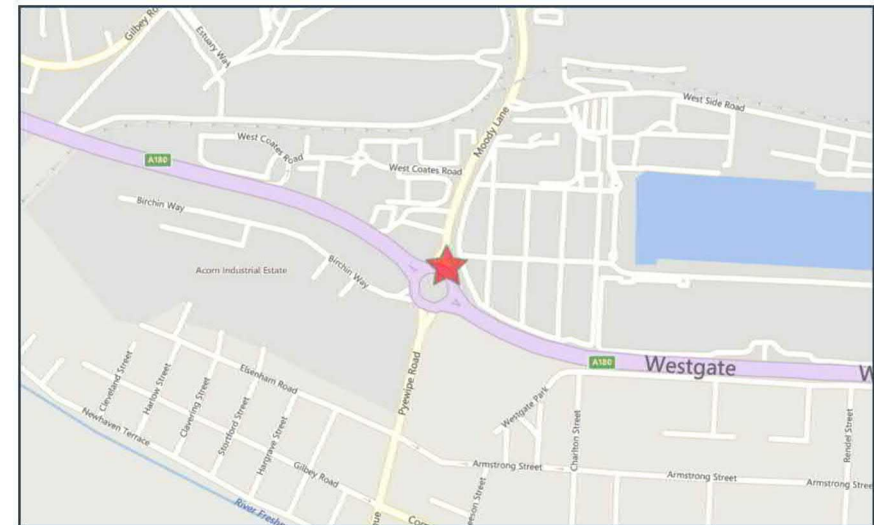




crashmap.co.uk

| | | | | | |
|--------------------------------------|--|-----------------------|------------|------------------------------|---------------|
| Crash Date: | Monday, July 20, 2015 | Time of Crash: | 2:43:00 PM | Crash Reference: | 2015160A02221 |
| Highest Injury Severity: | Slight | Road Number: | A180 | Number of Casualties: | 2 |
| Highway Authority: | North East Lincolnshire | | | Number of Vehicles: | 2 |
| Local Authority: | North East Lincolnshire | | | OS Grid Reference: | 526150 410435 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| 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 | | | | |



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



Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | | 8 Male | 56 - 65 | Vehicle is in the act of turning right | Offside | Other | None | None |
| 2 | Car (excluding private hire) | | -1 Female | 36 - 45 | Vehicle is in the act of turning right | 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 | Female | 36 - 45 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Vehicle or pillion passenger | Male | 0 - 5 | Unknown or other | Unknown or other |

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



crashmap.co.uk

Crash Date: Tuesday, November 17, 2015 **Time of Crash:** 9:39:00 AM **Crash Reference:** 2015160A04501

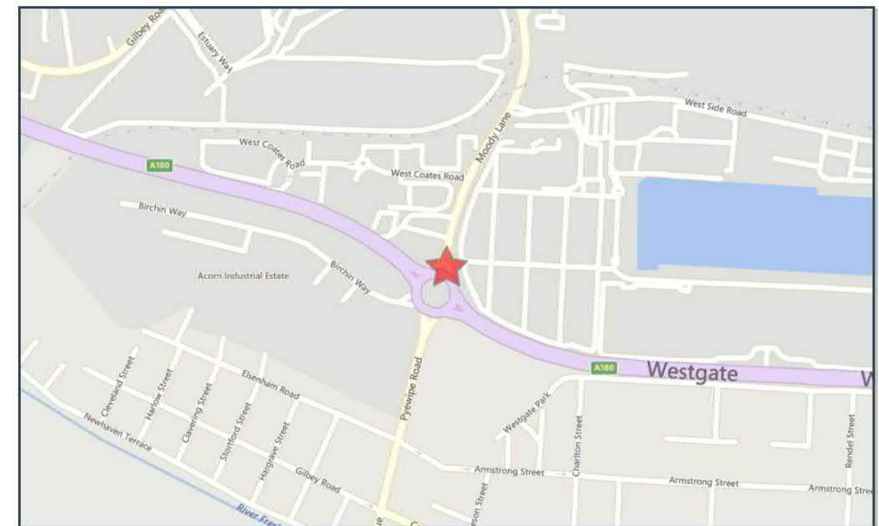
Highest Injury Severity: Slight
Highway Authority: North East Lincolnshire
Local Authority: North East Lincolnshire
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 526147 410441



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



Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|---|-------------|---------------|-----------------|--|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Van or goods vehicle 3.5 tonnes mgw and under | | 1 Male | 46 - 55 | Vehicle is moving off | Front | Journey as part of work | None | None |
| 2 | Car (excluding private hire) | | 2 Male | 21 - 25 | Vehicle is in the act of turning right | Back | Other | None | None |

Casualties

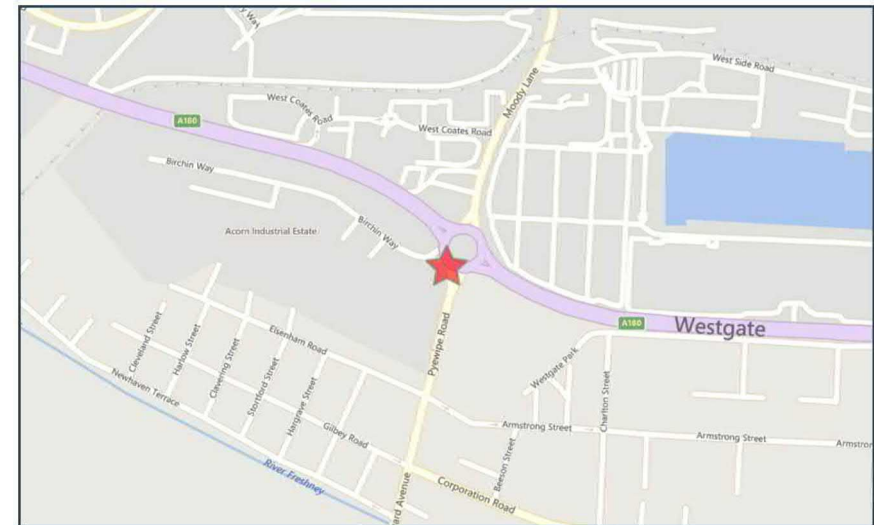
| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 2 | 1 | Slight | Vehicle or pillion passenger | Male | 46 - 55 | Unknown or other | Unknown or other |

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



crashmap.co.uk

| | | | | | |
|--------------------------------------|--|-----------------------|------------|------------------------------|---------------|
| Crash Date: | Friday, May 10, 2013 | Time of Crash: | 9:40:00 AM | Crash Reference: | 2013160A02761 |
| Highest Injury Severity: | Slight | Road Number: | A180 | Number of Casualties: | 2 |
| Highway Authority: | North East Lincolnshire | | | Number of Vehicles: | 2 |
| Local Authority: | North East Lincolnshire | | | OS Grid Reference: | 526104 410374 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| 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 | | | | |



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



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 | Car (excluding private hire) | 15 | Male | 21 - 25 | Vehicle is in the act of turning right | Nearside | Other | None | None |
| 2 | Taxi/Private hire car | -1 | Female | 26 - 35 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |

Casualties

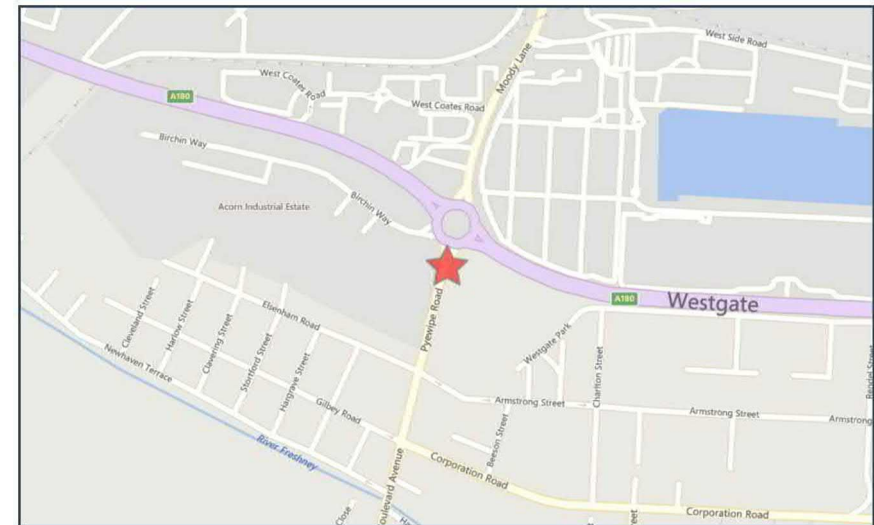
| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Vehicle or pillion passenger | Female | 26 - 35 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Driver or rider | Female | 26 - 35 | Unknown or other | Unknown or other |

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



crashmap.co.uk

| | | | | | |
|--------------------------------------|--|-----------------------|------------|------------------------------|---------------|
| Crash Date: | Tuesday, February 11, 2014 | Time of Crash: | 1:25:00 PM | Crash Reference: | 2014160A00931 |
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 1 |
| Highway Authority: | North East Lincolnshire | | | Number of Vehicles: | 2 |
| Local Authority: | North East Lincolnshire | | | OS Grid Reference: | 526116 410337 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| 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 | | | | |



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



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 | Car (excluding private hire) | 12 | Female | 26 - 35 | Vehicle is waiting to turn right | Offside | Other | None | None |
| 2 | Car (excluding private hire) | 4 | Male | 36 - 45 | Vehicle is passing a stationary vehicle on its offside | Nearside | Other | None | None |

Casualties

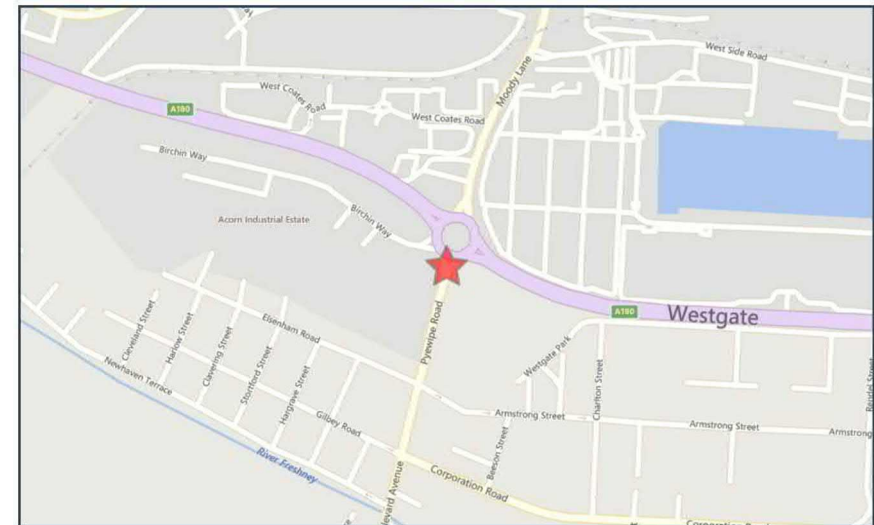
| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Female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

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



crashmap.co.uk

| | | | | | |
|--------------------------------------|--|-----------------------|------------|------------------------------|---------------|
| Crash Date: | Sunday, July 20, 2014 | Time of Crash: | 5:13:00 PM | Crash Reference: | 2014160A02801 |
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 2 |
| Highway Authority: | North East Lincolnshire | | | Number of Vehicles: | 2 |
| Local Authority: | North East Lincolnshire | | | OS Grid Reference: | 526114 410357 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| 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 | | | | |



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



Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|---------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 12 | Male | 26 - 35 | Vehicle is waiting to turn left | Front | Journey as part of work | None | None |
| 2 | Car (excluding private hire) | 4 | Male | 26 - 35 | Vehicle is in the act of turning left | Back | Other | None | None |

Casualties

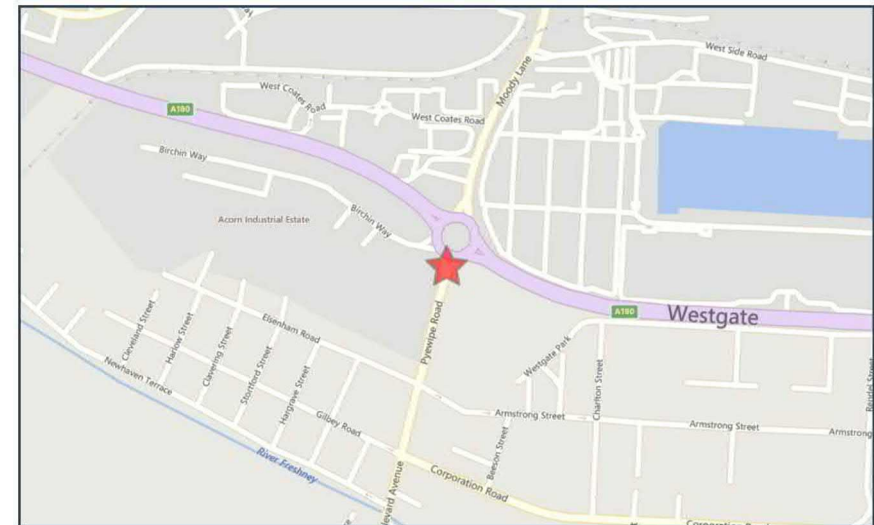
| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 2 | 1 | Slight | Driver or rider | Male | 26 - 35 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Vehicle or pillion passenger | Male | 21 - 25 | Unknown or other | Unknown or other |

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



crashmap.co.uk

| | | | | | |
|--------------------------------------|--|-----------------------|------------|------------------------------|---------------|
| Crash Date: | Tuesday, October 28, 2014 | Time of Crash: | 7:45:00 PM | Crash Reference: | 2014160A05471 |
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 3 |
| Highway Authority: | North East Lincolnshire | | | Number of Vehicles: | 2 |
| Local Authority: | North East Lincolnshire | | | OS Grid Reference: | 526115 410356 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| 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 | | | | |



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



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) | 11 | Female | 26 - 35 | Vehicle is waiting to proceed normally but is held up | Back | Other | None | None |
| 2 | Car (excluding private hire) | 18 | Male | 36 - 45 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |

Casualties

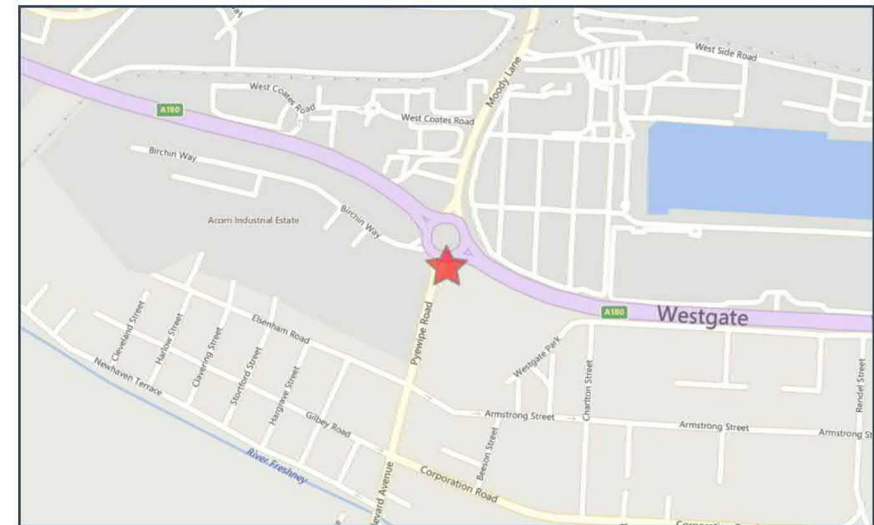
| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 2 | 1 | Slight | Driver or rider | Male | 36 - 45 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Vehicle or pillion passenger | Female | 16 - 20 | Unknown or other | Unknown or other |
| 2 | 3 | Slight | Vehicle or pillion passenger | Male | 16 - 20 | Unknown or other | Unknown or other |

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



crashmap.co.uk

| | | | | | |
|--------------------------------------|--|-----------------------|------------|------------------------------|---------------|
| Crash Date: | Tuesday, November 10, 2015 | Time of Crash: | 9:30:00 PM | Crash Reference: | 2015160A03871 |
| Highest Injury Severity: | Slight | Road Number: | A180 | Number of Casualties: | 2 |
| Highway Authority: | North East Lincolnshire | | | Number of Vehicles: | 2 |
| Local Authority: | North East Lincolnshire | | | OS Grid Reference: | 526133 410357 |
| 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: | Roundabout | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Roundabout | | | | |
| Junction Control: | Give way or uncontrolled | | | | |



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



Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|--------------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Motorcycle over 500cc | -1 | Male | 16 - 20 | Vehicle proceeding normally along the carriageway, not on a bend | Nearside | Other | None | None |
| 2 | Motorcycle over 50cc and up to 125cc | -1 | Male | 16 - 20 | Vehicle proceeding normally along the carriageway, not on a bend | Nearside | Other | None | None |

Casualties

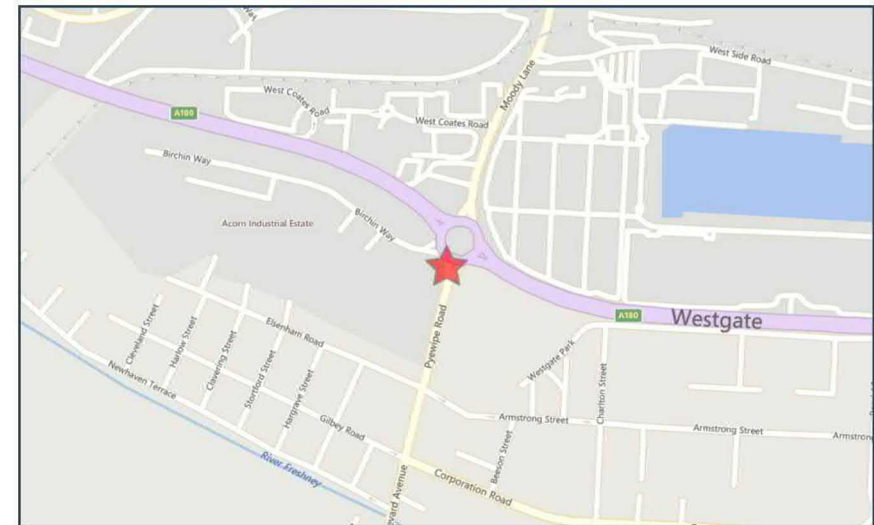
| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Male | 16 - 20 | Unknown or other | Unknown or other |
| 2 | 2 | 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/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

| | | | | | |
|--------------------------------------|--|-----------------------|------------|------------------------------|---------------|
| Crash Date: | Monday, July 18, 2016 | Time of Crash: | 4:00:00 PM | Crash Reference: | 2016160090859 |
| Highest Injury Severity: | Slight | Road Number: | A180 | Number of Casualties: | 2 |
| Highway Authority: | North East Lincolnshire | | | Number of Vehicles: | 2 |
| Local Authority: | North East Lincolnshire | | | OS Grid Reference: | 526110 410363 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| 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 | | | | |



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



Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | -1 | Male | 21 - 25 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |
| 2 | Car (excluding private hire) | 17 | Male | 36 - 45 | Vehicle is slowing down or stopping | Back | 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 |
| 2 | 2 | Slight | Vehicle or pillion passenger | Male | 36 - 45 | Unknown or other | Unknown or other |

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



crashmap.co.uk

2017 data is provisional and is subject to change

Crash Date: Wednesday, July 12, 2017

Time of Crash: 6:15:00 PM

Crash Reference: 2017160200361

Highest Injury Severity: Slight

Road Number: A180

Number of Casualties: 1

Highway Authority: North East Lincolnshire

Number of Vehicles: 2

Local Authority: North East Lincolnshire

OS Grid Reference: 526115 410367

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

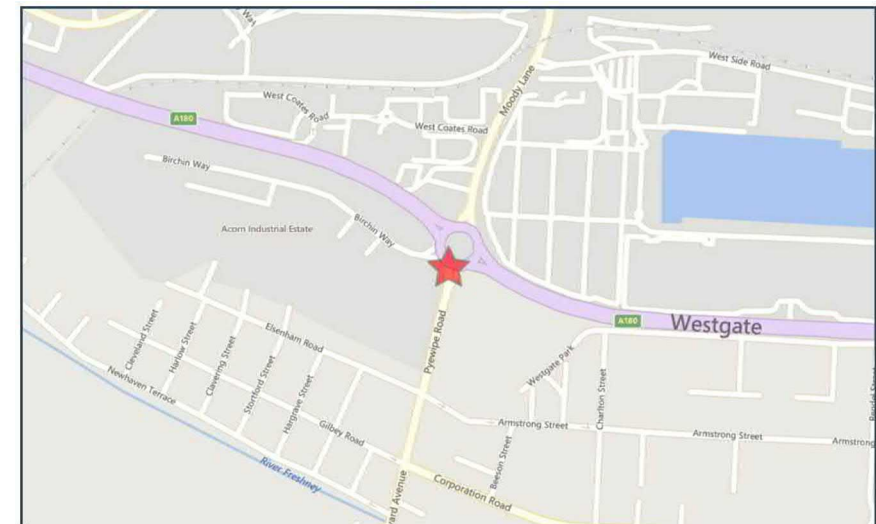
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



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



2017 data is provisional and is subject to change

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 | Car (excluding private hire) | -1 | Male | 55-64 | Vehicle is changing lane to the right (including slip road) | Unknown | Commuting to/from work | None | None |
| 2 | Van or goods vehicle 3.5 tonnes mgw and under | -1 | Male | 45-54 | Vehicle proceeding normally along the carriageway, not on a bend | Unknown | Commuting to/from 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 | 55-64 | Unknown or other | Unknown or other |

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



crashmap.co.uk

2017 data is provisional and is subject to change

Crash Date:

Monday, September 18, 2017

Time of Crash: 9:00:00 AM

Crash Reference: 2017160220951

Highest Injury Severity:

Slight

Road Number: A180

Number of Casualties: 4

Highway Authority:

North East Lincolnshire

Number of Vehicles: 1

Local Authority:

North East Lincolnshire

OS Grid Reference: 526118 410346

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Roundabout

Junction Pedestrian Crossing:

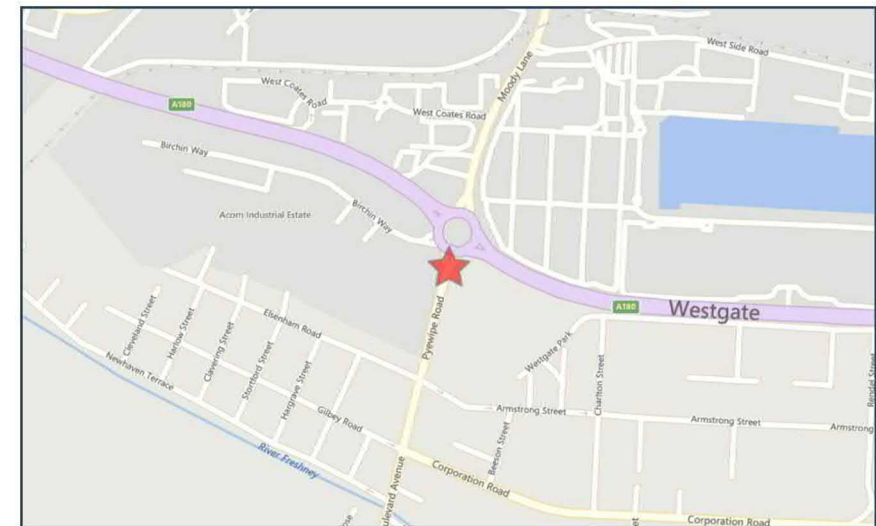
No physical crossing facility within 50 metres

Road Type:

Roundabout

Junction Control:

Give way or uncontrolled



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



2017 data is provisional and is subject to change

Vehicles involved

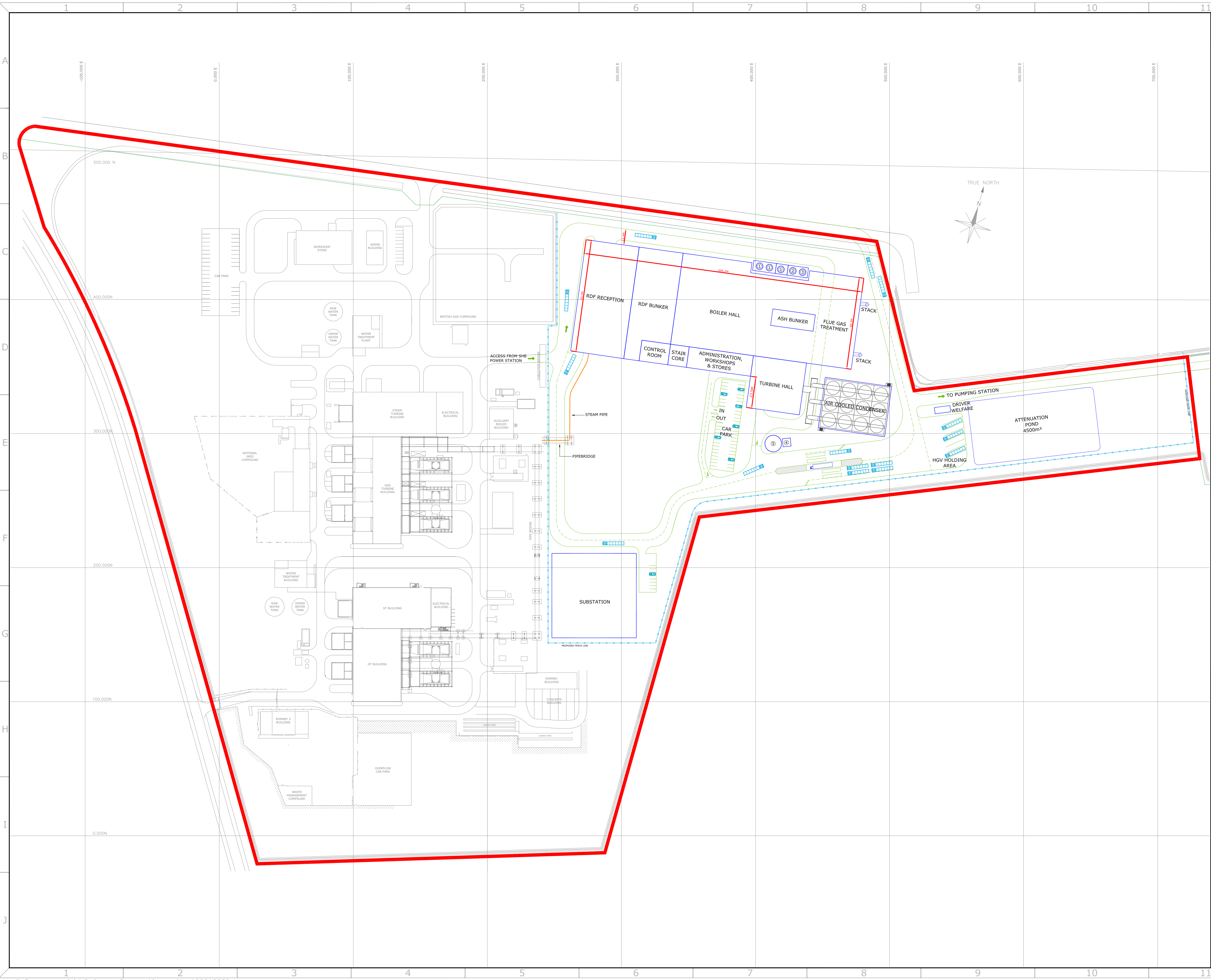
| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|----------------------------------|-------------|---------------|-----------------|--|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Minibus (8 - 16 passenger seats) | -1 | Male | 25-34 | Vehicle is in the act of turning right | Unknown | Journey as part of work | Kerb | Lamp post |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Vehicle or pillion passenger | Male | 5-15 | Unknown or other | Unknown or other |
| 1 | 2 | Slight | Vehicle or pillion passenger | Male | 5-15 | Unknown or other | Unknown or other |
| 1 | 4 | Slight | Vehicle or pillion passenger | Male | 5-15 | Unknown or other | Unknown or other |
| 1 | 5 | Slight | Vehicle or pillion passenger | Male | 5-15 | Unknown or other | Unknown or other |

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

ANNEX 5: PROPOSED ACCESS LAYOUT



FOR LOCAL AUTHORITY PLANNING PURPOSES ONLY

LEGEND

- ① REAGENT SILOS
- ② AMMONIA TANK
- ③ FUEL OIL TANK
- ④ FIRE WATER PUMP HOUSE
- ⑤ FIRE WATER TANK

KEY

PLANNING APPLICATION BOUNDARY

| | | | | |
|------|-----------------------|-------|------|----------|
| R6 | VISUAL SCREEN REMOVED | AO | TO | 21.11.18 |
| R5 | NOTE CHANGE | AO | TO | 07.11.18 |
| R4 | PRELIMINARY | AO | TO | 06.11.18 |
| R3 | PRELIMINARY | AO | TO | 04.10.18 |
| R2 | PRELIMINARY | AO | TO | 24.08.18 |
| R1 | PRELIMINARY | AO | TO | 07.08.18 |
| REV. | DETAILS OF REVISION | DRAWN | CHKD | DATE |



FICHTNER
CONSULTING ENGINEERS LIMITED
Kingsgate, Wellington Road North,
Stockport, Cheshire, SK4 1LW, UK
Tel: 0161 476 0032
Website: www.fichtner.co.uk

CLIENT: EP UK INVESTMENTS LTD

SITE: SOUTH HUMBER BANK

PROJECT: SOUTH HUMBER BANK ENERGY CENTRE

TITLE: SITE PLAN

| | | |
|------------------|-----------------|----------------|
| DRAWING STATUS: | PRELIMINARY | |
| DRAWN BY: | AO | DATE: 07.08.18 |
| CHECKED BY: | TO | DATE: 07.08.18 |
| FILENAME: | 2522-027-R6.dwg | |
| OFFICE OF ISSUE: | STOCKPORT | |
| SHEET SIZE: | A1 | SCALE: 1:1250 |
| DRAWING No.: | 2522-027 | |
| REVISION: | R6 | |

ANNEX 6: FRAMEWORK OPERATIONAL TRAVEL PLAN

South Humber Bank Energy Centre

South Marsh Road, Stallingborough, DN41 8BZ

Framework Operational Travel Plan



Applicant: EP SHB Limited
Date: December 2018

DOCUMENT HISTORY

| | | | |
|-----------------------|-------------------|-------------|---------------|
| Revision | 1 | | |
| Author | Jonathan Scott | | |
| Signed | | Date | December 2018 |
| Approved By | Jonathan Gorstige | | |
| Signed | | Date | December 2018 |
| Document Owner | AECOM | | |

GLOSSARY

| Abbreviation | Description |
|---------------------|------------------------------------|
| NCV | Net Calorific Value |
| NPPF | National Planning Policy Framework |
| RDF | Refused Derived Fuel |

CONTENTS

| | |
|--|-----------|
| 1.0 INTRODUCTION..... | 1 |
| Overview | 1 |
| Site Location and Development Proposal | 1 |
| 2.0 GENERAL TRAVEL PLAN OBJECTIVES AND GUIDELINES | 3 |
| General Travel Plan Objectives | 3 |
| National and Local Planning Policies and Guidelines..... | 3 |
| 3.0 ACCESS BY SUSTAINABLE MODES | 5 |
| Introduction..... | 5 |
| Walking..... | 5 |
| Cycling..... | 6 |
| Bus | 7 |
| Rail | 7 |
| 4.0 MEASURES AND ACTIONS | 8 |
| Overview | 8 |
| Encouraging and Promoting Car Sharing..... | 8 |
| Encouraging Cycling..... | 8 |
| Personalised Travel Planning | 8 |
| Travel Plan Briefing | 8 |
| Providing Incentives to Staff | 9 |
| Communication Strategy..... | 9 |
| Travel Information for Visitors | 9 |
| HGV Routing | 9 |
| Summary of Core Actions | 9 |
| 5.0 TARGETS AND INDICATORS | 10 |
| 6.0 ROLES AND RESPONSIBILITIES | 11 |
| 7.0 MONITORING..... | 12 |

TABLES

| | |
|---|-----------|
| TABLE 3.1 – BUS SERVICE FREQUENCY..... | 7 |
| TABLE 3.2 – SUMMARY OF RAIL FREQUENCY | 7 |
| TABLE 4.1 – CORE ACTIONS – PRIOR TO IMPLEMENTATION AND FIRST YEAR..... | 9 |
| TABLE 5.1 – ESTIMATED STAFF MODAL SPLIT | 10 |

FIGURES

| | |
|--|----------|
| FIGURE 1.1 – SITE LOCATION..... | 2 |
| FIGURE 3.1 – 1KM / 2KM WALKING CATCHMENT AREA | 5 |
| FIGURE 3.2 – 5KM / 8KM WALKING CATCHMENT AREA | 6 |

1.0 INTRODUCTION

Overview

- 1.1 This Framework Operational Travel Plan has been prepared by AECOM on behalf of EP SHB Limited in support of the planning application for the proposed South Humber Bank Energy Centre, Stallingborough, North East Lincolnshire.
- 1.2 This document represents a Framework Travel Plan and is designed to promote and encourage the use of sustainable transport modes and reduce reliance on the private car once the Proposed Development is operational in circa 2022.
- 1.3 EP SHB Limited is committed to sustainable development and realise that the success of the travel plan will be based on its enthusiasm and commitment to ensure that the suggested measures detailed within this report are encouraged and promoted to its workers. The Framework Travel Plan sets out the aims, objectives and measures to promote sustainable travel to the site.
- 1.4 A final Travel Plan will be prepared following the undertaking of a detailed staff travel survey exercise.
- 1.5 This framework travel plan has been prepared in accordance with the Department for Transport (DfT) guidance 'The Essential Guide to Travel Planning' and 'Good Practice Guidelines Delivering Travel Plans through the Planning process'.

Site Location and Development Proposal

- 1.6 The Proposed Development Site is located off South Marsh Road, Stallingborough, North East Lincolnshire approximately 5 km south east of Immingham. The Main Development Site is located on vacant land within the site boundary of the applicant's existing South Humber Bank Power Station. The site location is shown in Figure 1.1.
- 1.7 South Marsh Road provides highway access to the existing South Humber Bank Power Station, also to Synthomer (UK) Limited and the NEWLINCS Integrated Waste Management Facility, both located north of the Site.
- 1.8 The Proposed Development is an energy from waste power station which will generate energy through the controlled combustion of refuse derived fuel (RDF) with a maximum gross electrical output of 49.9 MW.
- 1.9 It is estimated that around 56 staff will be employed at the Proposed Development. Given the 24 hour operation of the facility a staff shift system will be in operation and is likely to be undertaken via three 8 hr shifts (06:00 – 14:00, 14:00 – 22:00, 22:00 – 06:00).
- 1.10 It is anticipated there will be a maximum of 14 staff per shift, with an additional 14 day / management staff being employed at the Site.
- 1.11 It is proposed that 57 parking spaces will be provided on Site to accommodate proposed staffing levels and visitors at the Site.

Figure 1.1 – Site Location



2.0 GENERAL TRAVEL PLAN OBJECTIVES AND GUIDELINES

General Travel Plan Objectives

- 2.1 The request for a Travel Plan is in line with National Planning Policy Framework (NPPF), published in 2018, which requires the preparation of travel plans for developments generating a significant amount of traffic.
- 2.2 A Travel Plan can act as a strategic tool to promote more sustainable travel choices and reduce the reliance on the car resulting in benefits including reduced parking demand and improved accessibility. It can bring about a number of benefits to employees and visitors and the wider local community and is also likely to result in localised environmental and health benefits as a consequence of a reduction in vehicular traffic.
- 2.3 The objectives of a Travel Plan are:
- to maximise public transport accessibility for all journey purposes;
 - to minimise single occupancy car use by employees and visitors by providing realistic alternatives;
 - to provide a safe cycle and pedestrian friendly environment within the development to link with the existing external networks;
 - to provide employees and visitors with up-to-date travel information;
 - to maximise the travel awareness of employees and visitors both prior and post-employment/visit; and
 - to ensure the on-going development and implementation of sustainable travel practices.
- 2.4 EP SHB Limited is committed to promoting sustainable transport options where appropriate and practical. However it should be noted that due to the remote location and nature of the Site, limited opportunities are available to travel by sustainable modes of transport.
- 2.5 In addition, the Site will operate on a staff shift system which will mean the majority of staff will arrive and depart the Site outside the traditional peak hour periods. The proposed shift patterns may therefore limit staff choices to use sustainable transport modes such as public transport or walking and cycling.

National and Local Planning Policies and Guidelines

National Planning Policy Framework

- 2.6 The National Planning Policy Framework (NPPF) was originally adopted in 2012 which superseded the Planning Policy Guidance Notes. NPPF has since been updated in July 2018 and maintains the emphasis on providing a transport system balanced in favour of sustainable transport modes, giving people a real choice. In particular, Section 9 of the NPPF states that:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment”. Plans and decisions should take account of:

- *The opportunities for sustainable transport modes depending on the nature and size of the site, to reduce the need for major infrastructure;*
- *Ensure a safe and sustainable access to the site can be achieved for all users; and*

- *Improvements are undertaken within the transport network that cost effectively limits the significant impacts of the development.”*

2.7 Importantly, the NPPF states that developments should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Local Policies

2.8 North East Lincolnshire Council guidance ‘Travel Plans Guidance’ published in 2016 details how organisations should encourage the use of more sustainable modes of transport as opposed to single car occupancy.

2.9 It states that Travel Plans can provide the following benefits:

- increased productivity generated by a healthier, more motivated workforce, potential cost savings, reduced congestion and reduced demand for car parking;
- better health through the adoption of more active modes of travel to work, possible cost and time savings and reduced stress;
- reduced congestion, journey times, and parking overspill along with improved public transport services; and
- a better environment with improved air quality, less noise, dirt and visual intrusion.

Local Transport Plan 3

2.10 The Local Transport Plan 3 (2011) states that a Travel Plan is a key policy tool in demand management of transport, ensuring that actions are taken to encourage the adoption of ‘smarter choices’ towards using sustainable modes of transport.

2.11 The policy states that *“In particular, we must ensure that good non-car access is provided between business sites and areas where people live. This principle applies equally to education and training facilities.”* The Travel Plan is fundamental in fulfilling this policy.

2.12 Travel Plans should work to contribute to resolving the following challenges:

- improving journey times and reliability by reducing congestion;
- support regeneration by connecting people to education, training and jobs;
- enabling disadvantaged areas to connect with services;
- improving the health of individuals by encouraging / enabling more active travel; and
- improving the journey experience on the local transport network.

3.0 ACCESS BY SUSTAINABLE MODES

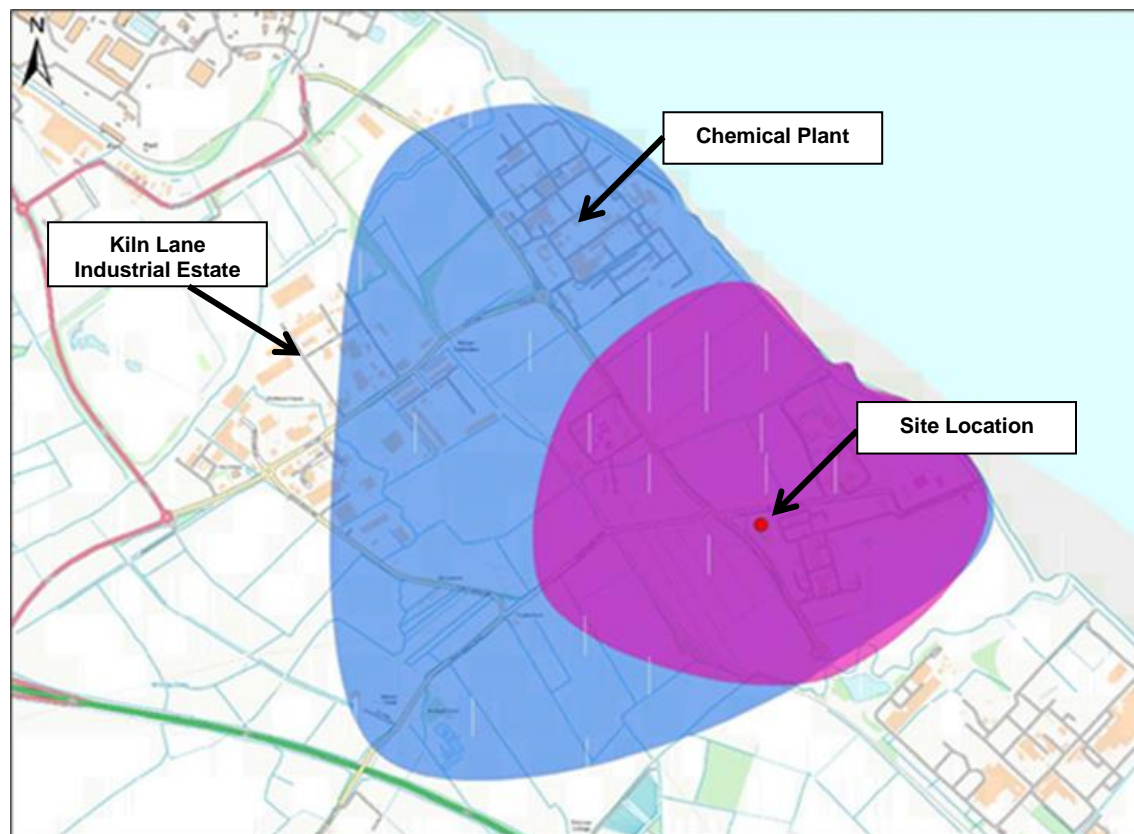
Introduction

- 3.1 The Proposed Development is located in a relatively remote location on the southern bank of the Humber Estuary approximately 5 km south-east of Immingham. Given its location and the proposed shift patterns to be worked by the majority of operational staff, opportunities to access the Proposed Development by sustainable modes are limited.
- 3.2 Notwithstanding, this section considers the opportunities to walk, cycle or use public transport to access the Proposed Development.

Walking

- 3.3 The Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' suggests a maximum walking distance of 2 km. Figure 3.1 below shows a 1 km and 2 km walking catchment area from the Proposed Development.

Figure 3.1: 1 km / 2 km Walking Catchment Area

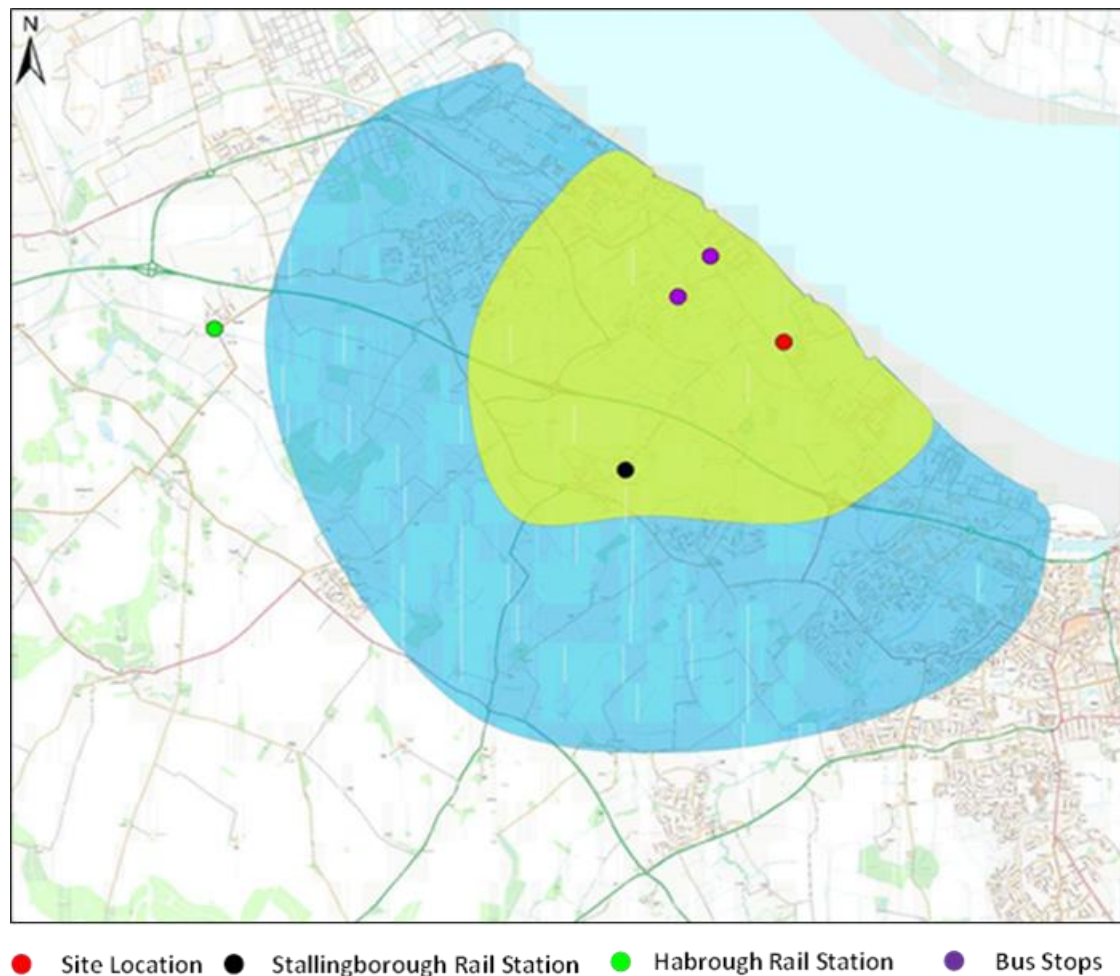


- 3.4 Figure 3.1 shows that there are no residential areas (except for a small number of isolated properties) within a 2 km walking distance of the Site. In terms of pedestrian facilities in the vicinity of the Site, a footway approximately 2 m wide is provided along the western kerbline of Hobson Way. No footways are provided on South Marsh Road.
- 3.5 In summary it is not anticipated that walking trips would likely represent a practical travel mode for staff or visitors.

Cycling

- 3.6 Cycling is considered to be a viable alternative to that of the private car for journeys up to 8 km, providing a healthy and environmentally friendly form of transport.
- 3.7 In respect of acceptable cycle distances, 'Local Transport Note 2/08: Cycling Infrastructure Design', published by the Department for Transport states that many utility cycle trips are less than 3 miles (approximately 5 km), but for commuter journeys a distance of 5 miles (approximately 8 km) is not uncommon.
- 3.8 Taking this into account, a plan illustrating the indicative 5 km and 8 km cycle catchment area from the Proposed Development is shown in Figure 3.2.

Figure 3.2 – 5 km / 8 km Cycling Catchment Area



- 3.9 Figure 3.2 shows Healing, Great Coates, Stallingborough, and parts of Immingham are within an 8 km cycle distance of the Site.
- 3.10 Within the vicinity of the Site there are no dedicated traffic-free cycle routes. However North East Lincolnshire Council does promote a leisure cycle route known as the Fishermen & Ships. This is a 12 km circular route which starts and finishes at Grimsby Leisure Centre and heads north-east to the coast before heading north to South Marsh Road and then routing west along South Marsh Road past the South Humber Bank Power Station to Stallingborough before heading south-east back along Great Coates Road.

- 3.11 Whilst the lack of dedicated traffic-free cycle routes is not considered to be an issue for experienced cyclists, the surrounding road network is regularly used by HGVs given its industrial nature and therefore may not represent an attractive option for less experienced cyclists.

Bus

- 3.12 The CIHT guidance document 'Planning for Public Transport in Developments' recommends that 400 m is the desirable walking distance to a bus stop from a new development. The nearest bus stop to the Site is located approximately 1.9 km to the north of the Site on Laporte Road, outside of the acceptable walking distance.
- 3.13 This bus stop is served by the 5M bus service. The frequency of this service is shown in Table 3.1.

Table 3.1 – Bus Service Frequency

| SERVICE | ROUTE | FREQUENCY | | |
|---------|---------------------|--------------------------------|------------|------------|
| | | Mon - Fri | Sat | Sun |
| 5M | Immingham - Grimsby | 06:49, 07:49. 16:15 & 17:10 | No Service | No Service |

- 3.14 In summary this bus stop is located outside of the acceptable walking distance to a bus stop and given the low frequency of service represents an unattractive option for staff and visitors. In addition there are no footways present on South Marsh Road between the junction with Hobson Way and the Proposed Development.

Rail

- 3.15 The nearest railway station to the Site is Stallingborough approximately 3.2 km south-west of the Site. Whilst the station is located outside the acceptable 2 km walking catchment area, multi modal journeys using rail and cycling could be utilised.
- 3.16 Stallingborough station is on the Cleethorpes to Barton on Humber line and provides a two hourly service in each direction Monday to Saturday.
- 3.17 Rail Services are operated by Northern. Table 3.2 illustrates the rail frequency from Stallingborough rail station

Table 3.2 – Summary of Rail Frequency

| Service | Monday to Saturday Frequency | Sunday Frequency |
|---------------------------|---|------------------|
| Barton On Humber | 2 hours | 2 to 3 hours |
| Cleethorpes (via Grimsby) | 2 hours (once per hour during morning peak) | 2 to 3 hours |

4.0 MEASURES AND ACTIONS

Overview

- 4.1 To encourage sustainable travel behaviour by staff throughout the period of operation it is important that an appropriate package of measures is introduced. The package of measures should primarily aim to minimise single car occupancy, and then wherever possible, minimise the impact and disruption of the remaining traffic on the local road network.
- 4.2 Given the characteristics of the Proposed Development, the anticipated staff numbers and their shift patterns, the most appropriate measures will include encouraging car sharing and providing information and incentives to cycle to work.
- 4.3 A Travel Plan Co-ordinator will be appointed by EP SHB Limited to implement the individual measures within the travel plan. Further details on the roles and responsibilities of the Travel Plan Co-ordinator are set out in Section 6.0.
- 4.4 The measures outlined below could be implemented as part of the final travel plan.

Encouraging and Promoting Car Sharing

- 4.5 Car sharing refers to two or more people sharing a car and travelling together for work or business-related purposes. Car sharing is a simple way to cut the costs of fuel and parking, cut congestion and pollution and cut the stress of driving.
- 4.6 The Travel Plan Co-ordinator will set up an on-site car sharing scheme to encourage staff working the same shift patterns to share a lift. EP SHB Limited will provide car sharers a guaranteed ride home in emergencies and priority car parking to encourage staff to take up car sharing. Similarly the free ride home will also be offered to those who travel to work by sustainable modes in the event of an emergency.

Encouraging Cycling

- 4.7 To encourage cycling, the Travel Plan Co-ordinator will promote the health benefits of cycling to staff, especially those that live within the 8 km catchment of the Site.
- 4.8 Financial assistance or participation in the Government's 'Bike to Work' scheme may be offered to staff, which helps to assist with the purchase of bicycles for commuting.
- 4.9 Sheltered cycle storage facilities will be provided near the administration block along with shower and changing facilities which will be available to all members of staff.

Personalised Travel Planning

- 4.10 All staff will be offered brief personalised travel planning sessions with the Travel Plan Co-ordinator. These sessions would provide an opportunity for the Travel Plan Co-ordinator to run through the specific measures that would help that particular staff member, looking at factors such as car sharing that would provide a convenient opportunity for that particular individual to travel to work.

Travel Plan Briefing

- 4.11 All staff will attend an introductory meeting on the Travel Plan when they commence work which will be incorporated into the staff induction. The provision of such a briefing will ensure that each member of staff is fully aware of the Travel Plan and the respective sustainable transport measures contained within it.

Providing Incentives to Staff

- 4.12 To help further encourage journeys to work by sustainable modes of transport including car sharing, an incentive scheme may be set up whereby employees are rewarded for regularly travelling by non-car modes to work. The rewards offered as part of any such scheme could perhaps comprise cycle equipment vouchers or entry into a regular prize draw. This rewards arrangement could involve a simple token collection scheme.

Communication Strategy

- 4.13 The Travel Plan Co-ordinator will keep staff informed of the results of the travel survey, progress in meeting the mode split targets and any updates on sustainable travel i.e. local and national events through the distribution of regular bulletins. This could be distributed either via email or placed on the travel plan notice board.

Travel Information for Visitors

- 4.14 It is expected that all visits to the site will be pre-booked. On receiving enquiries regarding booking visits the administration staff will be required to inform visitors about the travel options available to them.

HGV Routing

- 4.15 It is proposed that all operational HGV traffic to / from the proposed development would be required to route to and from the A180 via the A1173, Kiln Lane, Hobson Way and South Marsh Road.
- 4.16 All HGV drivers are to be provided with the HGV routing plan prior to visiting the Site for the first time.

Summary of Core Actions

- 4.17 Table 4.1 summarises the core measures that are to be introduced by the Travel Plan Co-ordinator prior to and on the implementation of the travel plan.

Table 4.1 – Core Actions – Prior to Implementation and First Year

| TIME | ACTION | REASON |
|---------------------------------|--|--|
| Prior to implementation | Appoint Travel Plan Co-ordinator | To manage, monitor and implement the Travel Plan |
| Prior to implementation | Prepare Travel Information Board. | Ensure clear communication of information. |
| On implementation | Set up scheme that rewards staff who travel to work by sustainable modes of travel. | Encourages employees to adopt sustainable modes of travel. |
| On Implementation | Offer personalised travel planning sessions to employees. | Make employees aware of the sustainable transport options available to them. |
| Within 3 months of site opening | Conduct Baseline Travel Survey. | Ensure good base data. |
| Ongoing | Maintain staff car share database, notice boards and organise promotional events to promote the travel plan. | Consistently raise awareness of the Travel Plan and its importance. |
| Yearly | Conduct annual travel plan review. | Ensure Travel Plan is meeting the targets set. |

5.0 TARGETS AND INDICATORS

- 5.1 To assess whether the Travel Plan is successful in achieving its objectives, a set of targets have been developed. These targets relate to the standard SMART framework (Specific, Measurable, Achievable, Realistic and Time-bound).
- 5.2 In contrast to travel plans for existing developments, this travel plan has been prepared in the absence of travel behaviour data as employee origins will only be known once the Proposed Development is operational.
- 5.3 However, data relating to the primary mode used for each journey to work was recorded as part of the 2011 census and has been used to establish the provisional staff mode split of those people who currently work within the super output area in which the Proposed Development is located. This data is summarised in Table 5.1.
- 5.4 However these will be reviewed in the light of the baseline survey which is to be undertaken within 3 months of the facility becoming operational.

Table 5.1 – Estimated Staff Modal Split

| MODE OF TRAVEL | NUMBER OF STAFF | MODAL SPLIT (%) |
|------------------------|-----------------|-----------------|
| Car (Single Occupancy) | 42 | 76% |
| Car Sharing | 4 | 7% |
| Bus | 3 | 5% |
| Train | 0 | 0% |
| Motorcycle | 1 | 2% |
| Cycle | 3 | 5% |
| Walk | 3 | 5% |
| Taxi | 0 | 0% |
| Other | 0 | 0% |

- 5.5 The main target of this Travel Plan is to reduce single occupancy car use by 10% over a period of five years to circa 66% when measured against the estimated modal split in Table 5.1 above.
- 5.6 If the Baseline Travel Survey demonstrates that the target staff modal split of 66% is already achieved, the aim of the Travel Plan will be to maintain this level.

6.0 ROLES AND RESPONSIBILITIES

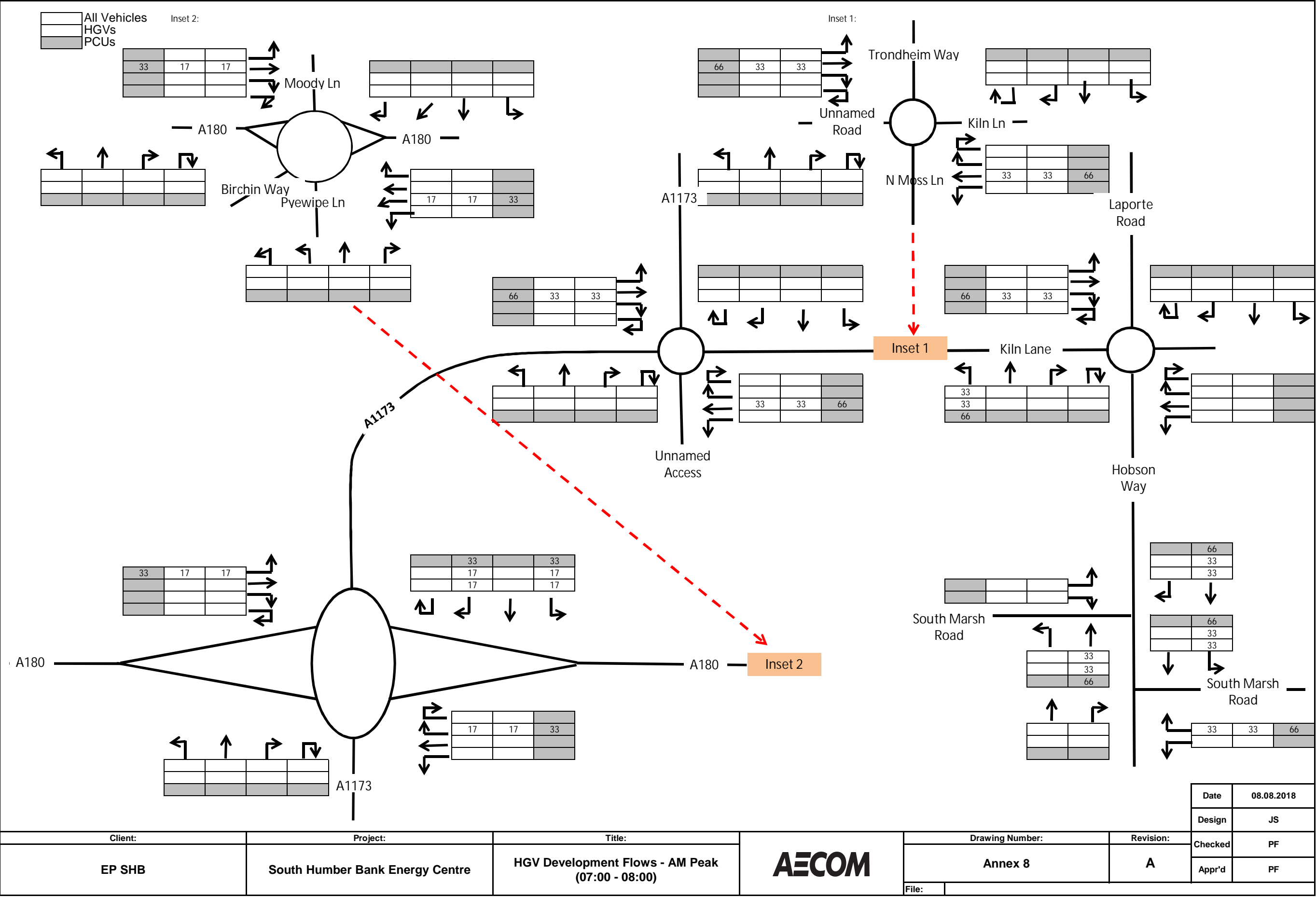
- 6.1 The Travel Plan Co-ordinator has a key role to play in managing, monitoring, and implementing the individual measures within the Travel Plan.
- 6.2 Prior to the development becoming operational, EP SHB Limited will appoint a facility based Travel Plan Co-ordinator who will manage and deliver the Travel Plan. The Travel Plan Co-ordinator's details will be supplied to North East Lincolnshire Council.
- 6.3 The responsibilities of EP SHB will primarily include:
- providing a facility based Travel Plan Co-ordinator to oversee the management and delivery of the Travel Plan;
 - providing the management support required to make strategic decisions; and
 - securing any necessary funding required to take the Travel Plan forward.
- 6.4 The responsibilities of the Travel Plan Co-ordinator will primarily include:
- raising awareness of the Travel Plan and the sustainable transport measures contained within it;
 - ensuring staff are aware of the Travel Plan, parking arrangements and alternative options for travelling to work;
 - promoting and encouraging bicycle use (including provision of adequate secure storage areas, lockers and showers);
 - promoting and encouraging car sharing;
 - ensuring that key information is provided to all new starters and up to date information is clearly displayed on the Travel Plan Notice Board;
 - being the point of contact for information regarding the Travel Plan;
 - acting as the key point of contact for issues related to staff traffic movements;
 - arranging for a travel survey to be undertaken every twelve months; and
 - monitoring and updating the Travel Plan for a period of five years and reporting progress to North East Lincolnshire Council.

7.0 MONITORING

- 7.1 Monitoring the Travel Plan is central to ensuring the objectives of the Travel Plan are delivered. Annual monitoring helps to guarantee that failures or changing conditions are identified at the earliest point and that remedial action can be taken to ensure that the plan stays on course to meet its overall objectives.
- 7.2 The Travel Plan Co-ordinator will be responsible for monitoring the Travel Plan for a period of at least five years, to ensure an efficient and effective execution of the measures and to refine the measures where necessary to cope with the changes in demand over the life of the Proposed Development.
- 7.3 An important part of the monitoring strategy will be obtaining feedback from employees regarding any issues concerned with staff traffic. Furthermore, employees will be given the chance to offer their suggestions and ideas via a suggestion box and / or informal discussions with the Travel Plan Co-ordinator.
- 7.4 The Travel Plan Co-ordinator will conduct a travel survey of staff within 3 months of the Proposed Development opening. It is intended that a final Travel Plan document will be submitted to North East Lincolnshire Council for approval following completion of the baseline surveys.
- 7.5 Staff surveys will then be undertaken annually thereafter for a period of five years to monitor progress of the Travel Plan against targets set. A minimum response rate of 60% will be required.
- 7.6 The monitoring of the Travel Plan will be the responsibility of the Travel Plan Co-ordinator. A range of data will be used to monitor the Travel Plan including:
- uptake of initiatives;
 - car park / cycle parking utilisation;
 - analysis of survey results; and
 - monitoring uptake of the car share database.
- 7.7 Based on this collected data the Travel Plan Co-ordinator will submit an annual monitoring report to North East Lincolnshire Council within one month of the staff survey taking place which will include all survey data, any proposed revisions to the travel plan and the action plan for the next 12 months. The Action Plan will contain an annual programme of measures designed to help achieve travel plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible and dates by which the measures will be achieved over the next 12 months.
- 7.8 If the review of the Travel Plan reveals a failure to maintain the mode split targets, remedial action will be taken, which could include more targeted marketing and travel awareness education aimed at staff members to persuade them to travel sustainably.

ANNEX 7: OPERATIONAL HGV ASSIGNMENT

ANNEX 8: OPERATIONAL HGV DEVELOPMENT FLOWS DURING NETWORK PEAK HOURS



Client:

EP SHB

Project:

South Humber Bank Energy Centre

Title:

HGV Development Flows - AM Peak
(07:00 - 08:00)

AECOM

Drawing Number:

Annex 8

Revision:

A

Date

08.08.2018

Design

JS

Checked

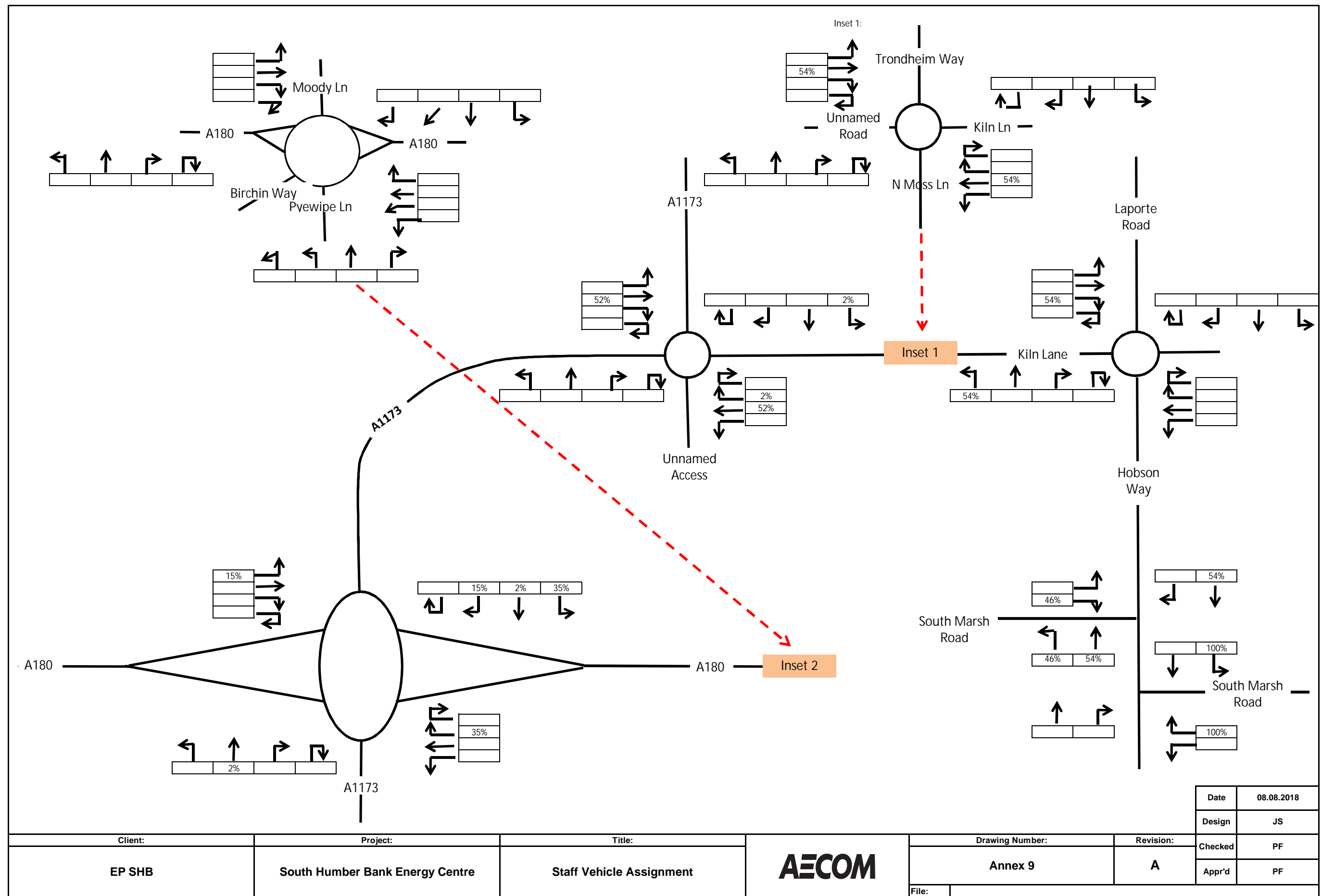
PF

Appr'd


PF

File:

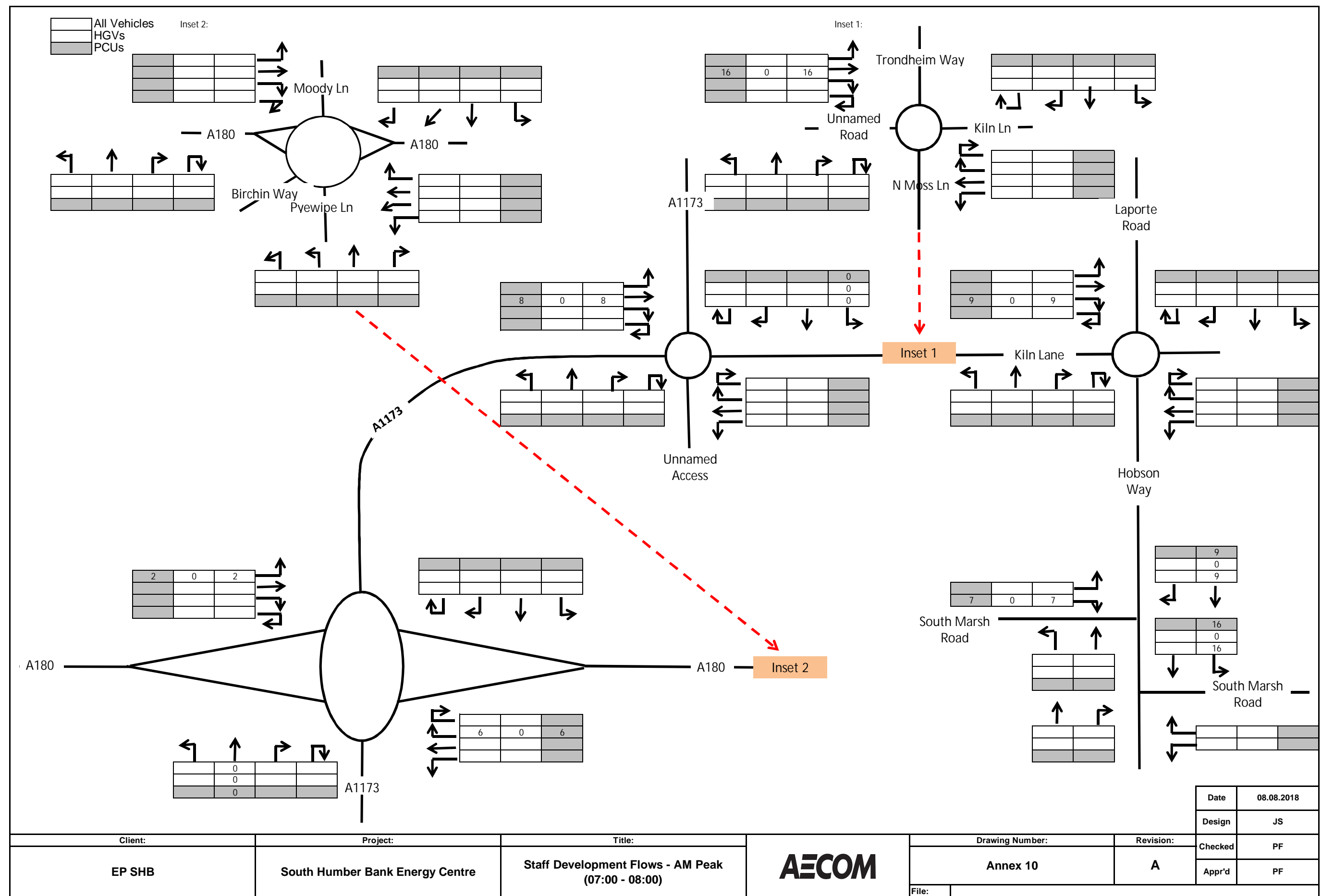
ANNEX 9: OPERATIONAL STAFF ASSIGNMENT



| | |
|---------|------------|
| Date | 08.08.2018 |
| Design | JS |
| Checked | PF |
| Appr'd | PF |

| | | | | | | | | | |
|---------|---------------------------------|--------------------------|---|-----------------|--|-----------|--|---------|----|
| Client: | Project: | Title: |  | Drawing Number: | | Revision: | | Checked | PF |
| EP SHB | South Humber Bank Energy Centre | Staff Vehicle Assignment | | Annex 9 | | A | | | |
| | | | | | | | | | |
| | | | | File: | | | | | |

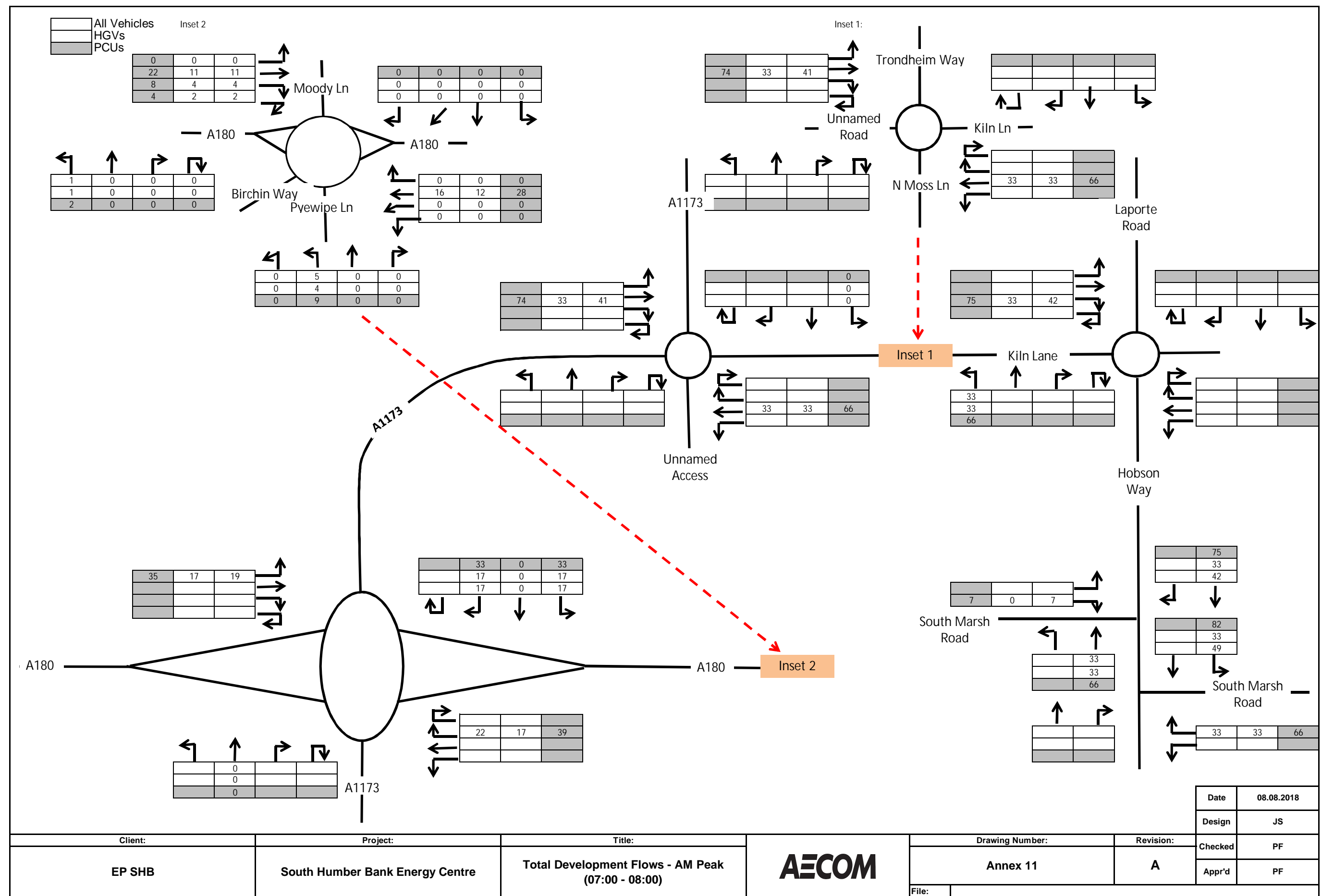
ANNEX 10: OPERATIONAL STAFF DEVELOPMENT FLOWS DURING NETWORK PEAK HOURS



| | |
|---------|------------|
| Date | 08.08.2018 |
| Design | JS |
| Checked | PF |
| Appr'd | PF |

| | | | | | |
|---------|---------------------------------|---|-------|-----------------|-----------|
| Client: | Project: | Title: | AECOM | Drawing Number: | Revision: |
| EP SHB | South Humber Bank Energy Centre | Staff Development Flows - AM Peak (07:00 - 08:00) | | Annex 10 | A |
| | | | | File: | |

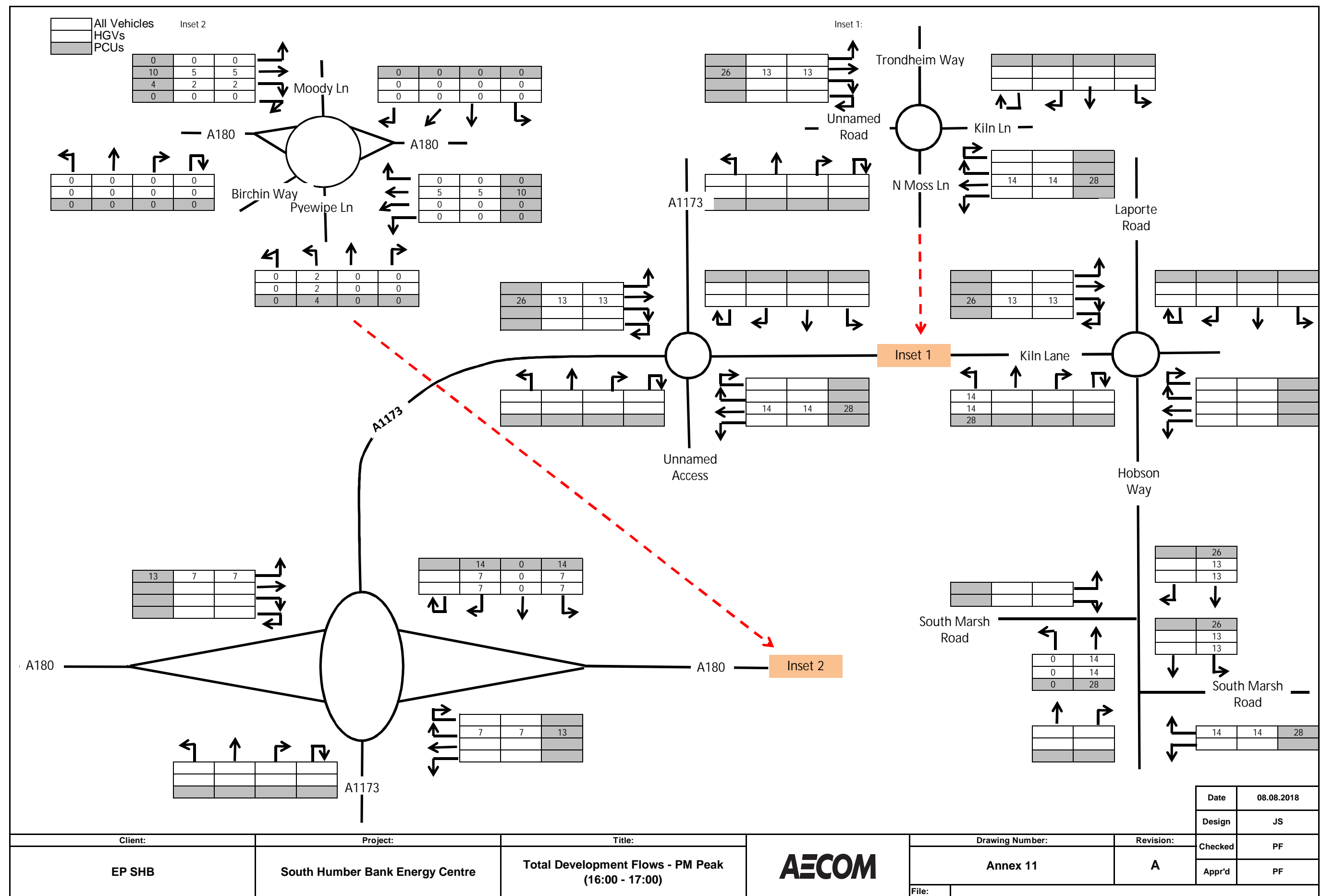
ANNEX 11: TOTAL OPERATIONAL DEVELOPMENT FLOWS DURING NETWORK PEAK HOURS



| | |
|---------|------------|
| Date | 08.08.2018 |
| Design | JS |
| Checked | PF |
| Appr'd | PF |

| | |
|-----------------|-----------|
| Drawing Number: | Revision: |
| Annex 11 | A |
| File: | |

| | | | |
|---------|---------------------------------|---|-------|
| Client: | Project: | Title: | AECOM |
| EP SHB | South Humber Bank Energy Centre | Total Development Flows - AM Peak (07:00 - 08:00) | |

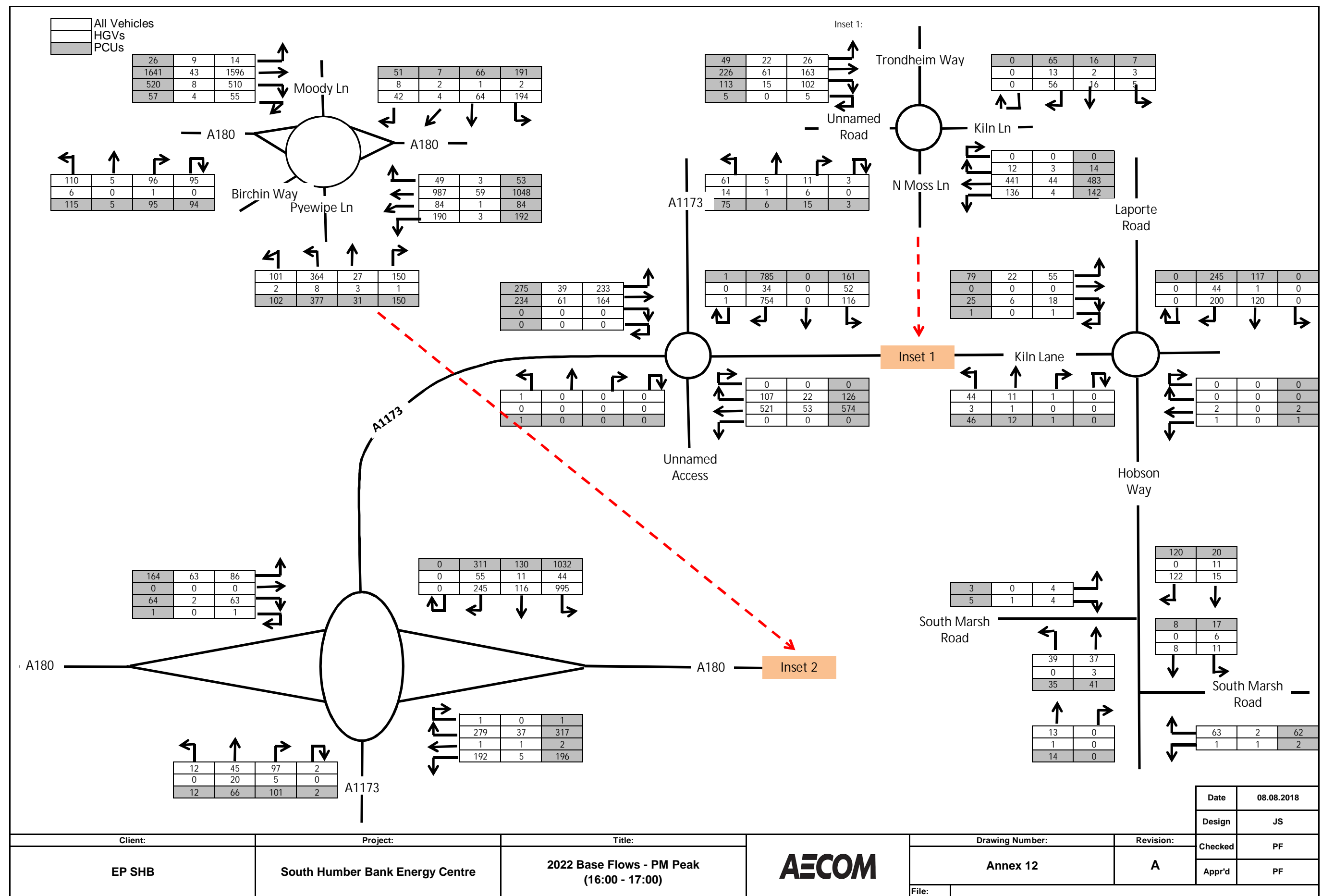


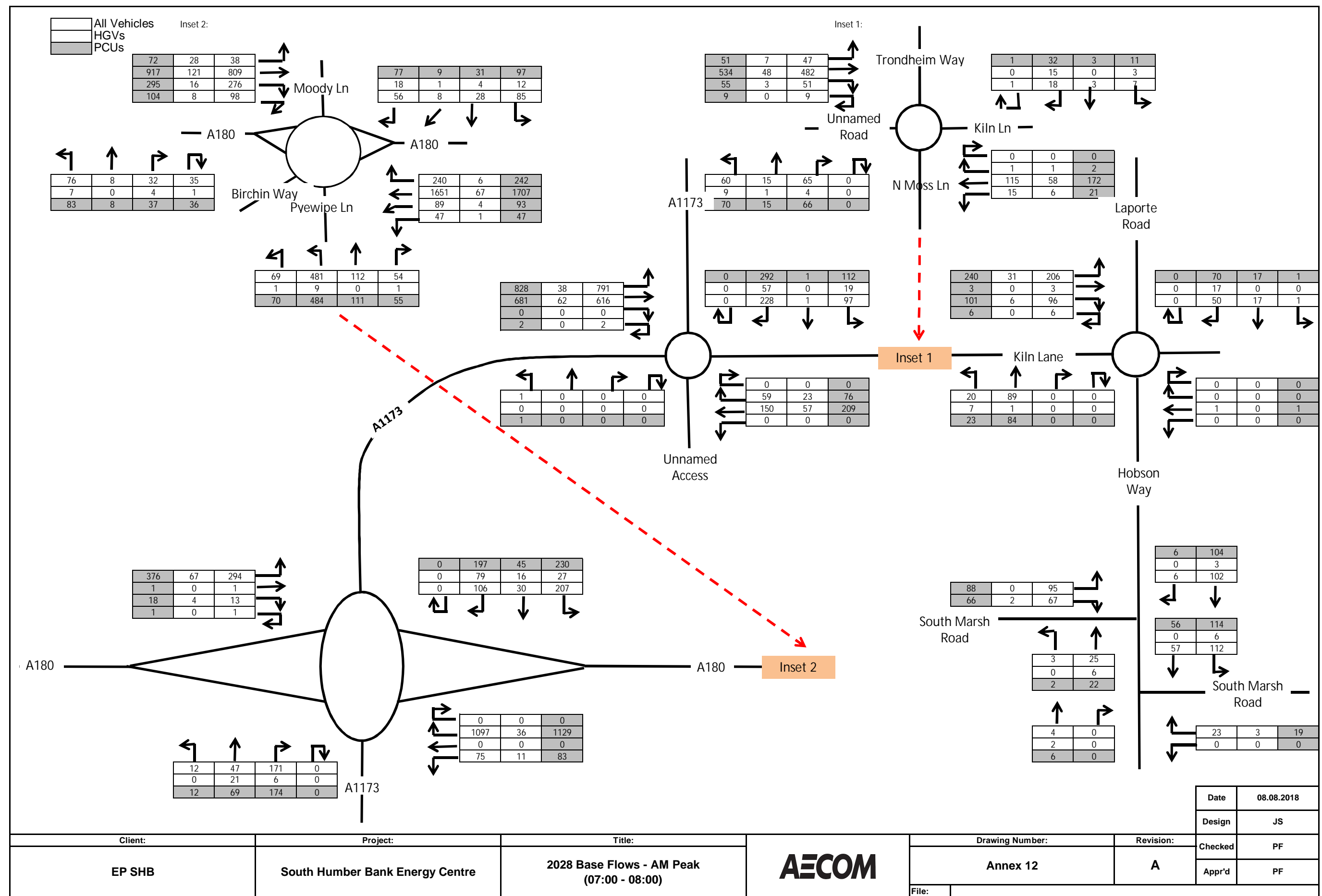
| | |
|---------|------------|
| Date | 08.08.2018 |
| Design | JS |
| Checked | PF |
| Appr'd | PF |

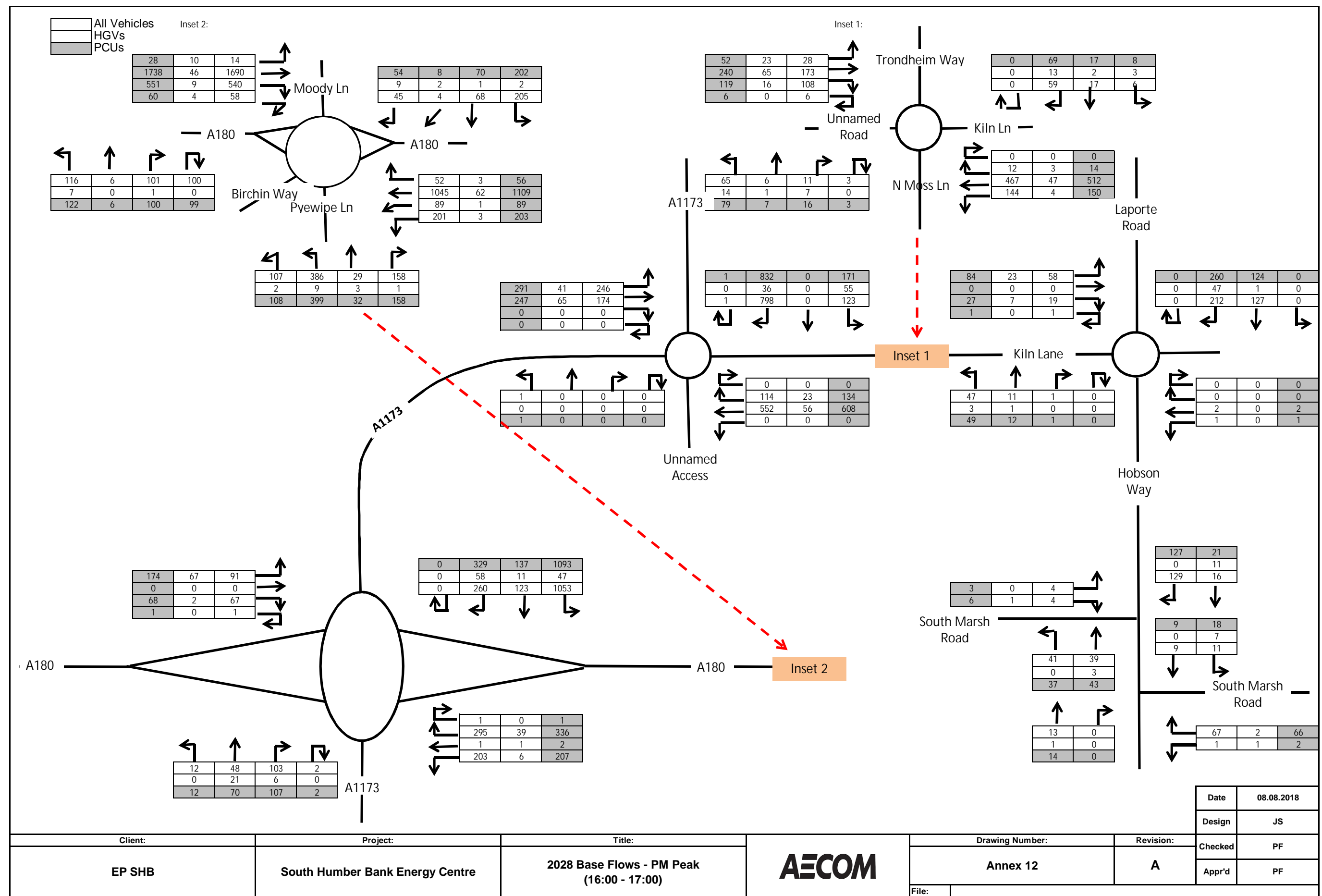
| | |
|-----------------|-----------|
| Drawing Number: | Revision: |
| Annex 11 | A |
| File: | |

| | | | |
|---------|---------------------------------|--|-------|
| Client: | Project: | Title: | AECOM |
| EP SHB | South Humber Bank Energy Centre | Total Development Flows - PM Peak (16:00 - 17:00) | |

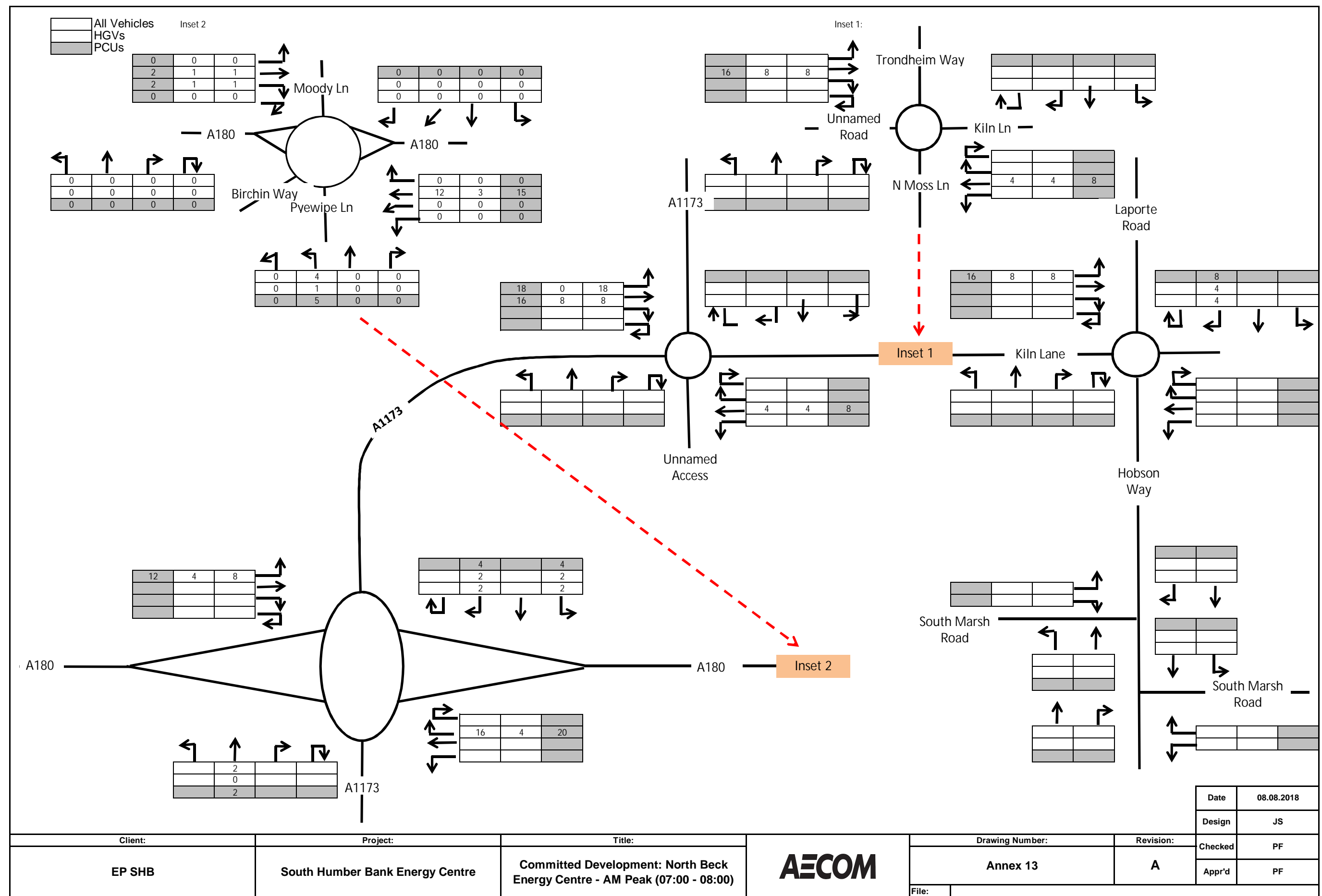
ANNEX 12: FUTURE 2022 AND 2028 NETWORK PEAK HOUR BASE FLOWS





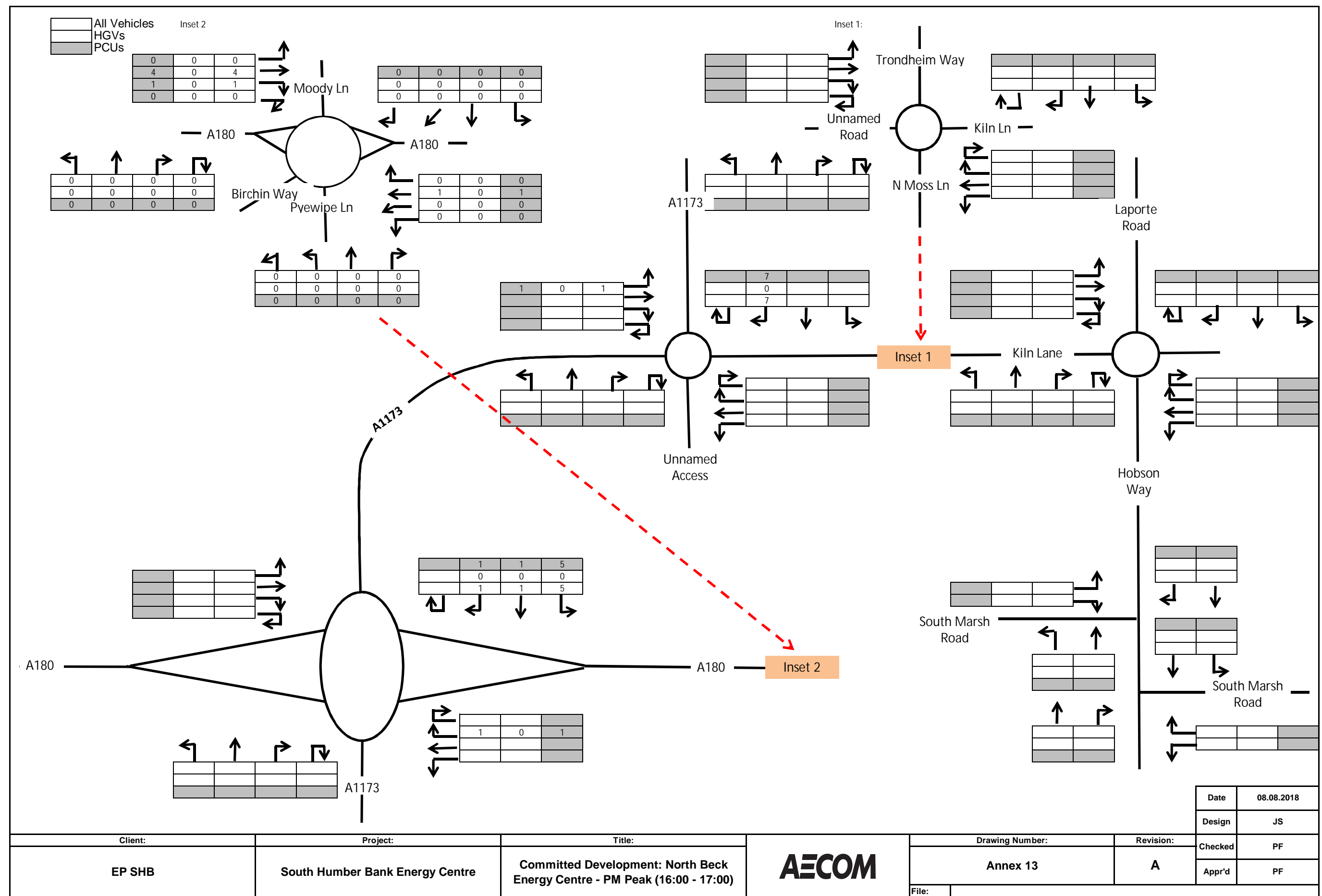


ANNEX 13: COMMITTED DEVELOPMENT FLOWS



| | |
|---------|------------|
| Date | 08.08.2018 |
| Design | JS |
| Checked | PF |
| Appr'd | PF |

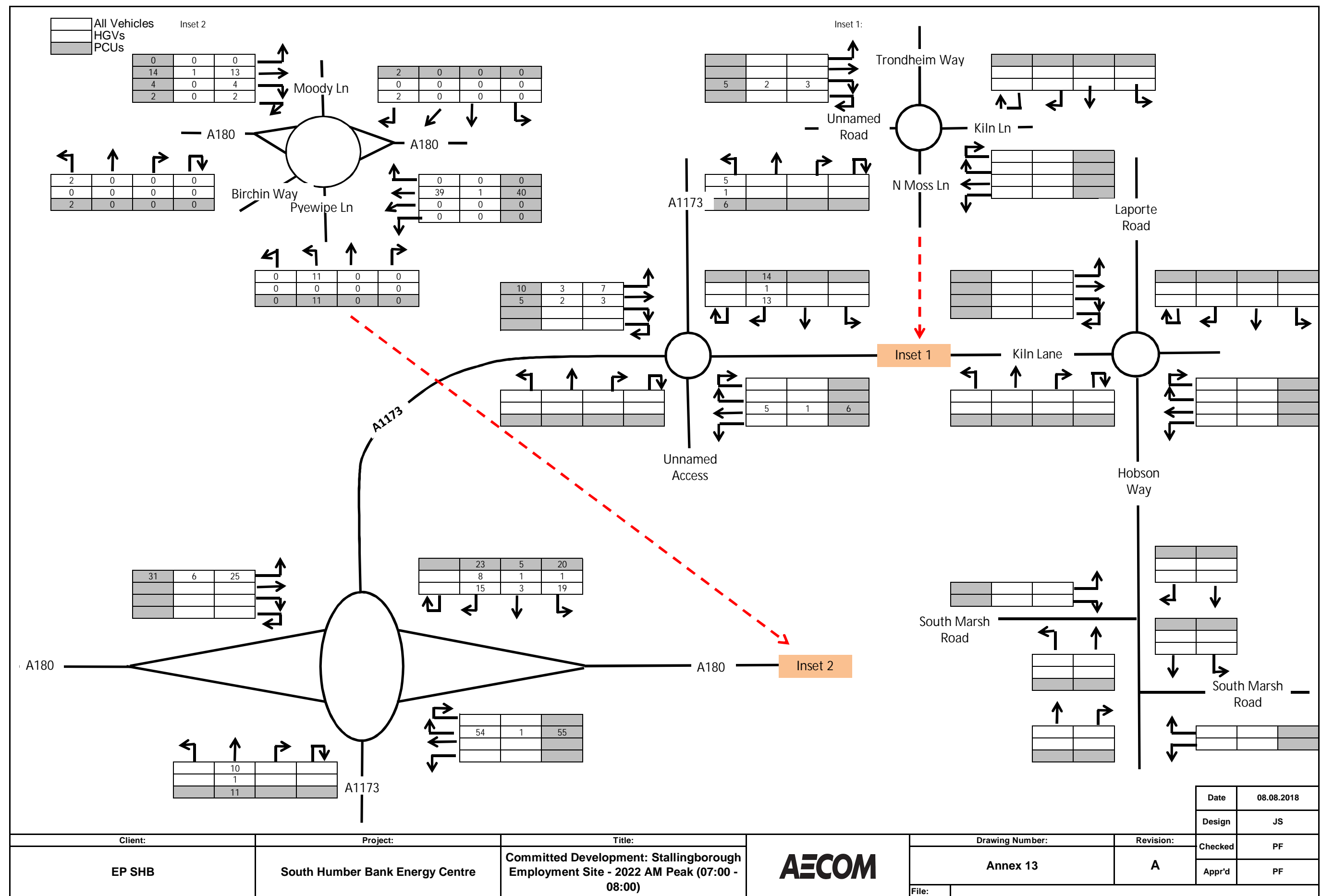
| | | | | | |
|---------|---------------------------------|---|-------|-----------------|-----------|
| Client: | Project: | Title: | AECOM | Drawing Number: | Revision: |
| EP SHB | South Humber Bank Energy Centre | Committed Development: North Beck Energy Centre - AM Peak (07:00 - 08:00) | | Annex 13 | A |
| | | | File: | | |

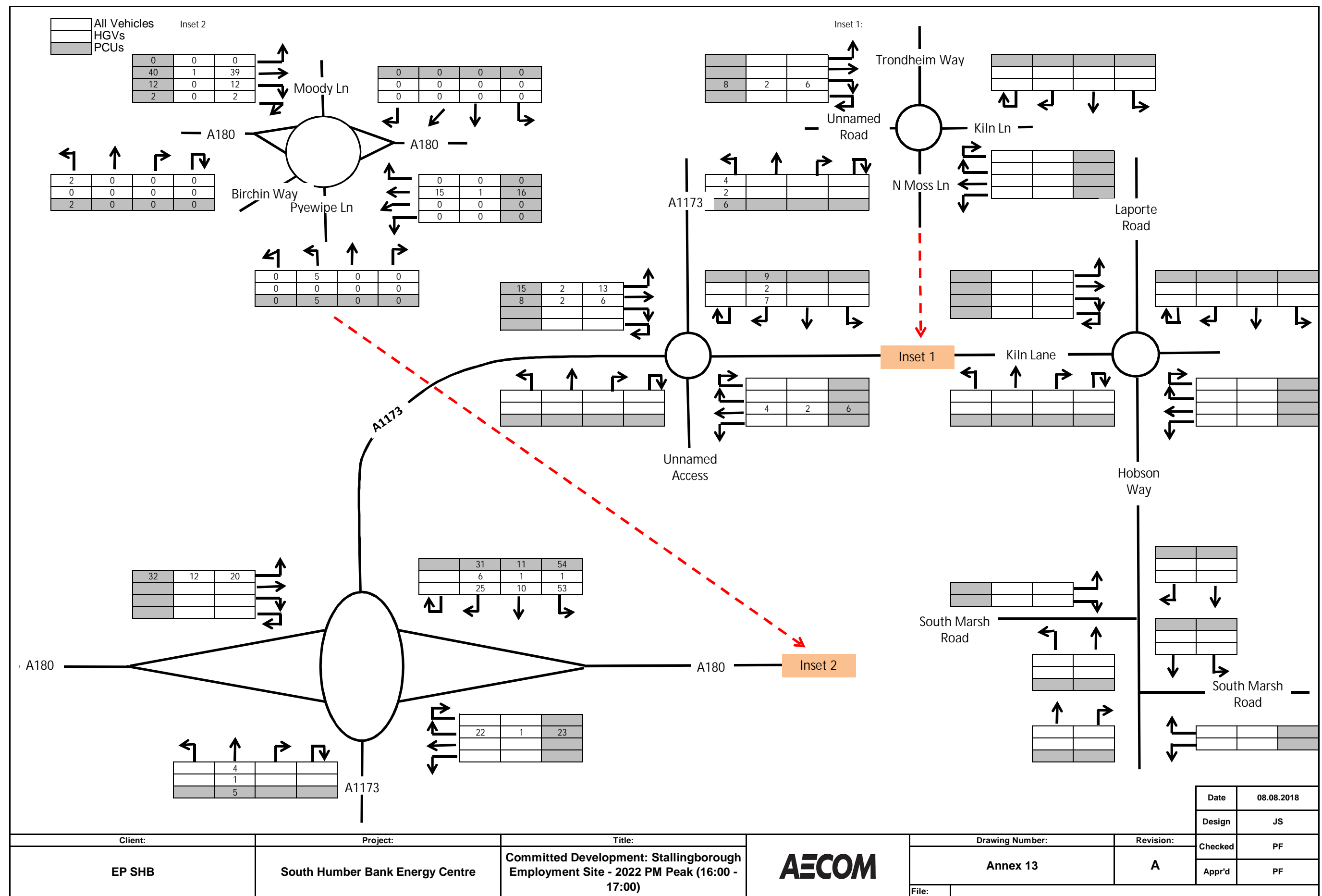


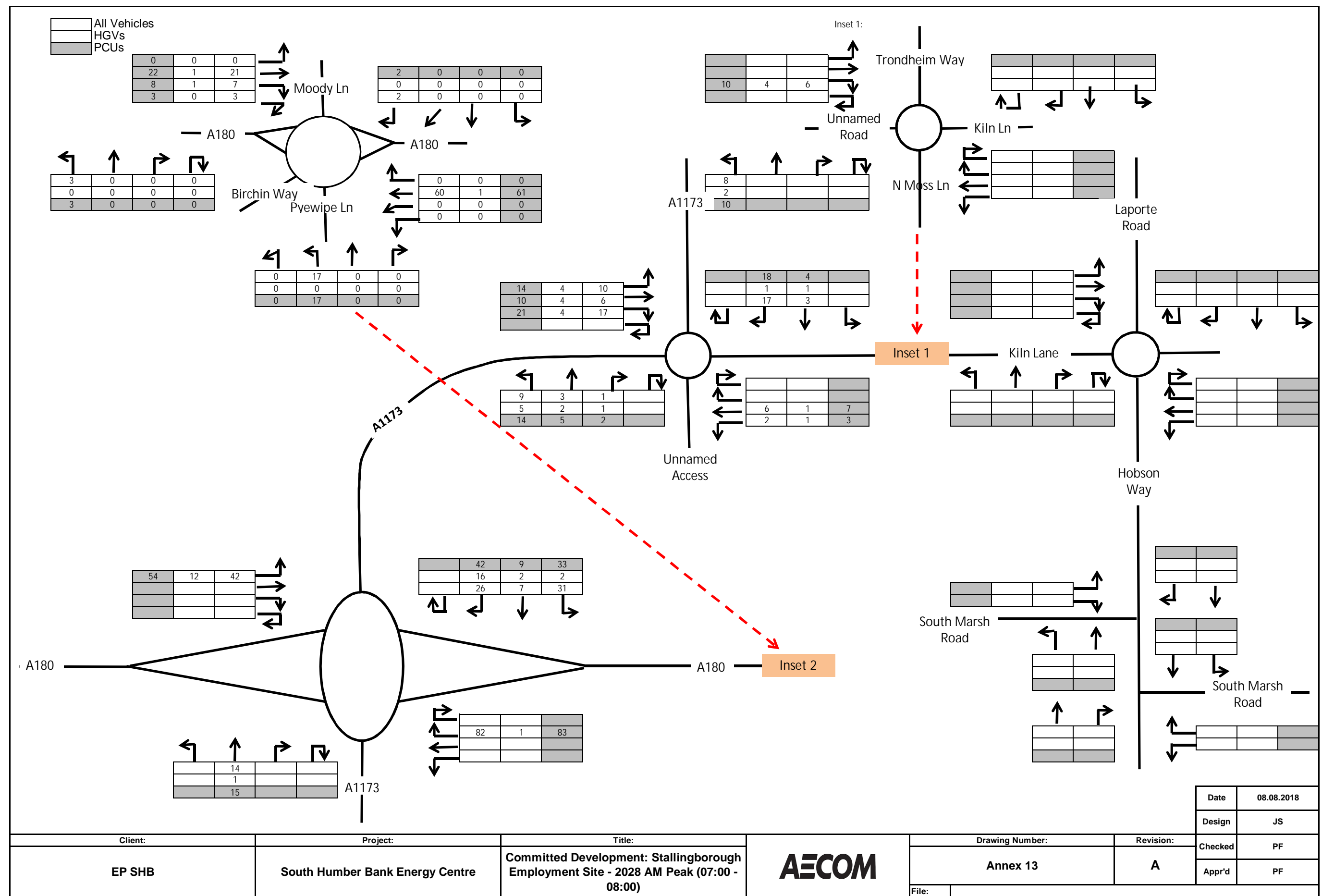
| | |
|---------|------------|
| Date | 08.08.2018 |
| Design | JS |
| Checked | PF |
| Appr'd | PF |

| | |
|-----------------|-----------|
| Drawing Number: | Revision: |
| Annex 13 | A |
| File: | |

| | | | |
|---------|---------------------------------|---|-------|
| Client: | Project: | Title: | AECOM |
| EP SHB | South Humber Bank Energy Centre | Committed Development: North Beck Energy Centre - PM Peak (16:00 - 17:00) | |

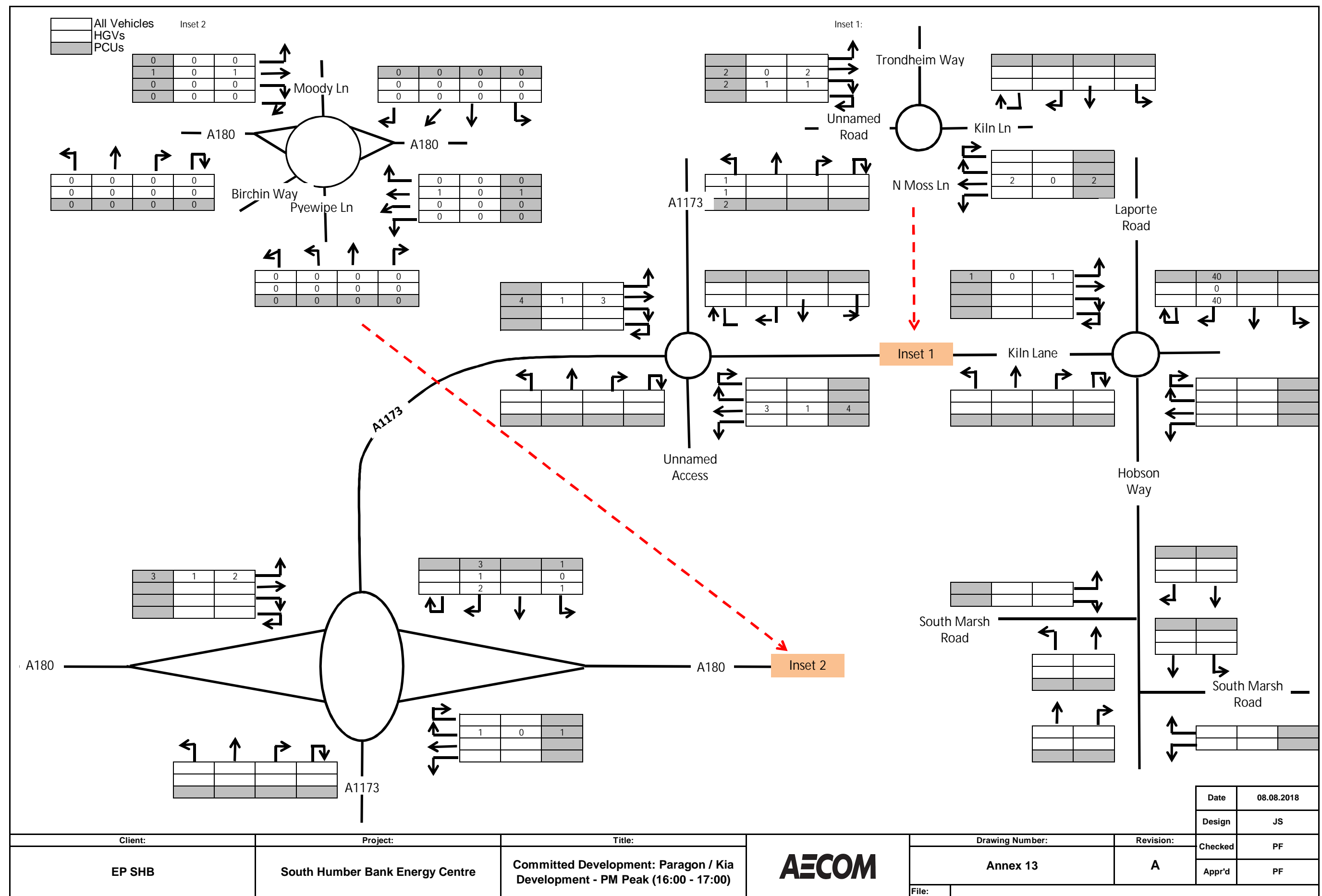


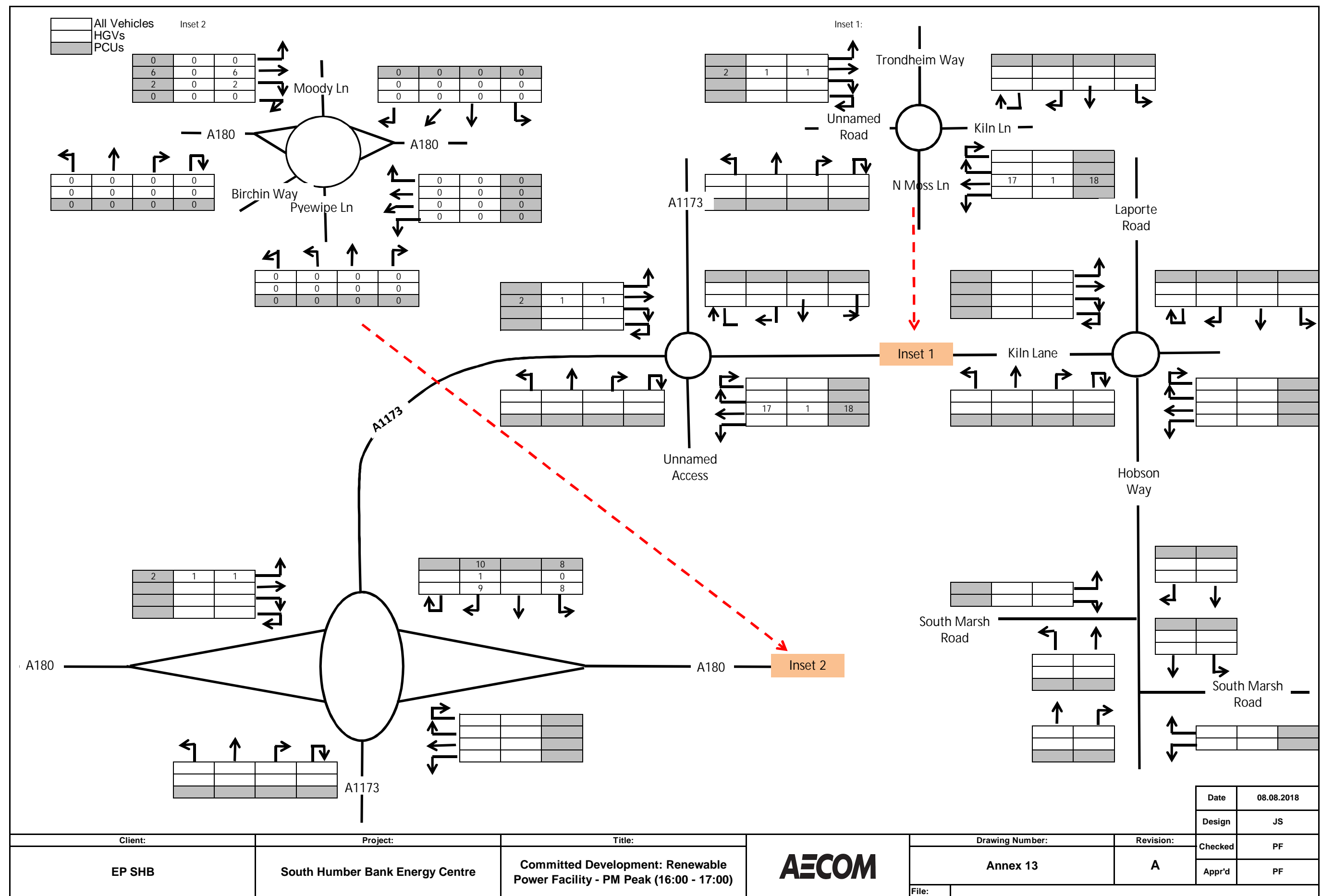


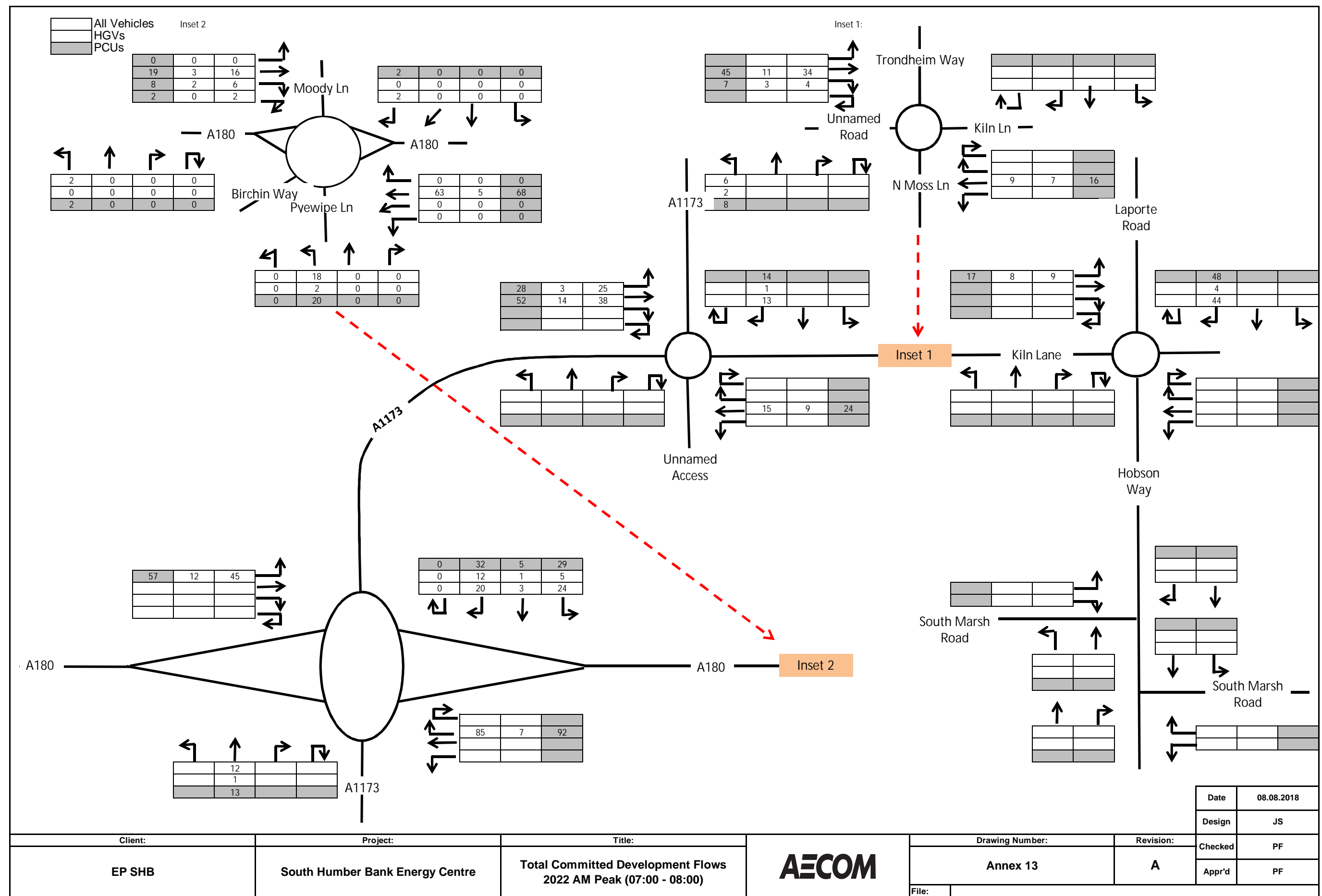


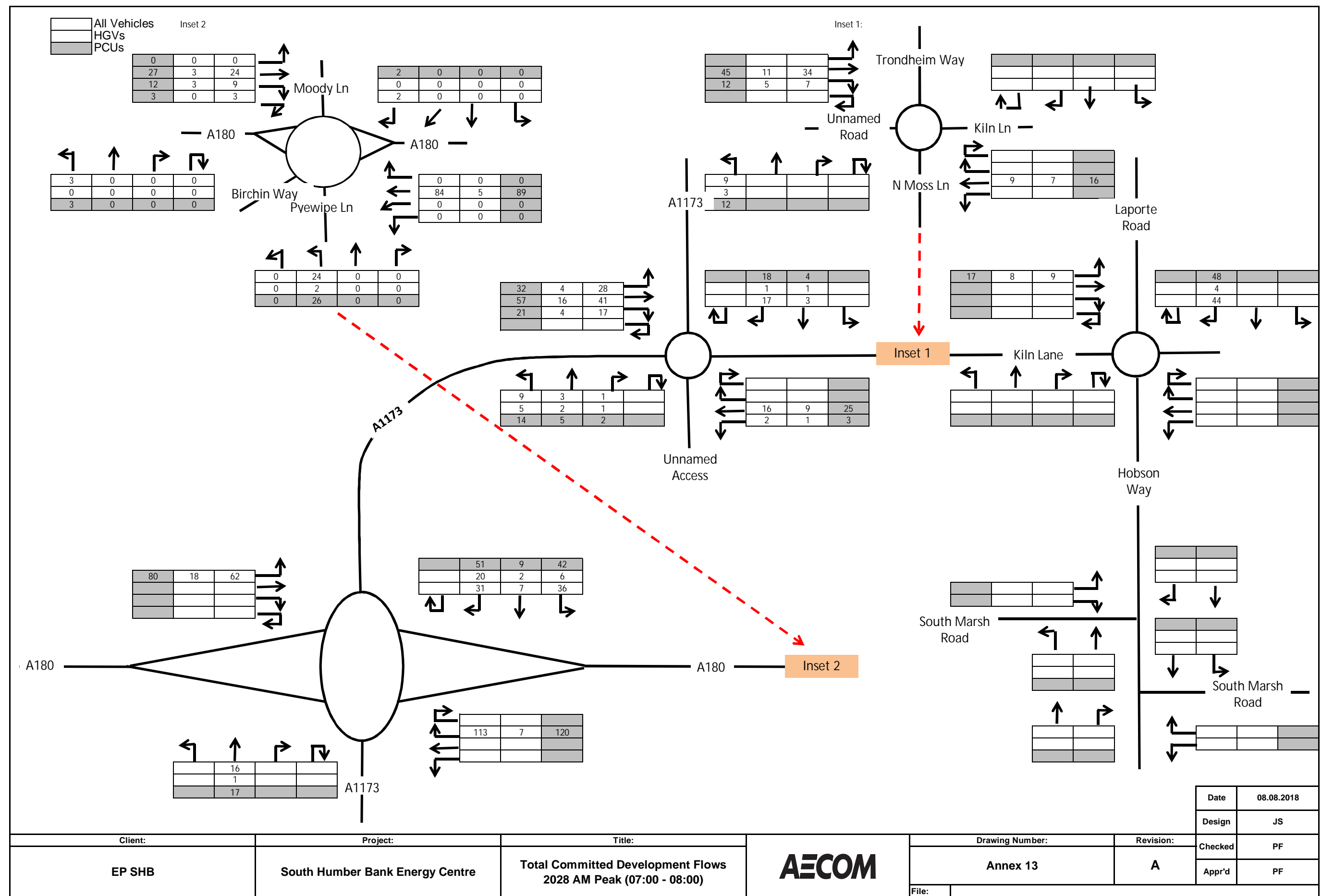
| | |
|---------|------------|
| Date | 08.08.2018 |
| Design | JS |
| Checked | PF |
| Appr'd | PF |

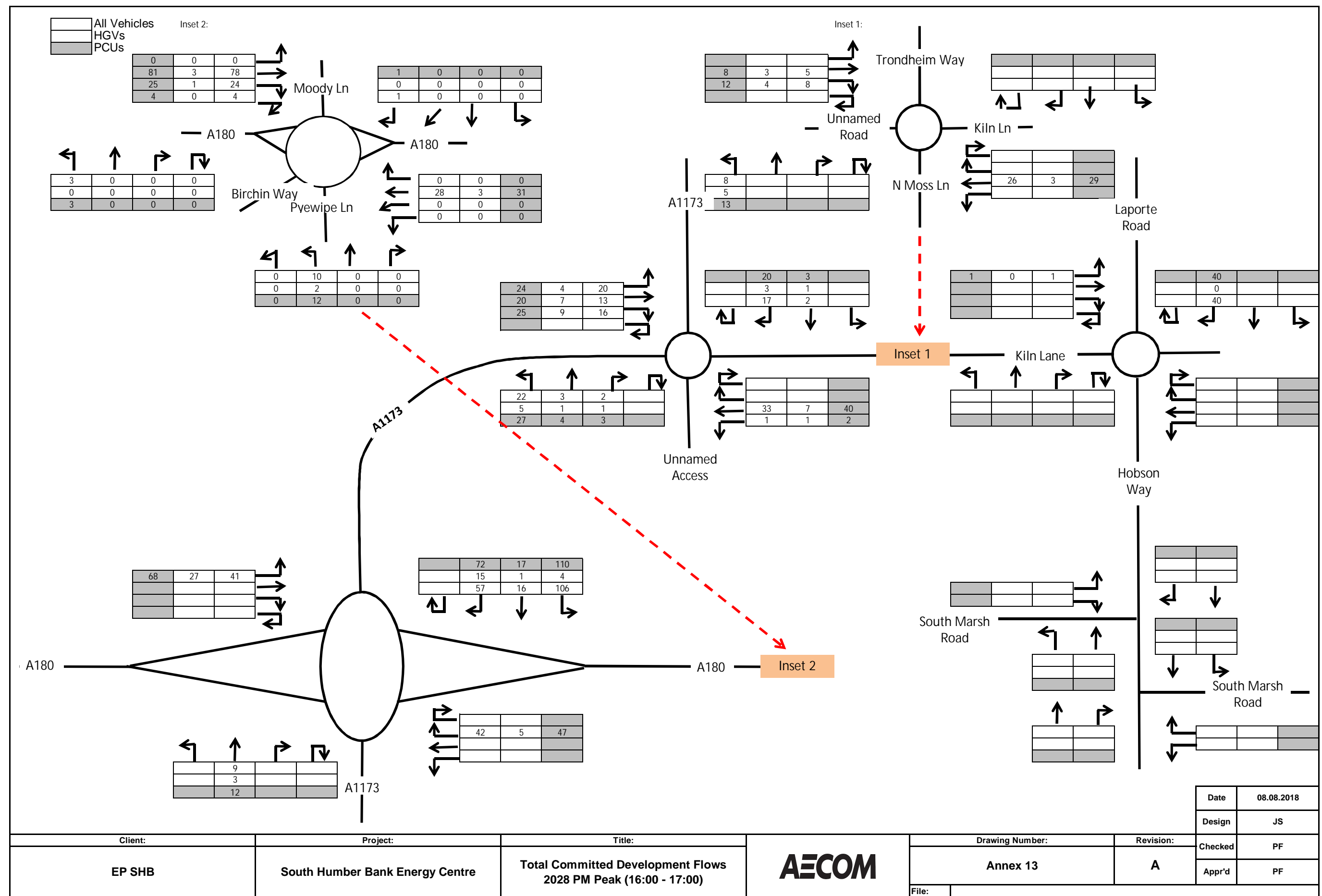
| | | | | | |
|---------|---------------------------------|---|-------|-----------------|-----------|
| Client: | Project: | Title: | AECOM | Drawing Number: | Revision: |
| EP SHB | South Humber Bank Energy Centre | Committed Development: Stallingborough Employment Site - 2028 AM Peak (07:00 - 08:00) | | Annex 13 | A |
| File: | | | | | |











ANNEX 14: HOBSON WAY / SOUTH MARSH ROAD (EAST) MODELLING OUTPUTS

| Junctions 9 |
|---|
| PICADY 9 - Priority Intersection Module |
| Version: 9.0.1.4646 [] © Copyright TRL Limited, 2018 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: OPERATION - HOBSON WAY NB RT.j9

Path: \\UKLDS2PFPSW001.na.aecomnet.com\LE_PROJECTS\Transport Projects\60580855 - Project

Koala\Modelling\PICADY\1.0_Hobson Way RT

Report generation date: 30/10/2018 09:45:14

»Do Minimum - OPERATION - Base 2018, AM
»Do Minimum - OPERATION - Base 2018, PM
»Do Minimum - OPERATION - Base + Committed 2022, AM
»Do Minimum - OPERATION - Base + Committed 2022, PM
»Do Minimum - OPERATION - Base + Committed + Development 2022, AM
»Do Minimum - OPERATION - Base + Committed + Development 2022, PM
»Do Minimum - OPERATION - Base + Committed 2028, AM
»Do Minimum - OPERATION - Base + Committed 2028, PM
»Do Minimum - OPERATION - Base + Committed + Development 2028, AM
»Do Minimum - OPERATION - Base + Committed + Development 2028, PM
»Do Minimum - OPERATION WITH LINK ROAD - Base + Committed + Development 2026, AM
»Do Minimum - OPERATION WITH LINK ROAD - Base + Committed + Development 2026, PM