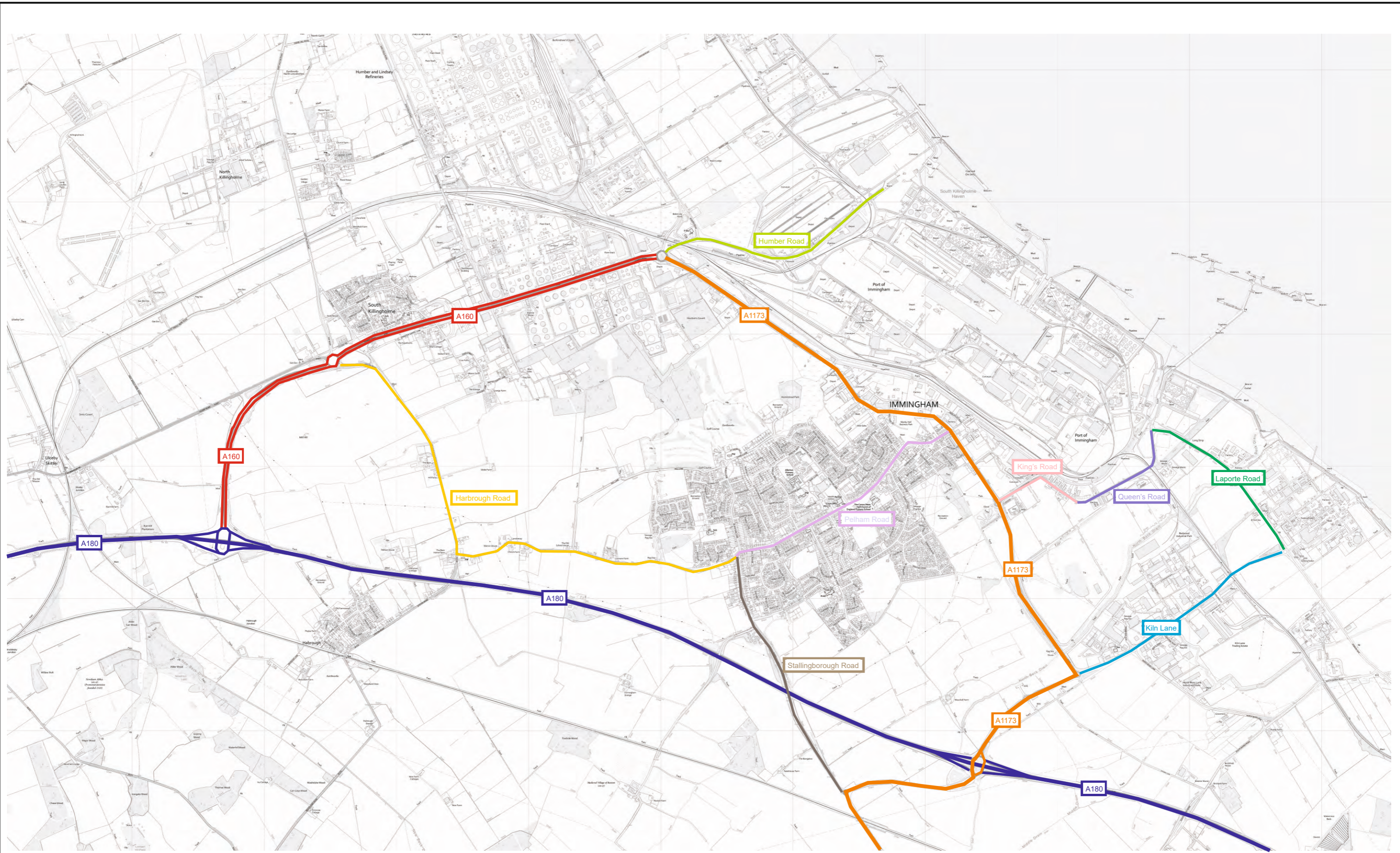


6.0 TRAFFIC IMPACT

6.1 The junctions at which operation traffic assessments will be carried out are:

- Queens Road/ Laporte Road Priority Junction
- Laporte Road/ Kiln Lane/ Hobson Way Roundabout
- Kings Road/ A1173 Roundabout
- A1173/ Kiln Lane Roundabout
- A160/ Humber Road/ Manby Road Roundabout (Manby Roundabout)
- A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout (Habrough Roundabout)
- A180/ A1173 Roundabout
- A160/ A180 Roundabout (Brocklesby Interchange)

Figures



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Notes:

Figure 1
 Drawing Title Road Names Plan
 Job Title Project Sugar
 Client ABP

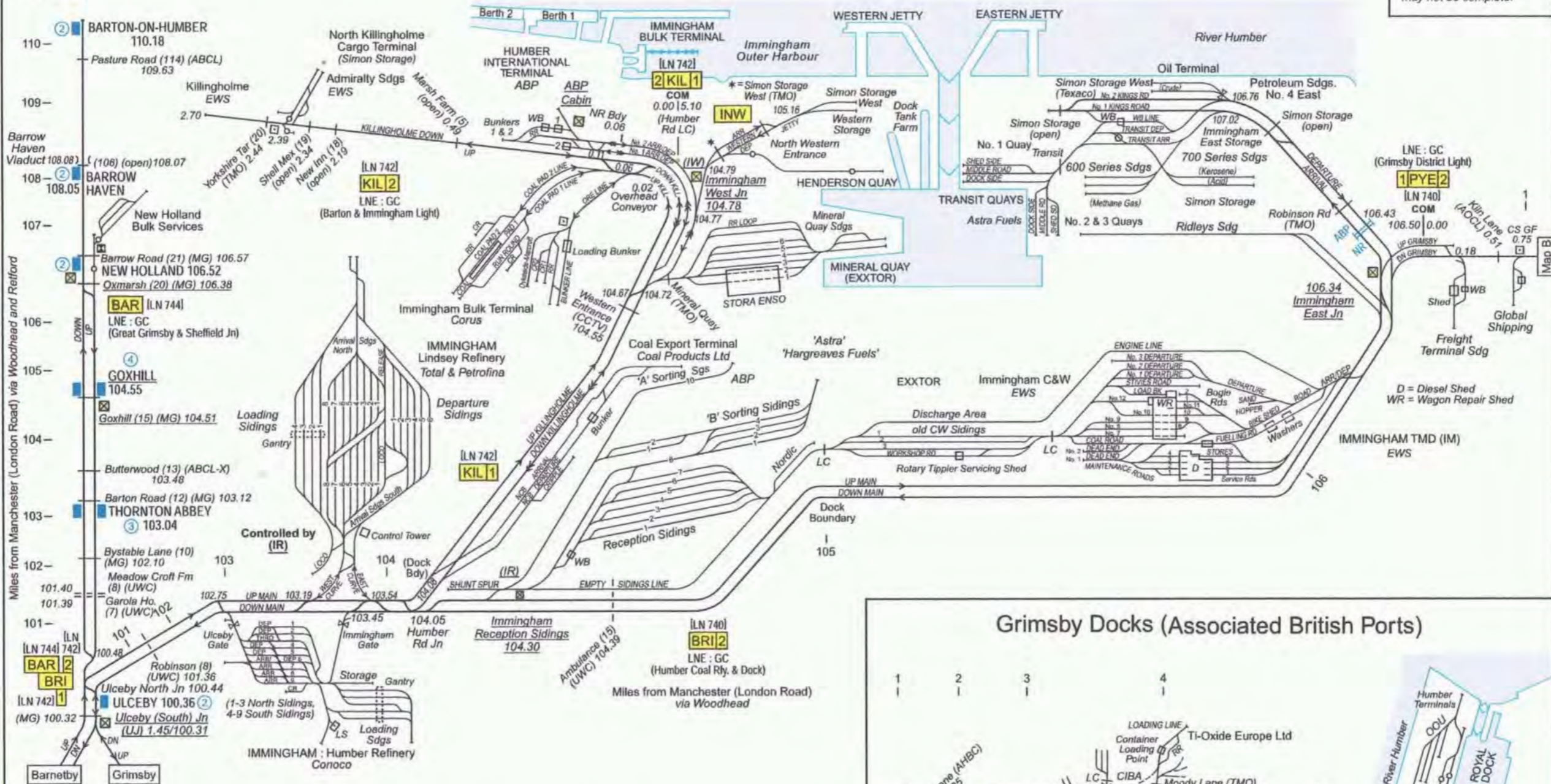
Scale : NTS



IMMINGHAM and GRIMSBY DOCKS

Map A

Siding groups have been expanded to include details. Locations of businesses may not be complete.



Immingham Docks (Associated British Ports)

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Grimsby Docks (Associated British Ports)



Map B



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Notes:

Figure 2
 Drawing Title Traffic Counts Plan
 Job Title Project Sugar
 Client ABP

Scale : NTS



Figure 4 - Light Vehicle Distribution

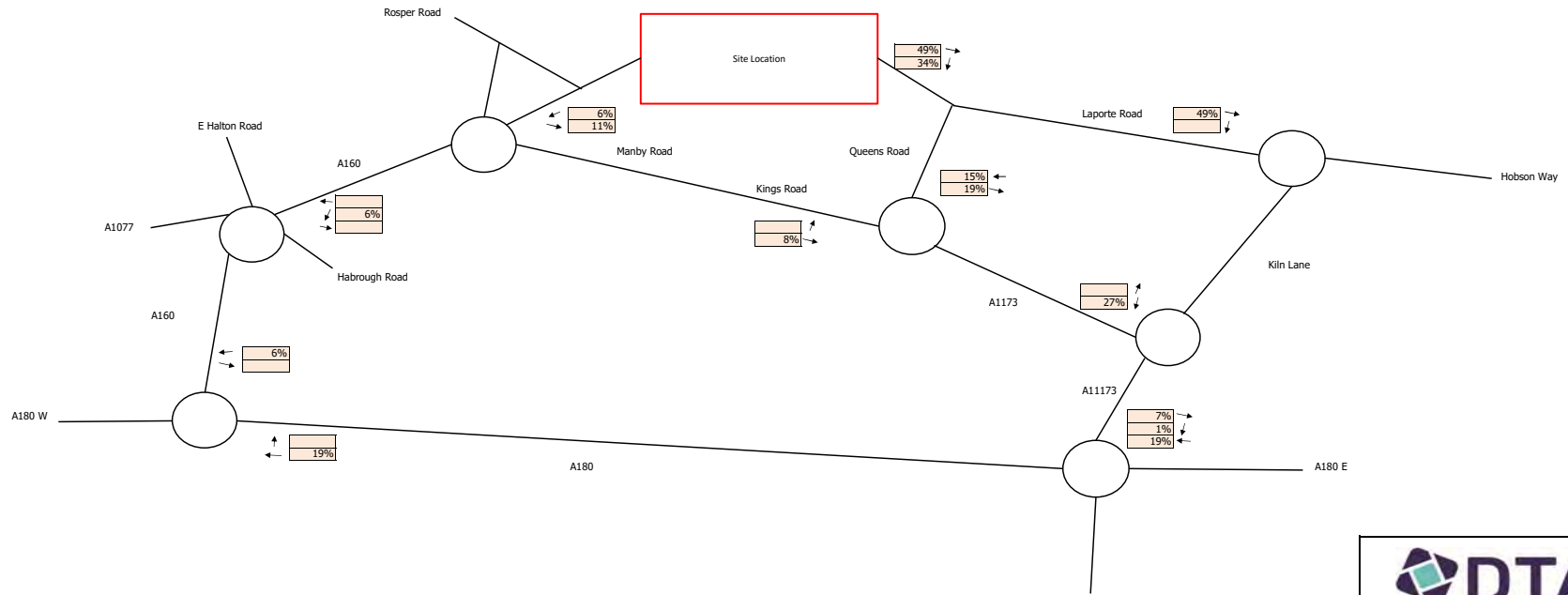


Figure 5 - Light Vehicle Assignment

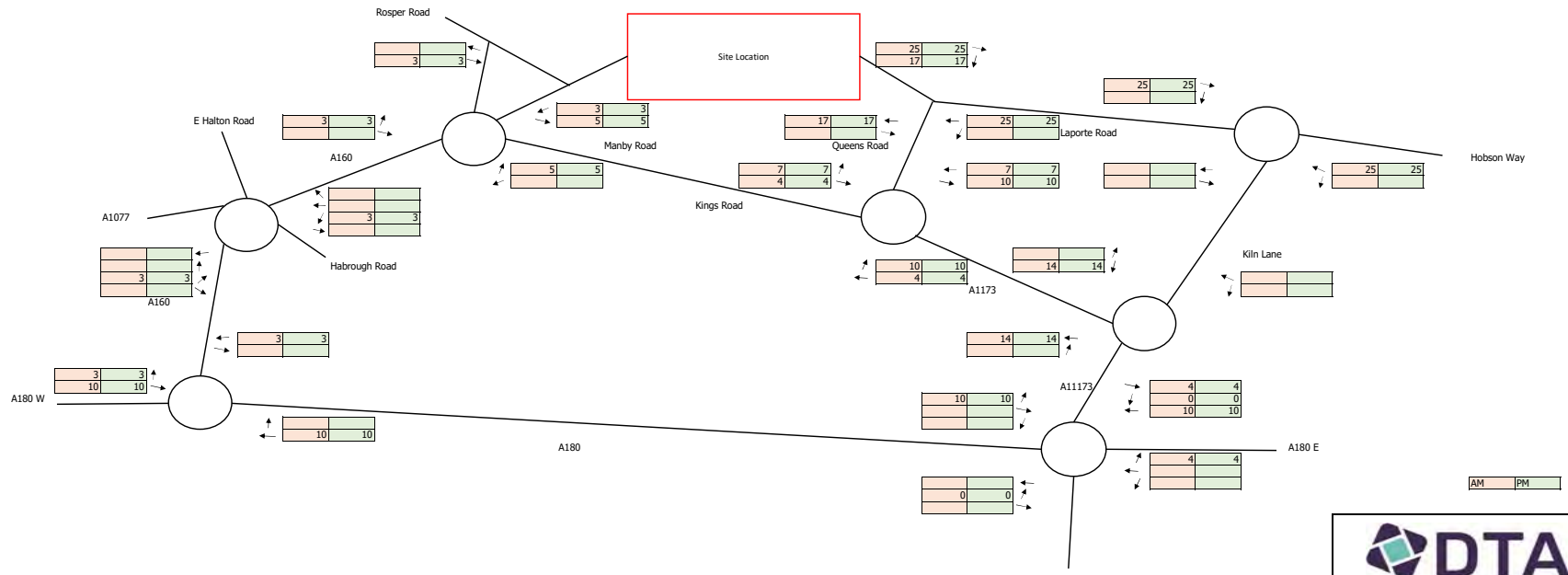


Figure 6 - Heavy Vehicle Distribution

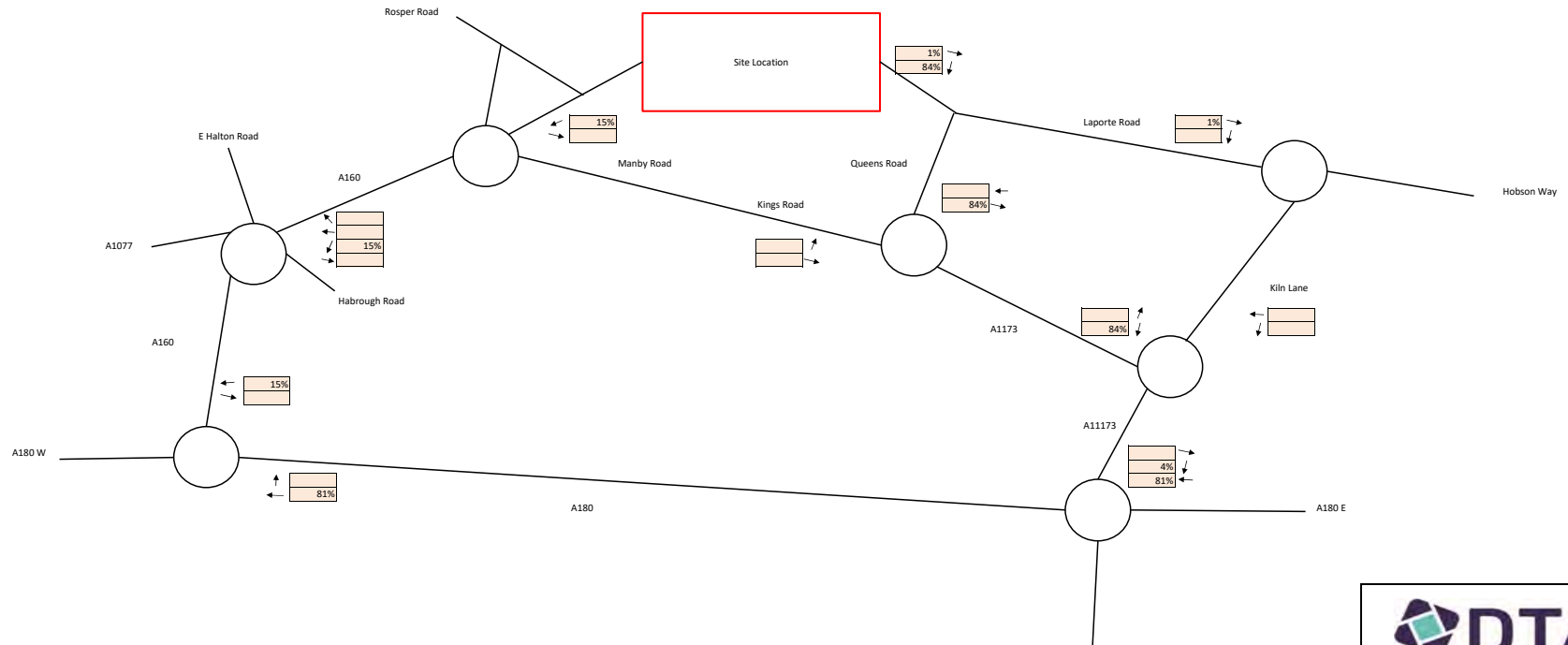
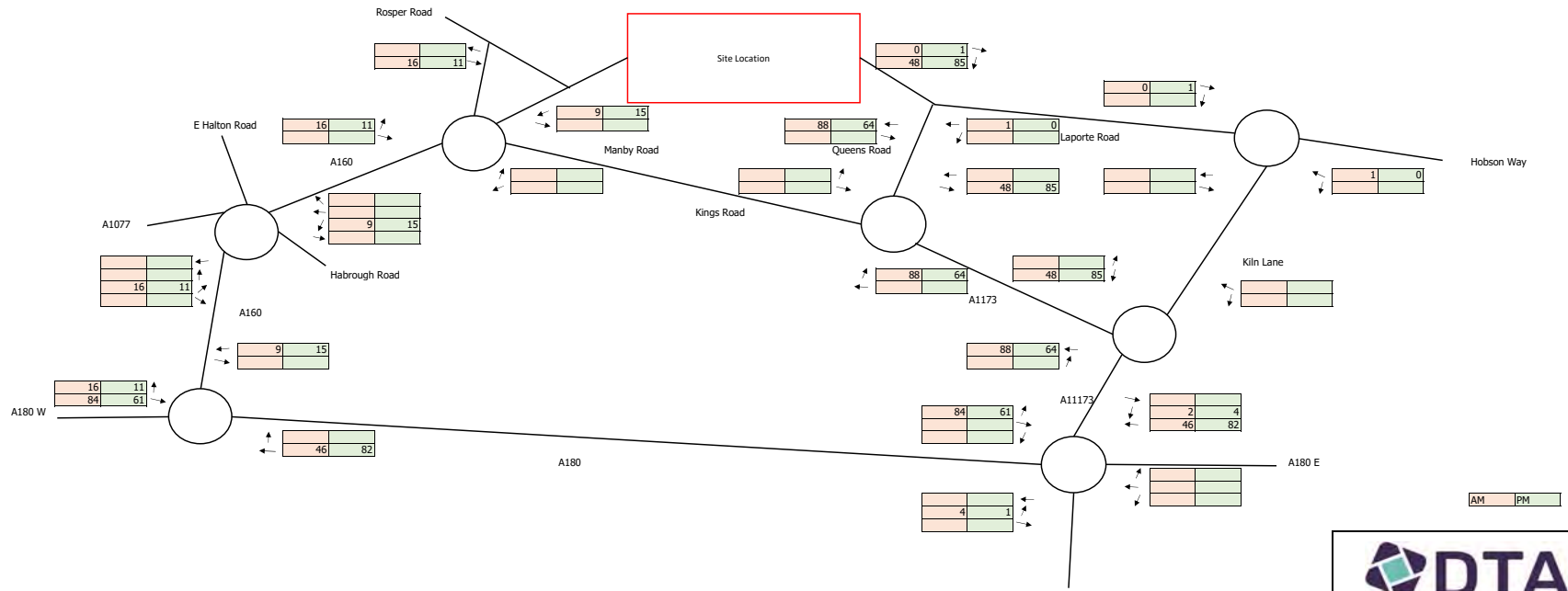
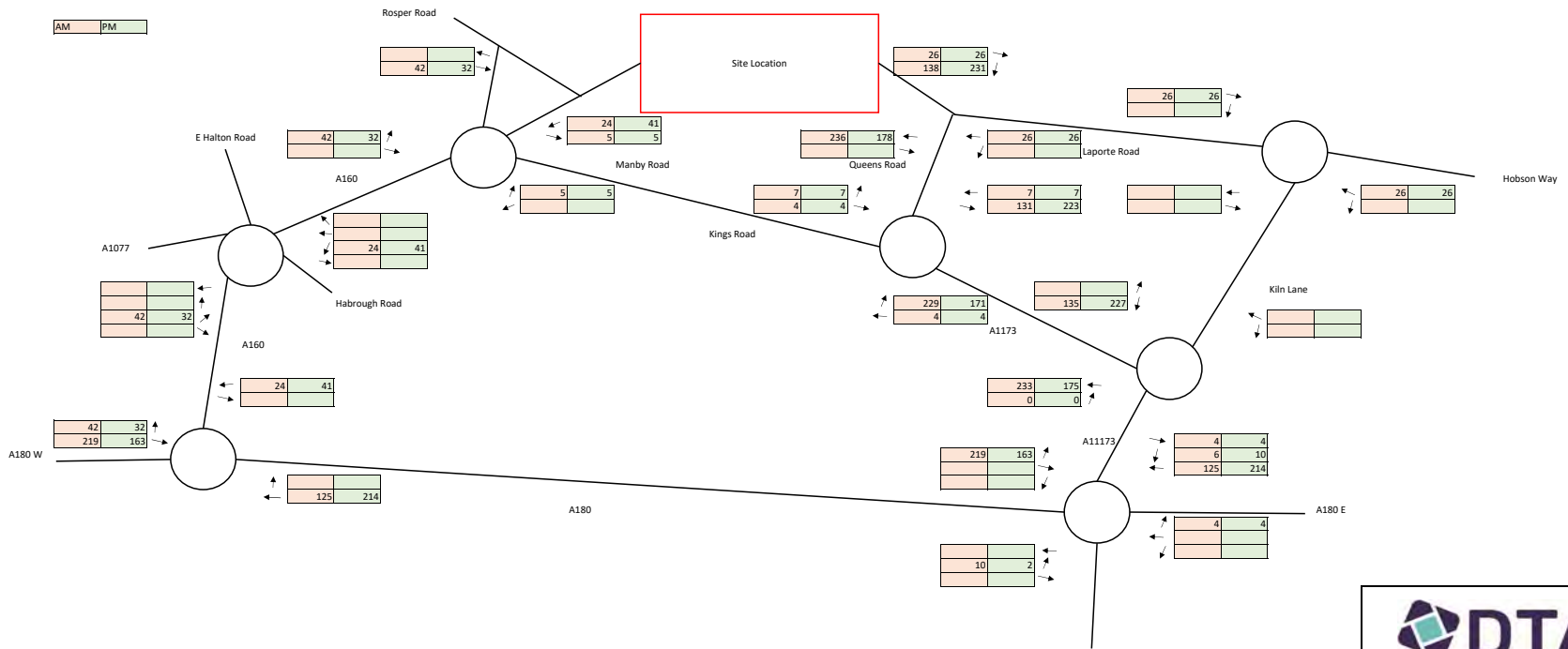


Figure 7 - HGV Assignment

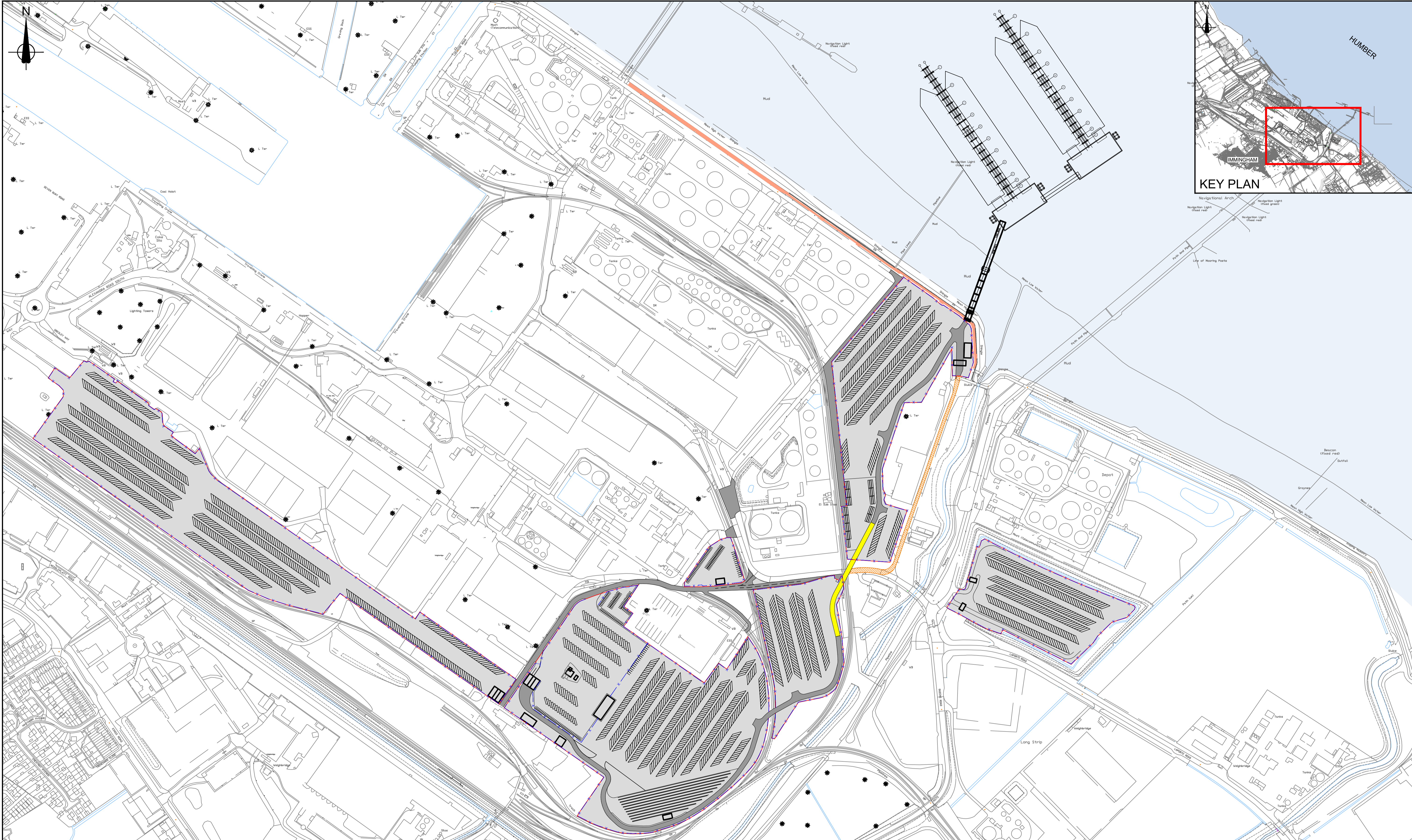


AM PM

Figure 8 - PCU Assignment



Appendix A



UKSFP02MaritimePROJECTS/Ports(VT)IB2429400 ABP Project Sugar1100 Design & Engineering1102 Drawings01 Preliminary2019 Concept Design ProjectIB2357300-01-20-01 to 03 - Proposed Terminal Masterplan P2.dwg - 30/11/2021 16:59:42 - 20-05 - CookP1

NOTES:
 1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.

LEGEND:
 ——— TERMINAL BOUNDARY
 — x — TERMINAL FENCE

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
PD1	-	Issued for comment	PC	RH	RH	CN

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Client
ABP ASSOCIATED BRITISH PORTS

Project
PROJECT SUGAR

Drawing title
PROPOSED EASTERN ROPAX TERMINAL LAYOUT MASTERPLAN - PHASE 2 SHEET 5 OF 5

Drawing status
S3 - FOR REVIEW AND COMMENT

Scale	NOT TO SCALE	DO NOT SCALE
Jacobs No.	B2357300	Rev
Client no.		P03

Drawing number
B2357300-01-20-05

Appendix B

AA.21.13.01: Immingham Eastern Terminal

Prepared for: Simon Geoghegan
 Prepared by: Harry Mann [SYSTRA]
 Date: 6th October 2021
 Case Reference: DevHU0075
 Document Reference: AA.21.05.25 Technical Memorandum
 Reviewed/approved by: James Finch [SYSTRA]

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Introduction

In September 2021, Associated British Ports [ABP] submitted a scoping request for the proposed development of a new roll-on/roll-off [Ro-Ro] facility within Immingham Port. The site is situated on the south bank of the Humber Estuary, 9km northwest of Grimsby and approximately 1km northeast of the town of Immingham.

The consultant responsible for the submitted Scoping Report [SR] is ABPmer [ABP] and the site is within the administrative boundary of North East Lincolnshire Council. The SR has been submitted to National Infrastructure Planning [NIP] as a Nationally Significant Infrastructure Project [NSIP].

The proposed development site's location, in relation to the Strategic Road Network [SRN], is presented in **Figure 1**.

Figure 1: Site location in relation to the Strategic Road Network



Source: Openstreetmap

The proposed development is located approximately 2.4km southeast of the A160 and approximately 2.7km north of the A180. Both the A160 and A180 highway routes are managed by National Highways.

Humber Road becomes the A160 to the west of the priority junction, via a 5-arm roundabout junction. The A160 Humber Road links with the A180 via a grade separated junction.

The A180 is a dual carriageway providing access to Grimsby to the south-west and the M180 at Junction 5 to the west.

For reference, the SRN within the Northeast Lincolnshire region, including the A160, A180 and M180, with further links to the M18, [50km west of the site] is shown in Figure 2.

Figure 2: Wider Strategic Road Network



Jacobs SYSTRA Joint Venture [JSJV] has reviewed the following sections of the Environmental Statement [ES] SR as these sections are deemed relevant to National Highway infrastructure:

- 3.1-3.3 Project description;
- 4.6 Policy context;
- 5.1-5.4 Proposed EIA methodology; and
- 6.13 Traffic and transport scoping review.

Within the SR, ABP provides an initial review of the baseline conditions relating to traffic and transport, presents several initial potential impacts of construction and operational phases of the proposed development and outlines the further work that will be required to determine the significance of any potential impacts, to include a Transport Assessment [TA].

Existing site facility

The existing Immingham Port facility is shown in **Figure 3**.

Figure 3: Site Context



JSJV recognises that the existing port provides a significant number of separate operational areas, with bulk commodities including liquid fuels, solid fuels and ores, as well as Ro-Ro freight are handled from the following facilities:

- The Eastern and Western Jetties;
- the Immingham Oil Terminal [IOT];
- the Immingham Gas Terminal;
- Immingham Outer Harbour [IOH]; and
- the Humber International Terminal [HIT].

Proposed development

The Port of Immingham is currently served by two principal access points, Humber Road to the west and Queens Road to the east.

JSJV understands that ABP as the owner and operator of the Port of Immingham is proposing to construct a new roll-on/roll-off [Ro-Ro] facility within the port. The development is proposed to service the embarkation and disembarkation of mostly commercial and automotive traffic freight.

The site lies within the eastern sector of the existing Immingham Port. In brief, the proposed development would comprise:

- The construction of a new four-berth Ro-Ro jetty;
- An existing cargo storage area designated for unit load/vehicle storage;
- A number of terminal buildings to provide appropriate facilities for lorry drivers and passengers, to include:
 - A small office;
 - Workshop; and
 - Gatehouse.
- An internal site bridge to cross over existing port infrastructure, including a new railway track.

JSJV notes that the applicant has stated within the description '*possibly with provision for a small element of passenger use during quiet periods*'.

To facilitate the proposals, it is understood that the estuary will require a '*capital dredge*' of the new berthing area, totalling 90,000 m². ABP estimates that about 330,000m³ of material in total will be removed. ABP states that it is not considered that the dredge material will be of a quality suitable for alternative beneficial use so will be disposed at sea. Within the ES and associated TA, JSJV will require details of the disposal area and confirmation that the waste would be loaded directly into the estuary without impacting the SRN.

ABP states "*The identified sites, and indeed any other disposal options, will be fully assessed as part of the consenting process*". Notwithstanding this, JSJV have an interest in the outcome of these discussions and ABP should reference dredging, including the resultant transport impact within the ES and associated TA, especially if the SRN is used as a route for disposal vehicles.

JSJV understand that the area immediately south of proposed jetty would be used as an area to accommodate trailer and container parking and storage. ABP note that the area will '*only require a simple upgrade, relocating existing port infrastructure, to provide open parking/storage space, although some peripheral areas of softer ground may require additional ground works in terms of hard surfacing*.' To undertake an assessment, JSJV require full details of this proposed use, including the amount of parking proposed.

ABP also propose a number of small terminal buildings will be provided. To undertake an assessment, JSJV require full details of this proposed use, including the amount of parking proposed.

JSJV acknowledge that the current estimated construction timescales would commence in Summer 2023 and will have been largely completed by mid-2025.

JSJV understand the project description provided and acknowledge that at this stage, the final details of the proposal are yet to be confirmed.

Existing situation

The Traffic and Transport Chapter of the EIA should describe the site background, including the site's location, history and existing use.

The chapter should also thoroughly describe the existing highway network in the area and the existing level of accessibility.

In addition to this, a collision data assessment should be undertaken covering the most recently available complete five-year period for the SRN, preferably using official data derived from the Local Highway Authority / National Highways.

A summary of any relevant outline planning consents and Local Plan allocations should also be provided.

Policy and guidance

Within the Traffic and Transport Chapter of the ES, the impact of the development should be assessed based on relevant regional and national planning policy. JSJV acknowledge that the following policies are highlighted within the SR:

- National Planning Policy Framework [2021];
- North East Lincolnshire Council Local Plan 2013 to 2032 [Adopted 2018];
- Institute of Environmental Assessment Guidance Note No 1 “Guidelines for the Environmental Assessment of Road Traffic” [Institute of Environmental Assessment, 1993] [the ‘IEA Guidelines’]; and
- Travel Plans, Transport Assessment and Statements in decision-taking- Planning Practice Guidance [DCLG, 2014].

In terms of the impact on the SRN, JSJV request that the applicant assesses the proposal, considering the following policies:

- DfT Circular 02/2013 The SRN and the delivery of sustainable development. JSJV emphasises paragraph 48 of the DfT Circular 02/2013 which states the following:
 - “48. Transport assessment undertaken by the promoter of the development should be comprehensive enough to establish the likely environmental impacts, including air quality, light pollution and noise, and to identify the measures to mitigate these impacts.”
- National Highways’s guidance document ‘The Strategic Road Network: Planning for The Future’ [2015]. The following paragraphs from this guidance are relevant to the scoping stage:
 - Paragraph 37. “Transport assessments should generally be carried out in line with prevailing government guidance in agreement with us, through preapplication and scoping, such as a road safety audit [stage 1]”.
 - Paragraphs 87 and 88. “If the development is in an approved local plan, and has had an appropriate level of assessment of the impact of the development undertaken, JSJV do not anticipate the need to repeat the full assessment process at the planning application stage. If, however, the development proposed has not been subject to an appropriate level of assessment, or is not included or consistent with an approved local plan, then JSJV anticipate agreeing the scope of work required to make a full assessment. For those sites that have been considered at local plan stage, JSJV will take into account any assessment already undertaken.
 - Paragraph 94. “Formal pre-application discussions are an effective means of gaining a good, early understanding of the development, its benefits, its likely impacts and its infrastructure needs. By consulting with us pre-application, you will ensure that the transport assessment you prepare is appropriately scoped and is based on the most relevant and up-to-date data. It will also ensure that you are made aware of, and can take account of, any SRN issues that might

have a bearing on the way in which the development is planned and/or delivered. This, in turn, helps avoid delays and difficulties further into the application process”.

- Paragraph 98. “If a SR is to be prepared, JSJV advise this includes:
 - details of the development, such as location, access arrangements, use class, size or number of units, likely phasing, maximum number of parking spaces and any other relevant information;
 - proposed methodology for estimating the vehicular trip generation and distribution on the SRN, and resulting trip generation figures;
 - proposed methodology for assessing the impact of this trip generation on the SRN; and
 - proposed methodology for assessing the environmental consequences of the transport impacts of the development”
- JSJV recommends the following two paragraphs of the National Highways document ‘The Strategic Road Network planning for the future’ [2015]:
 - “49. JSJV will expect to see measures implemented that fully mitigate any and all environmental impacts arising from and relating to the interaction between developments and the SRN. There are three aspects to this:
 - the environmental impacts arising from the temporary construction works;
 - the environmental impacts of the permanent transport solution associated with the development; and
 - the environmental impact of the road network upon the development itself.”
 - “52. To avoid potential delay or challenge, transport assessments/statements and environmental statements/impact assessments should be mutually consistent and pay due regard to each other.”
- The DfT document ‘Road Investment Strategy 2: 2020-2025’.

Proposed EIA methodology

The Traffic Chapter of the EIA would be composed by David Tucker Associates [DTA] as the appointed Highway Consultant for the scheme. JSJV consider the EIA methodology presented within Section 5 of the SR to be structured and comprehensive and acknowledge ABPs reference to the Institute of Environmental Assessment [IEA] Guidance Note No 1 “Guidelines for the Environmental Assessment of Road Traffic” [IEA,1993].

Cumulative impact

ABP proposes the assessment of cumulative impact and in-combination assessment ‘*in accordance with the EIA Regulations*’. ABP note that they will consider the effects of the Immingham Eastern Ro-Ro Terminal alongside those arising from other plans, projects and activities within the region, including:

- Able Marine Energy Park;
- Adaptation to Humber International Berth 2 to accommodate car carriers;
- Existing maintenance dredge and disposal practices;
- Cherry Cobbs Sands Regulated Tidal Exchange Project;

- Skeffling Managed Realignment Site;
- Keadby 3 – Low Carbon Gas Power Station Project; and
- The North Lincolnshire Green Energy Park Scheme at Flixborough Wharf.

Consultation

JSJV acknowledge ABPs commitment to liaise with National Highways and North East Lincolnshire Council and North Lincolnshire Council in their capacity as the local highway authorities within the EIA methodology.

Traffic and transport study area

An initial study area has been identified in the SR as part of the baseline review for traffic. Stated as:

- *“The study area that has been considered is the public highway network where any transport related impacts may occur, typically where there is a material change in traffic flows or characteristics of the road”.*

ABP state that the study area for each EIA topic will be refined in the PEIR and ES, within the topic-specific chapters. JSJV withhold comment on the study area until a clear description of the study area is provided. Full details of the proposed study area should be provided within the TA and ES.

Future Baseline

ABP highlight that the local network will experience growth in traffic over the ‘assessment period’. This will include growth from other port related activities and growth from other economic development in the area. ABP confirm that this will be assessed once the committed and cumulative developments are agreed, and the future year baseline will set out those changes. JSJV withhold comment on growth factors until these are presented within the forthcoming Transport Assessment [TA].

JSJV, however, accept ABPs forecasted assessment year of will be “*a) year of opening and b) 10 years after year of opening*” [in accordance with Circular 02/13]. JSJV note that the current estimated construction timescales commencing in Summer 2023 and will have been largely completed by mid-2025. The resultant forecasted ‘opening year’ scenarios should be informed using these anticipated timescales.

Scope of potential impact pathways

The SN proposes that the traffic and transport ES chapter will set out the assessment of the likely changes to be generated by the proposed development, both beneficial and adverse and during both the construction and operational phases. JSJV agree with the ‘Scoped In / Scoped Out’ potential impact pathways during both the construction and operational phase of the proposed development.

As mentioned previously, JSJV notes that the applicant has stated within the description *‘possibly with provision for a small element of passenger use during quiet periods’*. This statement would have to be full explored within any assessment undertaken, with firm proposals submitted for review. Should the proposed development be also used as a passenger transport basis in addition to freight movement as initially proposed, this would have to be reflected in calculated trip generation and resultant junction impact assessment.

Transport Assessment

ABP confirms that a TA will be prepared alongside the DCO application for the proposed development and provided as an appendix to the ES. The EIA traffic and transport chapter will then be informed by the outcome of the TA. JSJV supports this view.

ABP state that “the detailed operational characteristics of the development are still under review. The scope of the TA will be discussed with the relevant highway authorities and this will inform ongoing progression of the EIA”. ABP confirms that “*National Highways and/or the relevant highway authorities will be consulted to agree the scope of the TA*”.

JSJV understand that ABP will submit a separate scoping document to agree the scope of the TA with National Highways. The SR submitted acknowledges that “*National Highways and/or the relevant highway authorities will be consulted to agree the scope of the TA*”. Notwithstanding this, the following section provides some indicative guidance that ABP should use during the developing of the forthcoming TA SR.

Committed developments and planned transport improvements

With reference to the following government guidance on Travel Plans, Transport Assessments and Statements [<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>], JSJV would suggest that ABP should engage with North Lincolnshire Council to agree which committed developments and planned transport improvements should be considered alongside the proposed development.

“It is important to give appropriate consideration to the cumulative impacts arising from other committed development [i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years]. At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval”.

In addition to those agreed with North Lincolnshire Council, JSJV suggest that this development should consider recent development proposed by Able Marine, comprising a ‘Material Change’ to their existing DCO on application reference: TR30006. The TA should state whether there would be any relationship between the two sites.

Trip rates and trip generation

ABP should present firm, robust trip rates and trip generation for the development for each of the following proposed uses:

- A four-berth Ro-Ro jetty;
- Cargo storage area designated for unit load/vehicle storage; and
- ‘A number of terminal buildings’ to provide appropriate facilities for lorry drivers and passengers, to include:
 - A small office;

- Workshop; and
- Gatehouse.

The trip rates and resultant vehicle trip generation presented could be derived on a first principles approach or using trip rates from a different development site with a comparable level of accessibility and scale. Alternatively, the TRICS online database could be used.

Should the transport consultant use TRICS as a methodology, JSJV suggests that ABP considers the new 'TRICS Decide and Provide Guidance'. The new TRICS 'Decide and Provide Guidance' places a focus on a vision-led planning paradigm and aims to improve the resilience of planning decisions, taking into account the uncertainty of the future. At the core, its focus is on deciding on a preferred future and providing a development path best suited to achieving it. The new TRICS 'Decide and Provide' guidance is in accordance with National Highways policy, set out in 'The Strategic Road Network planning for the future' [2015], which states, at paragraph 34, that all planning evidence should:

- 1) Demonstrate how the proposals will reduce the need to travel, especially by car;
- 2) Demonstrate how the proposals will improve accessibility by all modes of travel and influence travel behaviours;
- 3) Assess the likely impact of residual trips [i.e. after measures have been considered];
- 4) Identify appropriate and proportionate mitigation measures and ensure that what is proposed promotes sustainable transport outcomes and avoids unnecessary works to the SRN.

As the proposed land use is for 'employment', JSJV request that appropriate weekday peak hours are presented, and these should be informed by appropriate traffic counts if necessary.

Due to the nature of the proposals, the TA should also estimate the amount of estimated Heavy Goods Vehicle movement that would be generated from the proposed development both during the construction and operational phases.

JSJV also expect to see detailed methodology explaining the determination of appropriate mode splits for the proposed development.

Trip distribution and assignment

JSJV suggest that the trip distribution rates for the proposed development, the trip assignment based on these rates, and the proposed traffic flows, are clearly presented on traffic flow diagrams.

Considering the proposed development's location, JSJV expect the traffic flow diagrams to extend from the proposed development to all junctions that connect to both the A160 and A180.

Assessments

Subject to the impact of the proposed development on the SRN, capacity assessments would most likely be required.

Regarding the threshold to warrant a junction capacity assessment, JSJV highlight the following guidance:

- National Planning Policy Framework [Ministry of Housing, Communities and Local Government, 2019];
- National Highways document ‘The Strategic Road Network: planning for the future’ [National Highways, 2015]; and
- The Department for Transport’s Circular 02/2013.

In particular, ‘The Strategic Road Network: planning for the future’, which states that National Highways “will look at planning applications assessed as being ‘severe’ on a case-by-case basis. This will take in account the performance and character of the relevant section of the SRN, and the predicted effects on the development on its safe operation.

The 2007 DfT guidance that describes a ‘30-vehicle threshold for discussions’ does not justify junction capacity assessments not being undertaken.

If assessments are required, JSJV offer the following comments:

- Weekday peak hours – the applicant should take into account that the peak hour periods at the SRN junctions may differ to those of the local highway network, and these should be agreed prior to the assessments being carried out.
- Assessment years – based on the Department for Transport [DfT] and National Highways guidance documents, assessments should be conducted at an appropriate opening year and subsequent horizon year. These should be agreed in scoping discussions prior to the assessments being conducted.
 - Paragraph 101 of the National Highways guidance document ‘The Strategic Road Network: Planning for The Future’:

“assessments should be carried out for the opening year, assuming full build-out and occupation, and either a date ten years after the date of registration of the associated application or the end of the Local Plan period [whichever is greater]”.
 - Paragraph 27 of DfT ‘Circular 02/2013’:

“the opening of development shall be taken to be the date at which the development first becomes available for occupation”.
- Committed development – the applicant should include any relevant committed development traffic flows in the area that are likely to affect the flows at the relevant junctions in the assessment years. Appropriate committed development flows should be agreed with North East Lincolnshire Council.
- Planned Transport Improvements – the applicant should include any relevant planned transport improvements in the area that are likely to affect the flows at the relevant junctions in the assessment years. Confirmation of these should be agreed with North East Lincolnshire Council but JSJV suggest that the following be considered:
- In addition to the inclusion of any relevant Local Plan sites as committed development, the proposed assessments should also consider background traffic growth. JSJV suggest that when factoring surveyed flows, to represent strategic traffic growth, the North East Lincolnshire Council local authority area and the trunk road type should be used to derive growth factors in TEMPro.

If the opening year assessments demonstrate that a mitigation scheme is required in order to accommodate the impact of the proposed development, this would need to

be assessed, agreed with National Highways and a Stage 1 Road Safety Audit undertaken prior to determination of the planning application.

Should the proposed development have the potential to materially impact SRN merge or diverges, JSJV request that merge/diverge assessments are undertaken for an appropriate opening year and future year, taking into account background traffic growth and committed development. If the assessments demonstrate that mitigation is required in order to safely accommodate the development traffic on the impact SRN, the potential mitigation scheme would need to be assessed, agreed with National Highways and a Stage 1 Road Safety Audit undertaken and approved prior to determination of the application.

Construction traffic management plan

Given the proposed development's scale and proximity to the Strategic Road Network, JSJV suggest that a construction traffic management plan [CTMP] should be produced and agreed with National Highways, prior to the determination of this planning application. JSJV suggest that the CTMP includes the following:

- Length of construction period;
- Hours of operation;
- Peak trip generation (including type of vehicles);
- Access routes, including consideration of abnormal loads (vehicle swept path analysis may be required) and details of proposed signage, implementation and enforcement;
- Mitigation measures – limited delivery times (and details of enforcement e.g. penalty clauses for contractor, noise reduction, wheel washing); and
- Travel plan type measures (e.g. staff recruitment policies (local staff), mini-bus for staff, number of parking spaces, car share database);

Subject to a review of the proposed peak trip generation during construction, assessments may be required to understand the potential impact on the Strategic Road Network.

JSJV note that the construction traffic of this development has the potential to cause National Highways concern. This is due to all construction traffic having to use the A160 and A180. Any additional HGV movements would also need to be clearly understood.

Travel Plan

It is noted that there is no reference to a Travel Plan [TP] within the submitted SR. JSJV support the preparation of a TP to be produced in combination with the existing 'site wide TP, with the aim to limit the amount of private vehicle trips to and from the site and to promote sustainable modes of travel. JSJV make the following recommendations to ensure a robust and effective TP:

- Quantifiable mode shift targets should be set in advance;
- A firm financial commitment should be made in the TP with regards to funding for the measures proposed in the short, medium and long term;
- Detail should be provided on the phasing of any proposed measures relative to any phasing of the development;

- The TP should clearly outline the responsibilities of the different parties involved with regards to implementing, monitoring and funding the TP; and
- The TP monitoring strategy should be designed to monitor the level of vehicle trips assumed in the TA.

According to National Highways guidance set out in '*A guide to working with National Highways on planning matters*', the TP should demonstrate how proposals aim to reduce the amount of private vehicle trips and support sustainable transport. As a result, the TP should:

- demonstrate how the proposals will reduce the need to travel, especially by car;
- demonstrate how the proposals will improve accessibility by all modes of travel and influence travel behaviours;
- assess the likely impact of residual trips [i.e. after measures have been considered], and
- identify appropriate and proportionate mitigation measures and ensure that what is proposed promotes sustainable transport outcomes and avoids unnecessary works to the SRN.

Given the proximity of the site to the A160 and A180, and the likelihood that most trips by car from the site are likely to interact with the SRN, JSJV suggest that the TP document should detail how the site design will ensure that 'public transport and active travel are the natural first choice for daily activities' as stated in DfT's 'Decarbonising Transport: Setting the Challenge' document [March 2020]. These measures should be considered alongside the trip rate derivation using TRICS Decide and Provide Guidance mentioned previously.

Summary and Conclusions

On the basis of this review, the recommendation to National Highway in relation to this development proposals is:

Pre-application / Scoping Response – comments are made on the pre-application / scoping in order to assist defining an appropriate assessment of the Strategic Road Network.

This review has highlighted the need for a Transport Assessment and Travel Plan to be produced in support of this planning application, to be included within the Traffic and Transport Chapter of the ES. A summary of our comments for the preparation of these documents is detailed below:

- The TA should reference dredging, including the resultant transport impact, especially if the SRN is used as a route for disposal vehicles;
- JSJV require details of the disposal area and [if decided], confirmation that the waste would be loaded directly into the estuary without impacting the SRN;
- To make an assessment, JSJV require full details of the proposed development, including the 'area to accommodate trailer and container parking and storage' and full details of 'a number of small terminal buildings' as proposed. In addition, JSJV request that the amount of parking proposed is provided;
- JSJV acknowledge that at this stage, the final details of the proposal are yet to be confirmed;
- The baseline section of the TA should:

- Describe the site background, including the site’s location, history and existing use;
 - Describe the existing highway network in the area and the existing level of accessibility;
 - Provide a collision data assessment should be undertaken covering the most recently available complete five-year period for the SRN; and
 - Outline any relevant outline planning consents and Local Plan allocations.
- The impact of the development should be assessed based on relevant regional and national planning policy;
 - JSJV understand that ABP will submit a separate scoping document to agree the scope of the TA with National Highways, however, items raised within this review provide an outline of the details that JSJV would require within any assessment submitted;
 - It is also noted that there is no reference to a Travel Plan [TP] within the submitted SR.

Appendix C

Immingham RORO – NELC Internal EIA Scoping responses

Both marine and terrestrial archaeology have been identified and have been 'scoped in' in this assessment.

For Clarity;

The information in the heritage assessment/EIA needs to provide sufficient evidence to understand the impact of the proposal on the significance of any heritage assets and their settings, sufficient to meet the requirements of paragraph 194 of the National Planning Policy Framework (NPPF).

The National Planning Policy Framework states that 'Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation' (para 194).

We would expect the EIA to contain a full archaeological evaluation report which explores in the first place non-intrusive evaluation of the site, and, if this suggests that further information is required we would expect intrusive evaluation in the form of trial trenching to further inform the heritage impact statement as to presence/absence/ location, depth, survival and significance of any remains. This should inform a suitable mitigation strategy for the impact.

In addition to the underground remains we would expect a report on the potential impact on the historic landscape. North East Lincolnshire has had Historic Landscape Characterisation undertaken and this should be consulted.

Regarding setting issues, potential impacts on the settings and significance of designated and non-designated heritage assets which would experience visual change should be evidenced using accurate visual representations. Viewpoints, including views of, from, and across heritage asset receptors as well as general intervisibility, all have historic context and need to be assessed properly to determine the contribution of the setting of the heritage asset and the potential impact upon it by development or proposed mitigation measures.

The NPPF states that 'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction or from development within its setting), should require clear and convincing justification.' (para200) and also 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.' (para 203)

The Environmental Impact Assessment should contain sufficient information to enable an informed planning decision to be made.

Louise

Louise Jennings

Heritage Officer

Development Management Services

Places & Communities North – NEL

louise.jennings1@nelincs.gov.uk

Tel. +44 (0) 1472 324266

Mob.+44 (0) 7921399667

I can confirm that I'm happy with it. My interest will lie in the HRA, but protected species and habitats outside of the qualifying features of the Humber Estuary designation have been dealt with here.

Thanks

Rachel

Rachel Graham

NELC Ecologist

I have looked at the document and from a landscape prospective I have no concerns about it. Given the location of the docks and the proposal the impact on the landscape character are very low on the priority list.

Regards

Paul A Chaplin

Trees and Woodland Officer

Development Management Services

Places & Communities – NEL

paul.chaplin@nelincs.gov.uk

Tel. +44 (0) 1472 234273

Mob. +44 (0) 7919290610

I can confirm I am content with the scoping.

Kind regards

Lara

Lara Hattle

Highways & Transport Planner

Highway Assets

Good Morning Richard

Having reviewed the AQ section of the scoping request, everything we'd expect to be covered within the proposed Air Quality Assessment is included.

Kind Regards

Louisa

Louisa Hewett, Environmental Protection Officer, North East Lincolnshire Council

Doughty Road, Grimsby, DN32 0LL

Appendix D

FW: Planning Application CON/SCO/2021/4

Louisa Simpson

Tue 05/10/2021 15:45

To: Andrew Law <Andrew.Law@northlincs.gov.uk>;

Cc: Planning <Planning@northlincs.gov.uk>; Highwaydevelopment <Highwaydevelopment@northlincs.gov.uk>;

Hi Andy,

I am happy with the proposed approach to assessing the Traffic and Transport impacts identified in the EIA Scoping Note.

Kind regards

Louisa Simpson
Highway Development Services Team Leader
Assets & Infrastructure
North Lincolnshire Council



From: planningapplications <planningapplications@northlincs.gov.uk>

Sent: 30 September 2021 10:56

To: Highwaydevelopment <Highwaydevelopment@northlincs.gov.uk>

Subject: Planning Application CON/SCO/2021/4

Dear Sir/Madam,

Application No: CON/SCO/2021/4

Proposal: EIA Scoping request for a proposed roll-on/roll-off facility including marine works

Site Location: Associated British Ports, Immingham Eastern Ro-Ro Terminal

Applicant: Associated British Ports

Case Officer: Andrew Law

Your views are requested on the above consultation. You can view the associated documents directly on the web site by selecting the following link:

<http://infrastructure.planninginspectorate.gov.uk/document/TR030007-000009>

Any comments should reach me no later than **7 October 2021**. In the meantime if you have any queries about the proposal these should be directed to the case officer named above.

If you have no objections or comments to make then early notification of this will assist me to deal with the consultation promptly. Any comments you do make will appear on the council's web site.

Development Management

North Lincolnshire Council
Business Development
Church Square House
30-40 High Street

Scunthorpe
DN15 6NL

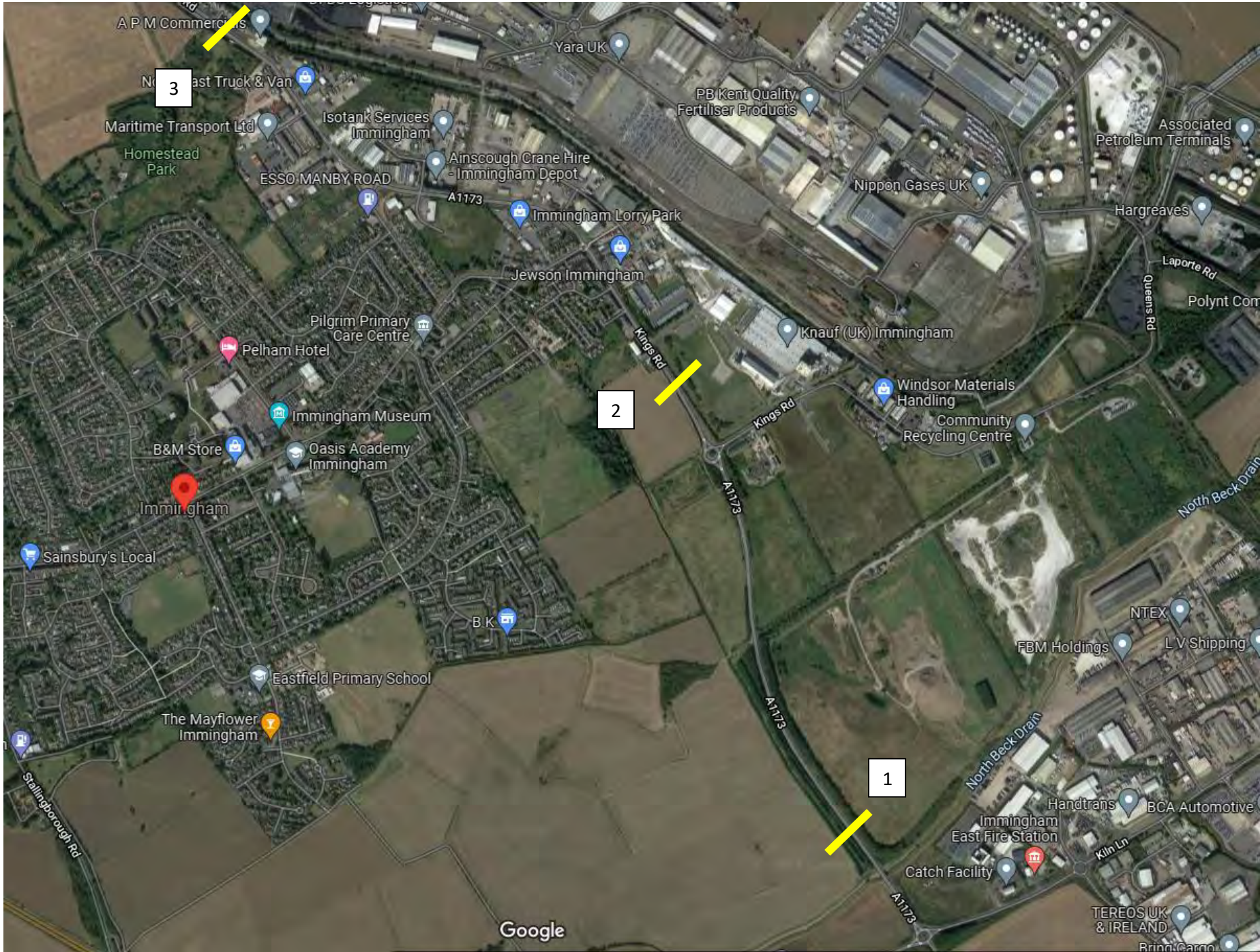
Tel: 01724 297000

Email: planning@northlincs.gov.uk

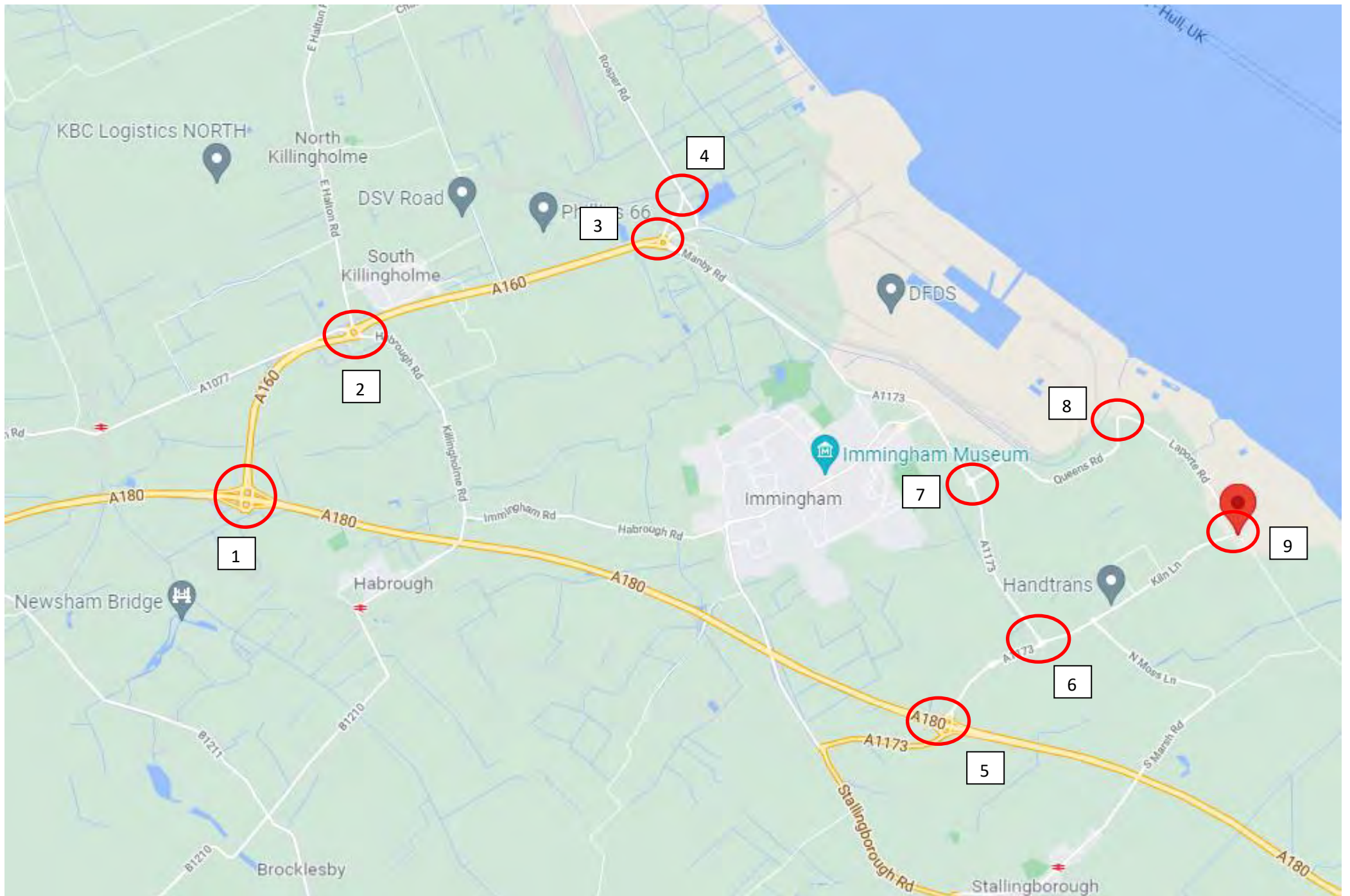
Web: www.northlincs.gov.uk

Appendix E





Appendix F



Appendix G

Date: 01-September-2021

Time: 09:12:14

Title: **Queens Road, Immingham (5-years)**

Requested output: **F- Print (Full print) Crash Report**

Date: 01-September-2021

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

There were 9 reported crashes resulting in injury

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.1	Police ref: 1051876	Road A180 Section	Map ref: E519398 N412751	Parish: District: North East Lincolnshire
Location	A180			
Description	Vehicle one (transporter) has been travelling Eastbound A180 and 300 yards from exit slip for STALLINGBOROUGH interchange vehicle two has been stationary with hazards in lane one. When vehicle one has released vehicle two is stationary he has attempted to move into lane 2 to swerve around vehicle two but has collided into vehicle two causing rear offside damage . First impact of vehicle one was offside rear trailer which has minor scruff damage .			
Severity SLIGHT	Date: 03/06/2021 Thu 10:29	L	Road Surface Dry Weather Fine	Speed limit 70mph
Dual carriageway	Not at or within 20m of junction No Human control within 50m			
Contributory Factors:				

Vehicle details						Crash involved 2 vehicles						
vehicle type	location	movement		dir	veh hit	sex		registration	b-test	1st hit	damaged	age
1 goods unknown	not at junction	overtaking on nearside		NW -> SE	0	male						
weight	did not leave c'way	negative		nearside		56						
2 car	not at junction	parked		P -> P	0	female						
	did not leave c'way	not requested		offside		63						

Casualty details												Crash resulted in 1 casualty											
class	severity	pedestrian location			dir	seat belt	PSV passenger			sex													
		pedestrian movement			school name			**to/from school			age												
passenger	SLIGHT									male													
in veh 2										15													

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
 Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.2	Police ref: 140129	Road A1173 Section	Map ref: E519573 N414729	Parish:
				District: North East Lincolnshire
Location		KINGS ROAD, IMMINGHAM A1173		
Description		Both vehicles travelling in a SW direction, veh 1 car travelling at speed comes into contact with veh 2 p/ c causing rider to fall off cycle.		
Severity SLIGHT	Date: 17/12/2016 Sat 14:00	L	Road Surface Wet Weather Fine	Speed limit 30mph
Roundabout		Roundabout No Human control within 50m		
Contributory Factors: 403V001A				

Vehicle details						Crash involved 2 vehicles						
vehicle type	location	movement		dir	veh hit	sex		registration	b-test	1st hit	damaged	age
1 car	approaching or parked on approach	going ahead other	NE -> SW	0	not known	29						
	did not leave c'way	not contacted	front									
2 pedal cycle	approaching or parked on approach	going ahead other	NE -> SW	0	male	24						
	did not leave c'way	not applicable	offside									

Casualty details								Crash resulted in 1 casualty							
class	severity	pedestrian location			dir	seat belt	PSV passenger		sex	pedestrian movement	school name	**to/from school	age		
driver/rider	SLIGHT								male				24		
in veh 2															

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
 Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.3	Police ref: 153716	Road A180 Section	Map ref: E519716 N412649	Parish:
				District: North East Lincolnshire
Location		STALLINGBOROUGH A180 A1173		
Description		Due to numerous rtc, A180 closed, Veh2 (car) realises road closure, brakes suddenly, Veh1 (car) did not react in time and impacts into rear of V2.		
Severity SLIGHT	Date: 06/12/2016 Tue 08:39	L	Road Surface Wet Weather Fog Mist	Speed limit 70mph
Slip road		Not at or within 20m of junction No Human control within 50m		
Contributory Factors: 406V001B				

Vehicle details		Crash involved 2 vehicles				
vehicle type	location	movement		dir	veh hit	sex
registration		b-test	1st hit		damaged	age
1 car	not at junction	stopping		E -> NW	0	female
	did not leave c'way	not requested	front			60
2 car	not at junction	stopping		E -> NW	0	female
	did not leave c'way	negative	back			66

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
 Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

Casualty details							Crash resulted in 5 casualties	
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex		
		pedestrian movement	school name		**to/from school	age		
driver/rider in veh 1	SLIGHT						female	60
passenger in veh 2	SLIGHT						female	45
passenger in veh 1	SLIGHT						male	52
passenger in veh 1	SLIGHT						male	39
passenger in veh 1	SLIGHT						female	51

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
 Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.4	Police ref: 225328	Road A1173 Section	Map ref: E519455 N414887	Parish: District: North East Lincolnshire
Location	A1173 KINGS ROAD, IMMINGHAM A1173			
Description	Motorbike over taking vehicle at relatively slow speed. Starts to slow by pulling brake and bike falls from under him.			
Severity SERIOUS	Date: 25/09/2017 Mon 16:40	L	Road Surface Dry Weather Fine	Speed limit 30mph
Single carriageway	Not at or within 20m of junction No Human control within 50m			
Contributory Factors: 602V001B 203V001B 999V001B				

Vehicle details						
Crash involved 1 vehicle						
vehicle type	location	movement	dir	veh hit	sex	
registration		b-test	1st hit	damaged	age	
1 m/cycle > 500cc	not at junction	o/t stat vehicle on its O/S	NW -> SE	0	male	
	did not leave c'way	not requested	nearside		27	

Casualty details						
Crash resulted in 1 casualty						
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name	**to/from school		age
driver/rider	SERIOUS					male
in veh 1						27

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
 Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.5	Police ref: 315358	Road A1173 Section	Map ref: E520381 N414821	Parish:
			District: North East Lincolnshire	
Location	A1173 QUEENS ROAD, IMMINGHAM A1173			
Description	The fiat had been turning right using a filter lane when the honda motor cycle which had been travelling behind the fiat has gone to overtake and has collided with the offside door .			
Severity SLIGHT	Date: 11/07/2018 Wed 05:45	L	Road Surface Dry Weather Fine	Speed limit 40mph
Single carriageway	Not at or within 20m of junction No Human control within 50m			
Contributory Factors: 406V002B				

Vehicle details Crash involved 2 vehicles					
vehicle type	location	movement	dir	veh hit	sex
registration		b-test	1st hit	damaged	age
1 car	not at junction	turning right	SW -> SE	0	male
	did not leave c'way	negative	offside		37
2 m/cycle 50 - 125cc	not at junction	o/t moving vehicle on its O/S	SW -> NE	0	male
	did not leave c'way	negative	front		48

Casualty details Crash resulted in 1 casualty						
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
driver/rider	SLIGHT					male
in veh 2						48

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
 Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.6	Police ref: 322890	Road A180 Section	Map ref: E519444 N412686	Parish:
		District: North East Lincolnshire		
Location	A180 WBC OFF SLIP A180 AT JN WITH A1173, STALLINBOROUGH A1173			
Description	Both vehicles westbound off the A180 onto the Stallingborough junction A1173, V2 stops at the top of the slip road at the Give Way lines, V2 shunts into the rear of it.			
Severity SERIOUS	Date: 09/08/2018 Thu 16:10	L	Road Surface Dry Weather Fine	Speed limit 60mph
Slip road	Roundabout No Human control within 50m			
Contributory Factors: 602V001A				

Vehicle details						Crash involved 2 vehicles	
vehicle type	location	movement	dir	veh hit	sex	registration	age
		b-test	1st hit	damaged			
1 goods unknown weight	approaching or parked on approach	going ahead other	E -> W	0	male		
	did not leave c'way	negative	front		36		
2 car	approaching or parked on approach	waiting to turn right	E -> W	0	male		
	did not leave c'way	negative	back		35		

Casualty details								Crash resulted in 1 casualty		
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex	pedestrian movement	school name	**to/from school	age
driver/rider in veh 2	SERIOUS					male				35

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
 Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.7	Police ref: 806742	Road A180 Section	Map ref: E519381 N412743	Parish: District: North East Lincolnshire
Location				
Description	Vehicle 1 has been travelling on the A180 eastbound in lane 1 and has collided with the rear of vehicle 2			
Severity SLIGHT	Date: 31/12/2018 Mon 13:52	L	Road Surface Dry Weather Fine	Speed limit 70mph
Dual carriageway		Not at or within 20m of junction No Human control within 50m		
Contributory Factors: 502V001B 303V001B				

Vehicle details						Crash involved 2 vehicles					
vehicle type	location	movement		dir	veh hit	sex	registration	b-test	1st hit	damaged	age
1 car	not at junction	going ahead other		NW -> SE	0	male					
	did not leave c'way	negative		front		25					
2 goods unknown weight	not at junction	going ahead other		NW -> SE	0	male					
	did not leave c'way	negative		back		31					

Casualty details								Crash resulted in 2 casualties				
class	severity	pedestrian location			dir	seat belt	PSV passenger	sex	pedestrian movement	school name	**to/from school	age
passenger in veh 1	SLIGHT							male				55
driver/rider in veh 1	SLIGHT							male				25

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
 Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.8	Police ref: 985130	Road A1173 Section	Map ref: E520015 N414825	Parish: District: North East Lincolnshire
Location	QUEENS ROAD (A1173) AT JUNCTION WITH PRINCE EDWARD DRIVE			
Description	The Landrover had been parked on the offside in a layby. It pulled out into the carrieway and pulled right across the road to do a U-turn. As it pulled into the middle of the road a motorcycle has collided with the offside of the Landrover causing the motorcyclist to fall off.			
Severity SERIOUS	Date: 28/09/2020 Mon 16:10	L	Road Surface Dry Weather Fine	Speed limit 40mph
Single carriageway		T or Staggered junction No Human control within 50m		
Contributory Factors: 602V001B 405V001A				

Vehicle details						Crash involved 2 vehicles						
vehicle type	location	movement		dir	veh hit	sex		registration	b-test	1st hit	damaged	age
1 car	approaching or parked on approach	u turn	SE -> SE	0	female	50	did not leave c'way	negative	nearside			
2 m/cycle 50 - 125cc	approaching or parked on approach	going ahead other	NW -> SE	0	male	20	did not leave c'way	not requested	front			

Casualty details												Crash resulted in 1 casualty											
class	severity	pedestrian location			dir	seat belt	PSV passenger			sex	pedestrian movement	school name	**to/from school	age									
driver/rider	SERIOUS									male													
in veh 2										20													

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
 Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.9	Police ref: 993953	Road A180 Section	Map ref: E519008 N412859	Parish:
				District: North East Lincolnshire
Location	A180			
Description	BOTH CARS WAS TRAVELING EAST BOUND TOWARDS GRIMSBY WHEN THE FORD C MAX UNDER TOOK THE VICTIM AND THEN PULLED INFRONT OF HIM THE C MAX WAS THEN TAPPING HIS BREAKS, SOME WORDS WAS THEN EXCHANGED THROUGH THE WINDOWS AND THEN THE VICTIM PULLED OVER ON THE A180 SLIP ROAD TO IMMINGHAM, THE C MAX DRIVER A MALE PULLED UP BEHIND THE VICTIM AND AS DOING SO HIT INFT TO THE REAR CASUING U/K VALUE OF DAMAGE TO THE BUMPER, VICTIM ASKED TO SWAP DETAILS WITH DRIVER HE SAID YES VICTIM WENT TO GET HIS MOBILE PHONE AS HE WAS DOING SO THE DRIVER OF THE C MAX WAS REVERSING AND AS HE DROVE OFF BRUSHED THE VICTIM CAUSING A SCUFF OF SKIN BUT THAT HAS DISERPERED AND THEY IS NO VISABLE INJURY, NO MEDICAL ATTION REQUIRED VICTIM DOES HAVE SOME FOOTAGE ON OF A FRONT FACING DRIVER CAM VICTIM JUST WANTS DAMAGE SORTING AND WOA GIVING			
Severity SLIGHT	Date: 24/10/2020 Sat 16:32	L	Road Surface Wet Weather Rain	Speed limit 70mph
Dual carriageway		Not at or within 20m of junction No Human control within 50m		
Contributory Factors:				

Vehicle details						Crash involved 2 vehicles					
vehicle type	location	movement		dir	veh hit	sex	registration	b-test	1st hit	damaged	age
1 car	not at junction	parked		W -> E	0	male					
	did not leave c'way	not contacted		back		28					
2 car	not at junction	going ahead other		W -> E	0	not known					
	did not leave c'way	not contacted		front		?					

F - Print Crash Report

Date: 01-September-2

Time: 9:12

Queens Road, Immingham (5-years)
 Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

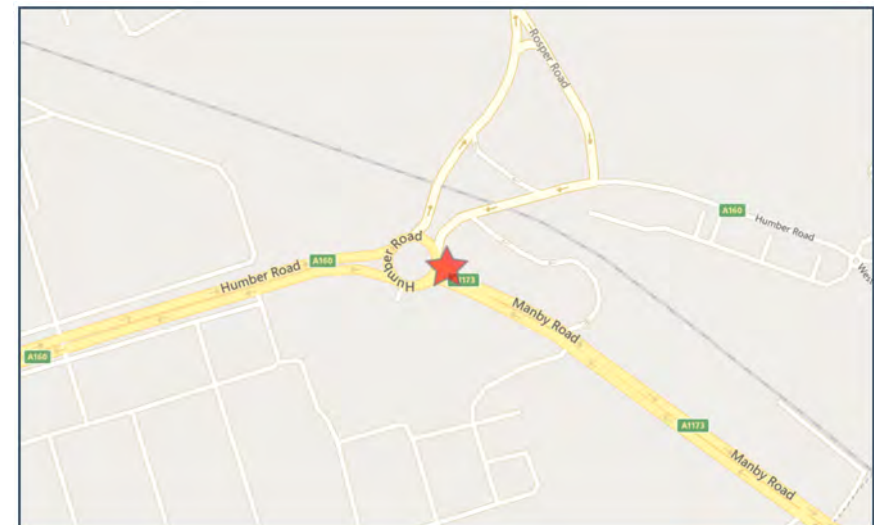
Casualty details		Crash resulted in 1 casualty					
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex	
		pedestrian movement	school name		**to/from school	age	
driver/rider in veh 1	SLIGHT					male 28	



Validated Data

Crash Date: Saturday, January 23, 2016 **Time of Crash:** 5:22:00 AM **Crash Reference:** 2016160040401

Highest Injury Severity:	Slight	Road Number:	A1173	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	517060 416581
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is parked in the carriageway	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

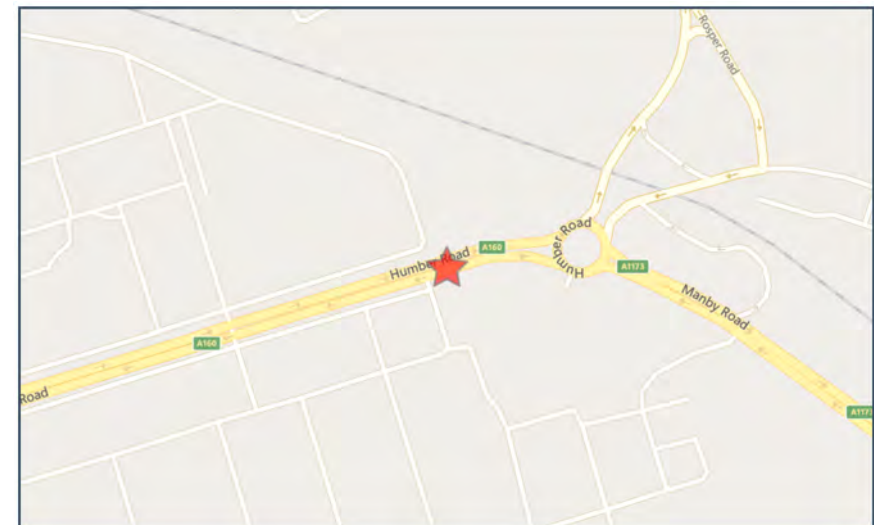
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Validated Data

Crash Date: Monday, January 25, 2016 **Time of Crash:** 5:15:00 PM **Crash Reference:** 2016160042481

Highest Injury Severity:	Slight	Road Number:	A160	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	516799 416552
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Offside	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	6	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

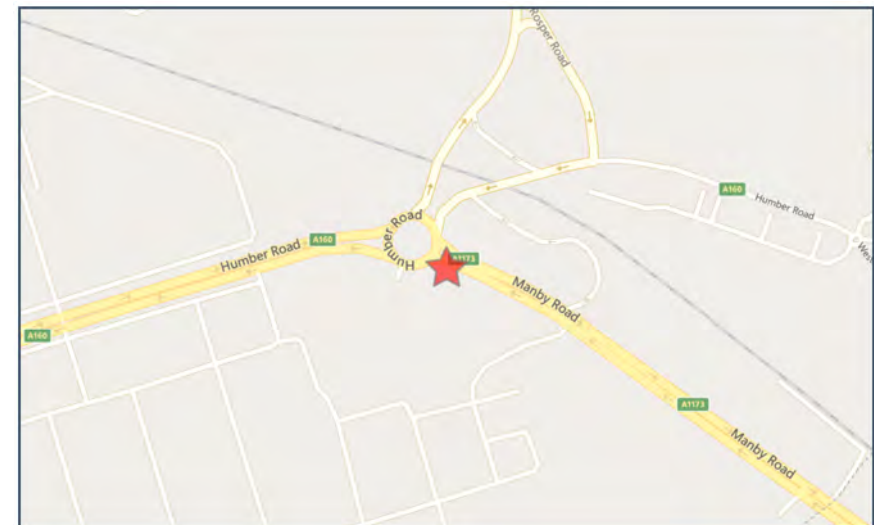
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date:	Wednesday, November 02, 2016	Time of Crash:	3:29:00 PM	Crash Reference:	2016160124215
Highest Injury Severity:	Slight	Road Number:	A1173	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	517060 416556
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)		Unknown	Unknown	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None
2	Car (excluding private hire)		Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

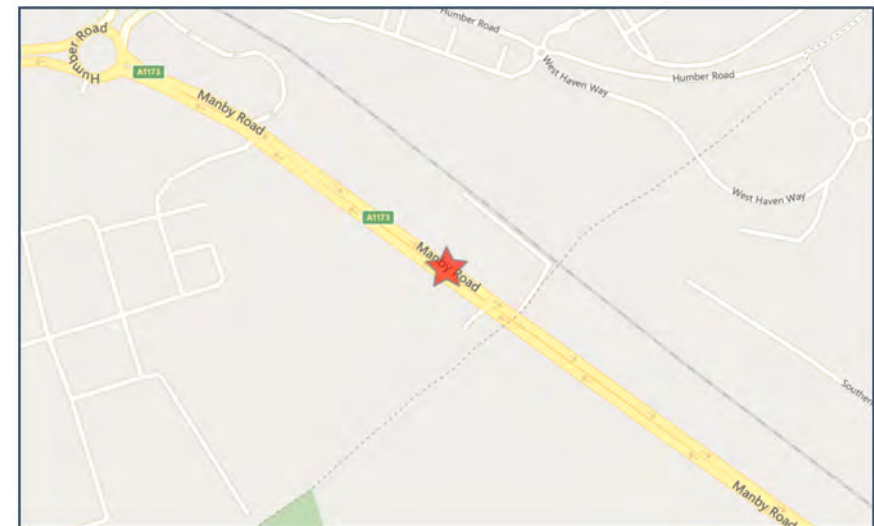
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Validated Data

Crash Date: Monday, May 01, 2017 **Time of Crash:** 4:00:00 AM **Crash Reference:** 2017160179048

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	North Lincolnshire	Number of Vehicles:	1	OS Grid Reference:	517557 416274
Local Authority:	North Lincolnshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	Kerb	Central crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

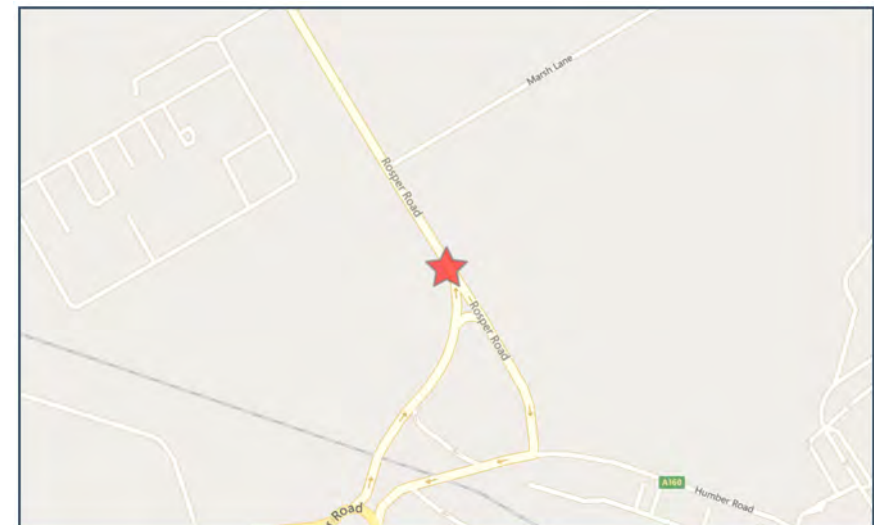
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Validated Data

Crash Date: Tuesday, February 26, 2019 **Time of Crash:** 10:02:00 AM **Crash Reference:** 201916081888

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	517140 417006
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Good vehicles of unknown weight	-1	Male	46 - 55	Vehicle is waiting to turn right	Back	Journey as part of work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	4	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

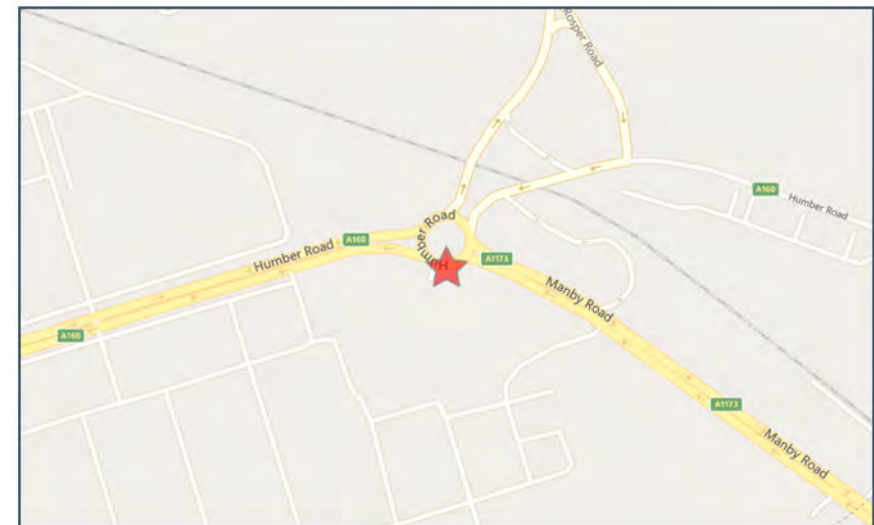
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Validated Data

Crash Date: Monday, May 20, 2019 **Time of Crash:** 2:20:00 AM **Crash Reference:** 2019160842091

Highest Injury Severity:	Slight	Road Number:	A160	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	517009 416552
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Good vehicles of unknown weight	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Male	16 - 20	Vehicle is in the act of turning left	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

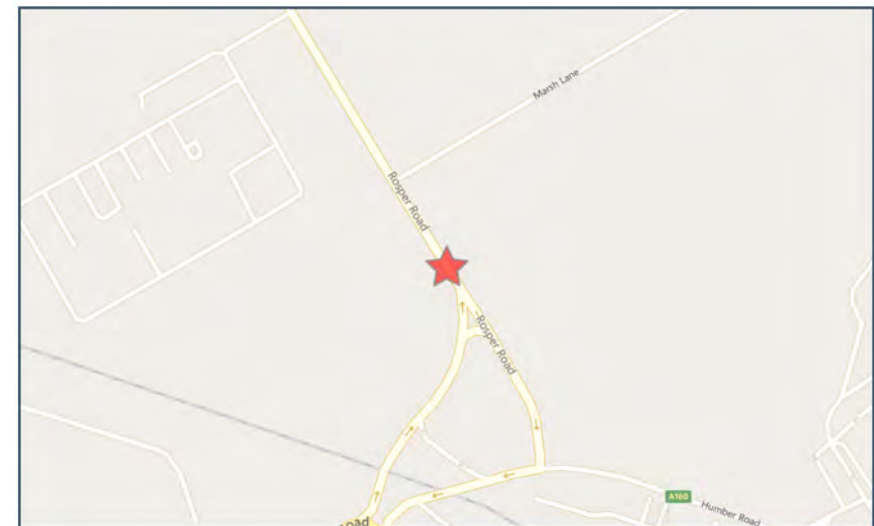
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Validated Data

Crash Date: Friday, June 19, 2020 **Time of Crash:** 3:40:00 PM **Crash Reference:** 2020160959296

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	2
Local Authority:	North Lincolnshire			OS Grid Reference:	517131 417024
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over		Unknown	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)		Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

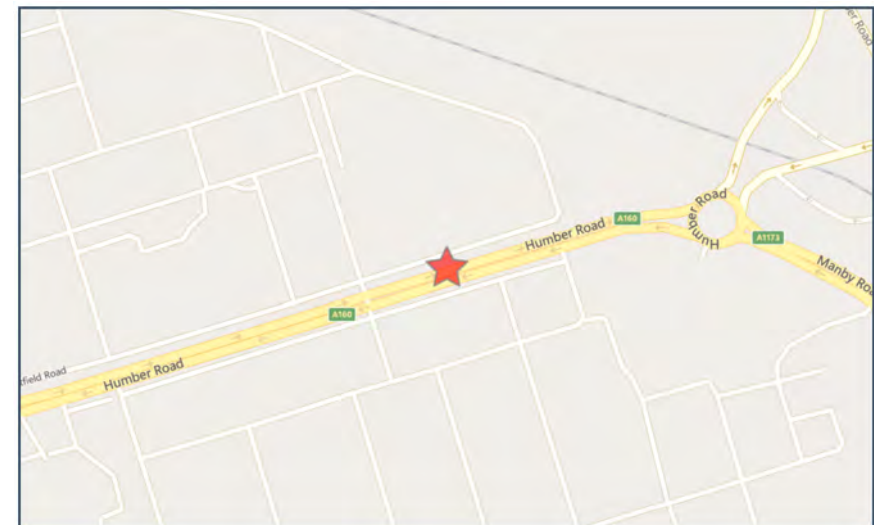
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Validated Data

Crash Date:	Wednesday, September 09, 2020	Time of Crash:	4:15:00 PM	Crash Reference:	2020160979437
Highest Injury Severity:	Serious	Road Number:	A160	Number of Casualties:	1
Highway Authority:	North Lincolnshire			Number of Vehicles:	1
Local Authority:	North Lincolnshire			OS Grid Reference:	516590 416499
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Other object in carriageway				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved


Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	20	Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Front	Commuting to/from work	Bollard/Refuge	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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