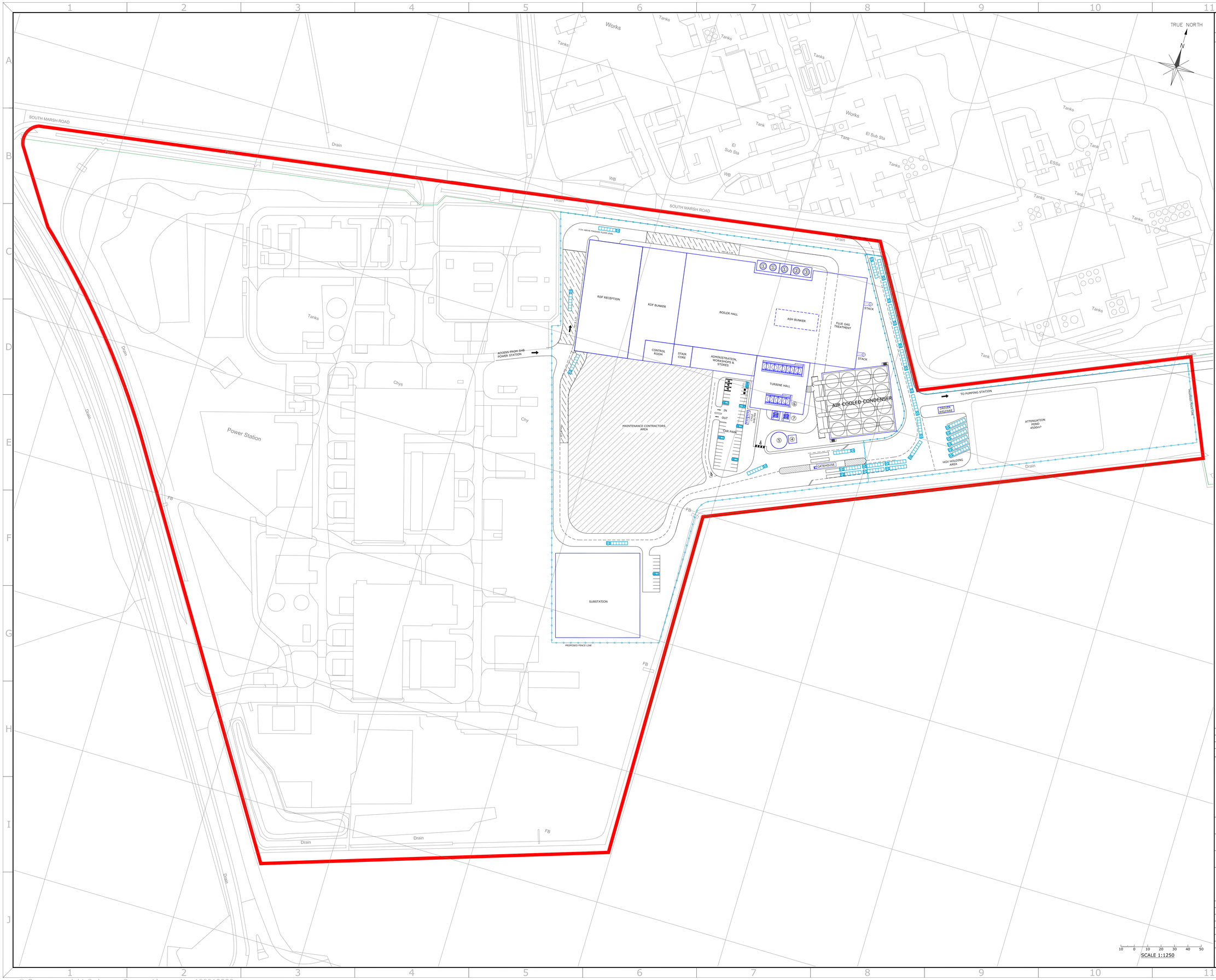
ANNEX 6: PROPOSED ACCESS LAYOUT



ALL INFORMATION ON THIS DRAWING IS INDICATIVE ONLY, AND MAY BE SUBJECT TO FURTHER DESIGN DEVELOPMENT.

DO NOT SCALE

NOTES:

LEGEND

1. REAGENT SILOS
2. AMMONIA TANK
3. FUEL OIL TANK
4. FIRE WATER PUMP HOUSE
5. FIRE WATER TANK
6. CLOSED CIRCUIT COOLING WATER FANS
7. GENERATOR TRANSFORMERS

KEY

- PLANNING APPLICATION BOUNDARY
- FENCELINE
- GATES

SCALE 1:1250

REV.	DETAILS OF REVISION	DRAWN	CHKD	APR	DATE
R3	PRELIMINARY	AO	MSS		09.10.19
R2	PRELIMINARY	AO	MSS		20.08.19
R1	PRELIMINARY	DTW	MSS		11.07.19

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CLIENT: EP UK INVESTMENTS LTD

SITE: SOUTH HUMBER BANK

PROJECT: SOUTH HUMBER BANK ENERGY CENTRE

TITLE: DCO SITE PLAN

DRAWING STATUS:	FOR INFORMATION	
DRAWN BY:	DTW	DATE: 11.07.19
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SHEET SIZE:	A1	SCALE: 1:1250

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REVISION: R3

ANNEX 7: FRAMEWORK OPERATIONAL TRAVEL PLAN

EP UK Investments

South Humber Bank Energy Centre Project

Planning Inspectorate Reference: EN010107

Land at the south Humber Bank Power Station site, South Marsh Road, Stallingborough, DN41 8BZ

The South Humber Bank Energy Centre Order

Transport Assessment Annex 7: Framework Operational Travel Plan

The Infrastructure Planning (Environmental Impact Assessment) Regulation 2017 (as amended)

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

Applicant: EP Waste Management Ltd
Date: April 2020

DOCUMENT HISTORY

Document Ref	Framework Operational Travel Plan		
Revision	1.0		
Author	Jonathan Scott		
Signed		**Date**	April 2020
Approved By	Jonathan Gorstige		
Signed		**Date**	April 2020
Document Owner	AECOM		

GLOSSARY

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

CONTENTS

TABLES

FIGURES

1.0 INTRODUCTION

1.1 Overview

1.1.1 This Framework Operational Travel Plan has been prepared by AECOM on behalf of EP Waste Management Limited to accompany the Transport Assessment the proposed South Humber Bank Energy Centre, Stallingborough, North East Lincolnshire.

1.1.2 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.

1.1.3 EP Waste Management 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.

1.1.4 A final Travel Plan will be prepared following the undertaking of a detailed staff travel survey exercise.

1.1.5 This framework travel plan has been prepared in accordance with North East Lincolnshire Council's 'Travel Plan Guidance', the Department for Transport (DfT) guidance 'The Essential Guide to Travel Planning' and 'Good Practice Guidelines Delivering Travel Plans through the Planning process'.

1.2 Site Location and Development Proposal

1.2.1 The Site is located off South Marsh Road, Stallingborough, North East Lincolnshire approximately 3 km north-west of Grimsby. The Main Development Area for the Proposed Development is located on vacant land within the boundary of the existing South Humber Bank Power Station (SHBPS). The site location is shown in Figure 1.1.

1.2.2 South Marsh Road provides highway access to the SHBPS, and also to Synthomer (UK) Limited and the NEWLINCS Integrated Waste Management Facility (both located north of the Site), and for the Environment Agency to parts of the Humber Estuary flood defences (to the east of the Site).

1.2.3 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 gross electrical output of up to 95 MW.

1.2.4 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 hour shifts (06:00 – 14:00, 14:00 – 22:00, 22:00 – 06:00).

1.2.5 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.

1.2.6 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

2.1 General Travel Plan Objectives

2.1.1 The request for a Travel Plan is in line with the National Planning Policy Framework (NPPF), published in 2019, which requires the preparation of travel plans for developments generating a significant amount of traffic.

2.1.2 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.

2.1.3 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 ongoing development and implementation of sustainable travel practices.

2.1.4 EP Waste Management 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.

2.1.5 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, walking and cycling.

2.2 National and Local Planning Policies and Guidelines

National Planning Policy Framework

2.2.1 The NPPF was originally adopted in 2012 superseding the Planning Policy Guidance Notes. The NPPF was most recently updated in 2019 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."*

2.2.2 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

2.2.3 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.

2.2.4 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

2.2.5 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.

2.2.6 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.

2.2.7 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

3.1 Introduction

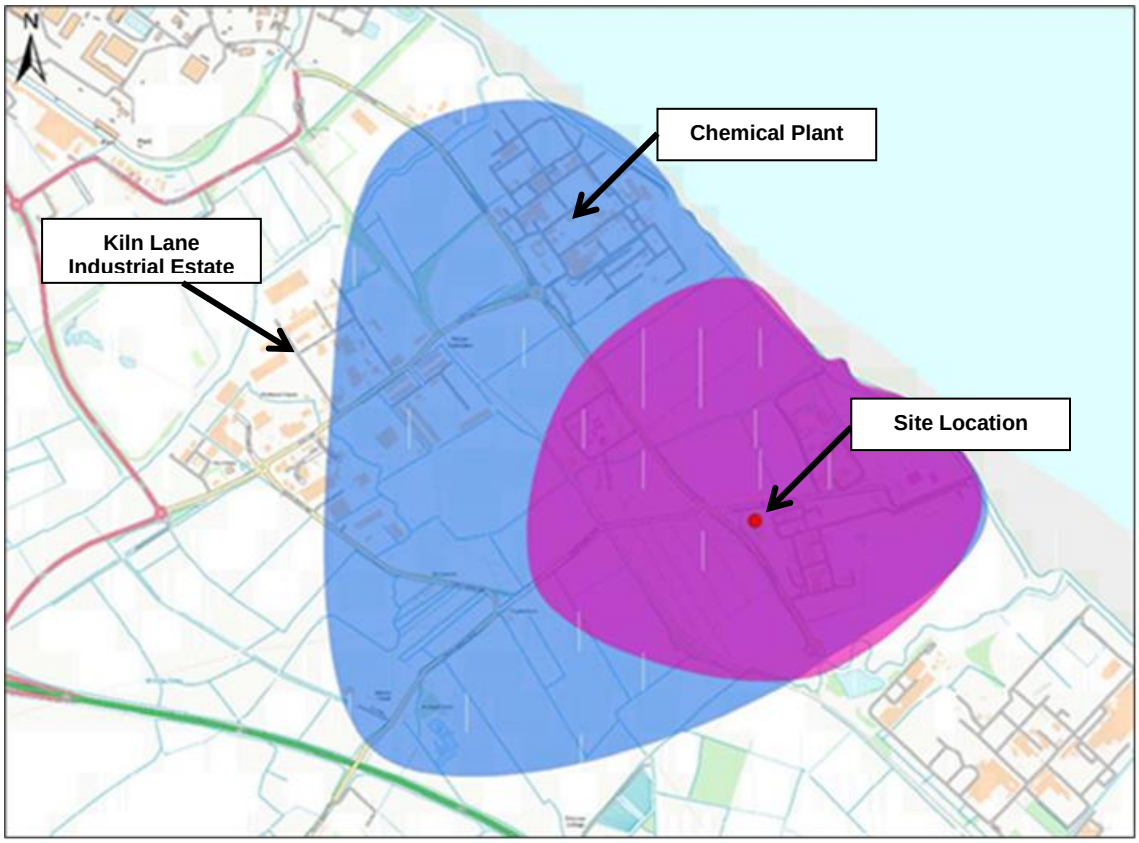
3.1.1 The Proposed Development is located in a relatively remote location on the southern bank of the Humber Estuary approximately 5 km south-east of Immingham. Given its location and the proposed shift patterns to be worked by the majority of operational staff, opportunities to access the Proposed Development by sustainable modes are limited.

3.1.2 Notwithstanding, this section considers the opportunities to walk, cycle or use public transport to access the Proposed Development.

3.2 Walking

3.2.1 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 the 1 km and 2 km walking catchment areas from the Proposed Development.

Figure 3.1: 1 km/ 2 km walking catchment area



3.2.2 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.

3.2.3 In summary it is not anticipated that walking trips would likely represent a practical travel mode for staff or visitors.

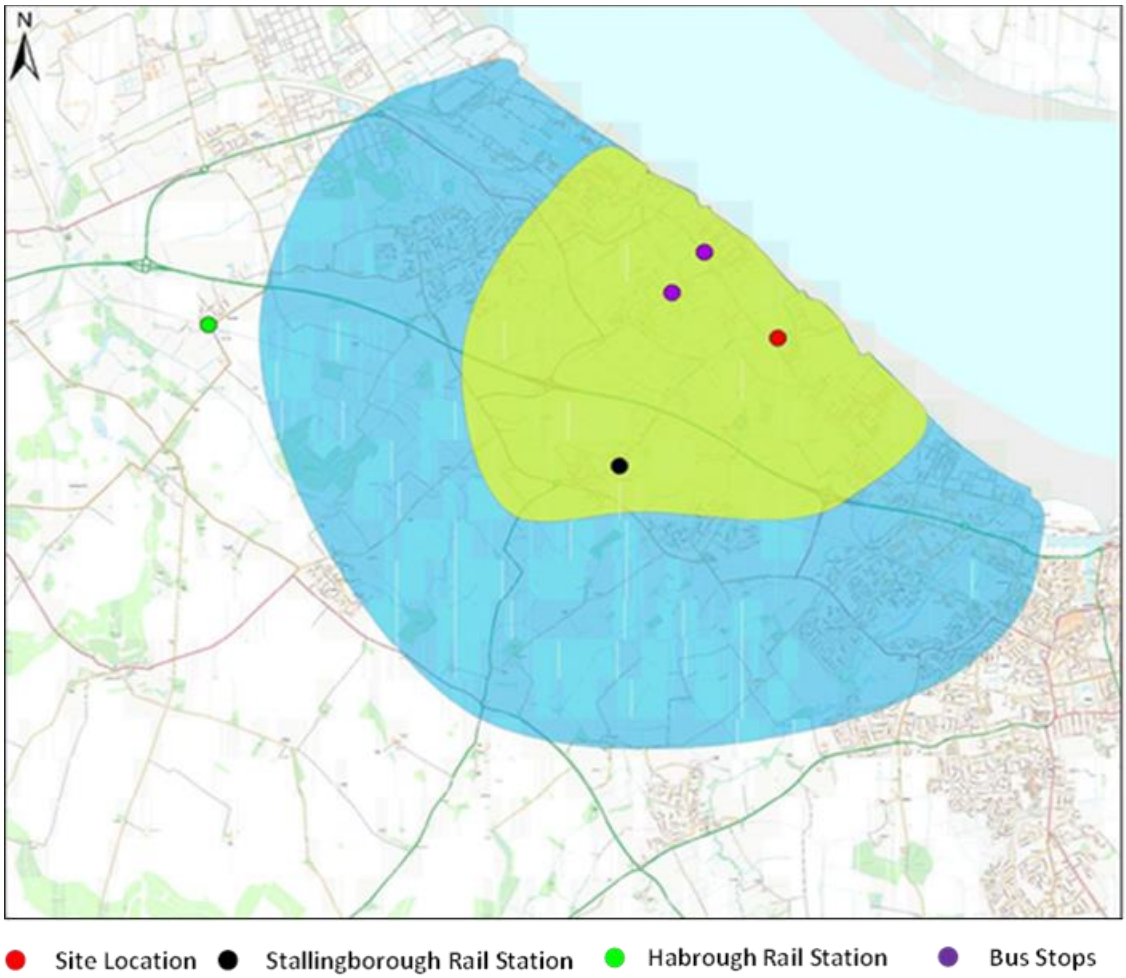
3.3 Cycling

3.3.1 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.

3.3.2 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.

3.3.3 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



3.3.4 Figure 3.2 shows Healing, Great Coates, Stallingborough, and parts of Immingham are within an 8 km cycle distance of the Site.

3.3.5 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 SHBPS to Stallingborough before heading south-east back along Great Coates Road.

3.3.6 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.

3.4 Bus

3.4.1 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.

3.4.2 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	FREQUECY		
		MON - FRI	SAT	SUN
5M	Immingham - Grimsby	06:49, 07:49. 16:15 & 17:10	No Service	No Service

3.4.3 In summary this bus stop is located outside of the acceptable walking distance to a bus stop and given the low frequency of service and the fact that staff would be working a three shift system over a 24 hour period, this represents an unattractive option for staff and visitors.

3.5 Rail

3.5.1 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.

3.5.2 Stallingborough station is on the Cleethorpes to Barton on Humber line and provides a two hourly service in each direction Monday to Saturday.

3.5.3 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

4.1 Overview

4.1.1 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.

4.1.2 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.

4.1.3 A Travel Plan Co-ordinator will be appointed by EP Waste Management 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.

4.1.4 The measures outlined below could be implemented as part of the final travel plan.

4.2 Encouraging and Promoting Car Sharing

4.2.1 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.

4.2.2 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 Waste Management 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.

4.3 Encouraging Cycling

4.3.1 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.

4.3.2 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.

4.3.3 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.

4.4 Personalised Travel Planning

4.4.1 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.

4.5 Travel Plan Briefing

4.5.1 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.

4.6 Providing Incentives to Staff

4.6.1 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.

4.7 Communication Strategy

4.7.1 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.

4.8 Travel Information for Visitors

4.8.1 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.

4.9 Summary of Core Actions

4.9.1 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 three months of Proposed Development 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

5.1.1 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).

5.1.2 In contrast to travel plans for existing developments, this Framework 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.

5.1.3 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.

5.1.4 These will be reviewed in the light of the baseline survey which is to be undertaken within three months of the Proposed Development 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%

5.1.5 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.

5.1.6 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

6.1.1 The Travel Plan Co-ordinator has a key role to play in managing, monitoring, and implementing the individual measures within the Travel Plan.

6.1.2 Prior to the development becoming operational, EP Waste Management 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.

6.1.3 The responsibilities of EP Waste Management Limited 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.

6.1.4 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

7.1.1 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.

7.1.2 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.

7.1.3 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.

7.1.4 The Travel Plan Co-ordinator will conduct a travel survey of staff within three 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.

7.1.5 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.

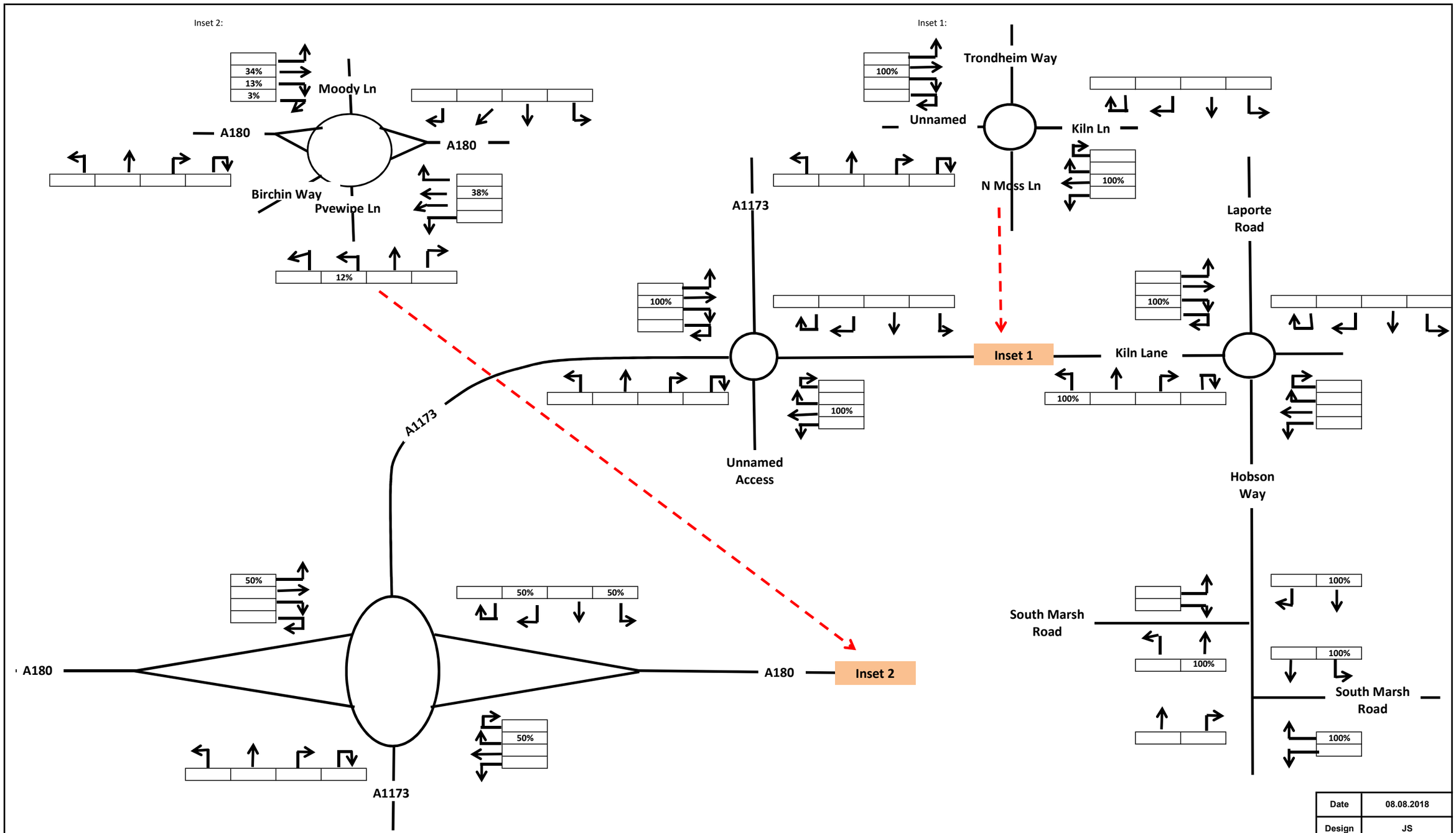
7.1.6 The monitoring of the Travel Plan will be the responsibility of the Travel Plan Co-ordinator. A range of data will be used to monitor the Travel Plan including:

- uptake of initiatives;
- car park/ cycle parking utilisation;
- analysis of survey results; and
- monitoring uptake of the car share database.

7.1.7 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 twelve 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 twelve months.

7.1.8 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 8: OPERATIONAL HGV ASSIGNMENT



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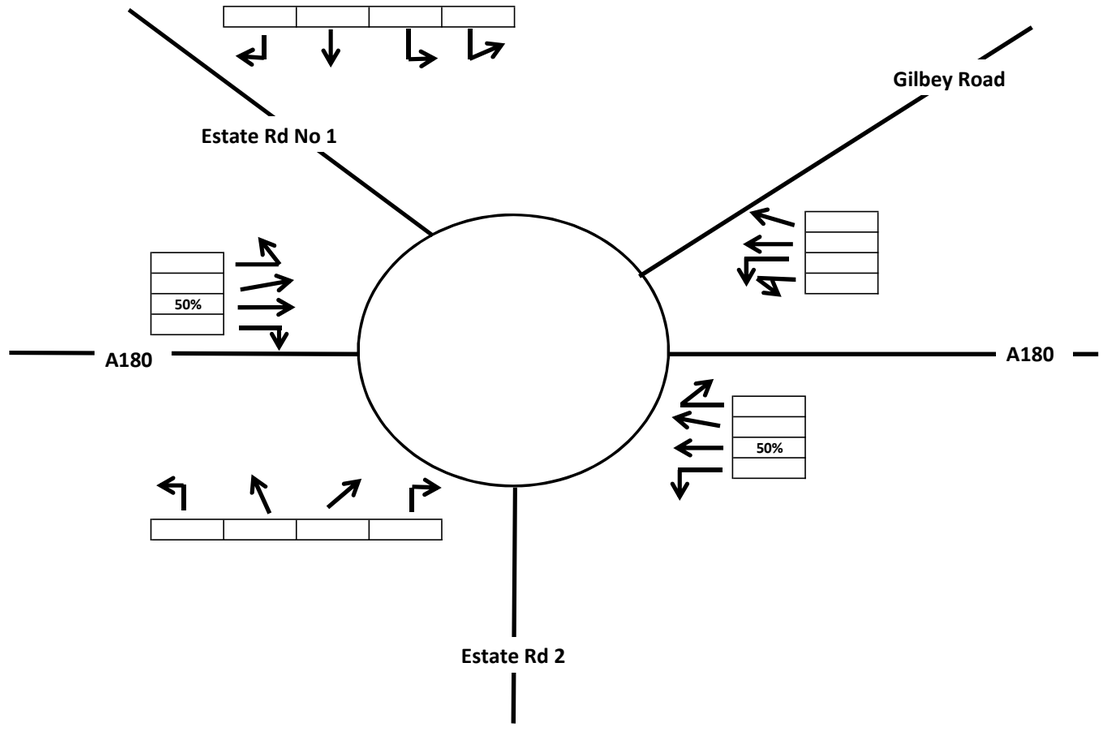
All Vehicles
HGVs
PCUs



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EP SHB	South Humber Bank Energy Centre	HGV Assignment	AECOM	Annex 8	A	Appr'd	PF
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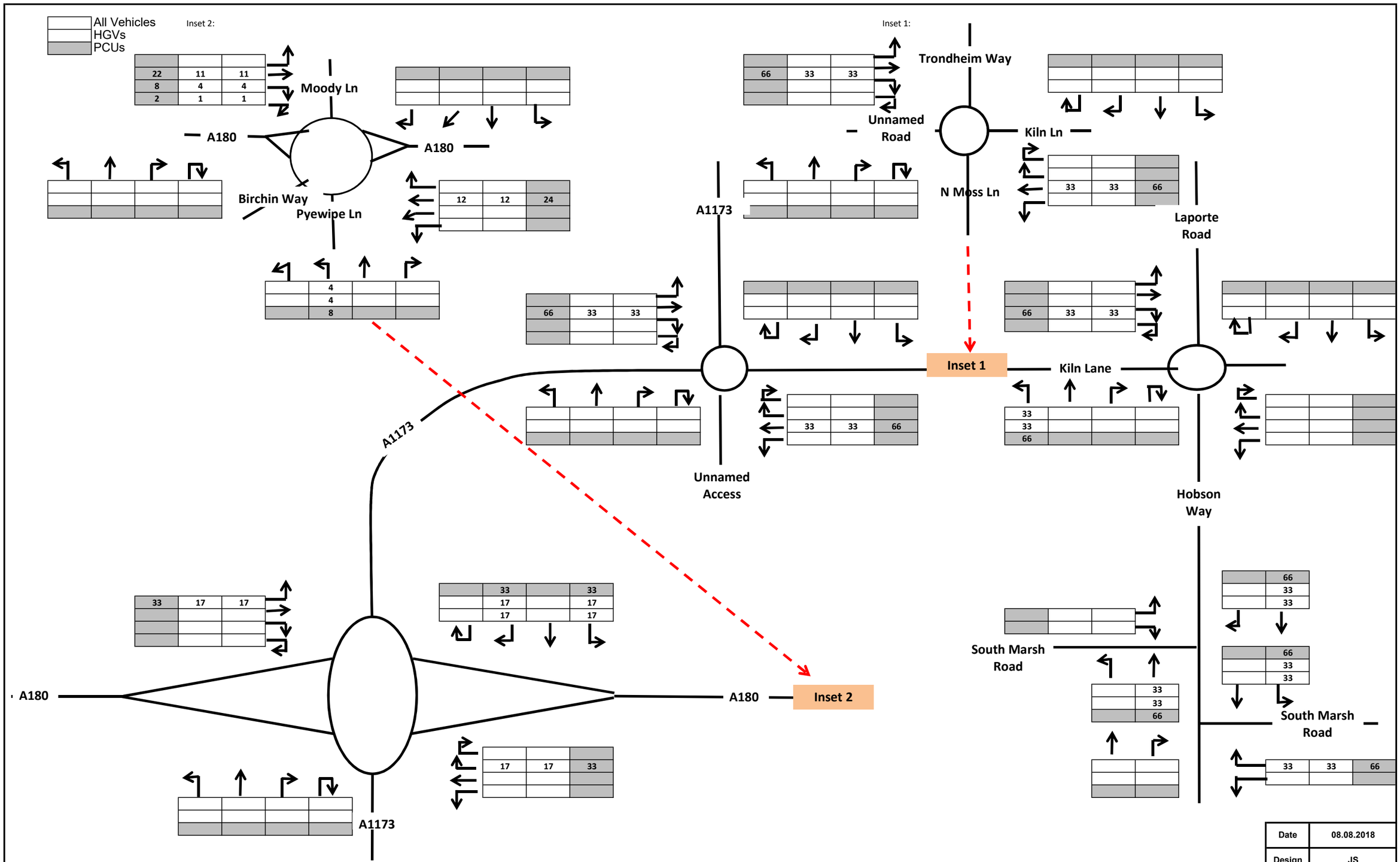
ANNEX 9: OPERATIONAL HGV DEVELOPMENT FLOWS DURING NETWORK PEAK HOURS



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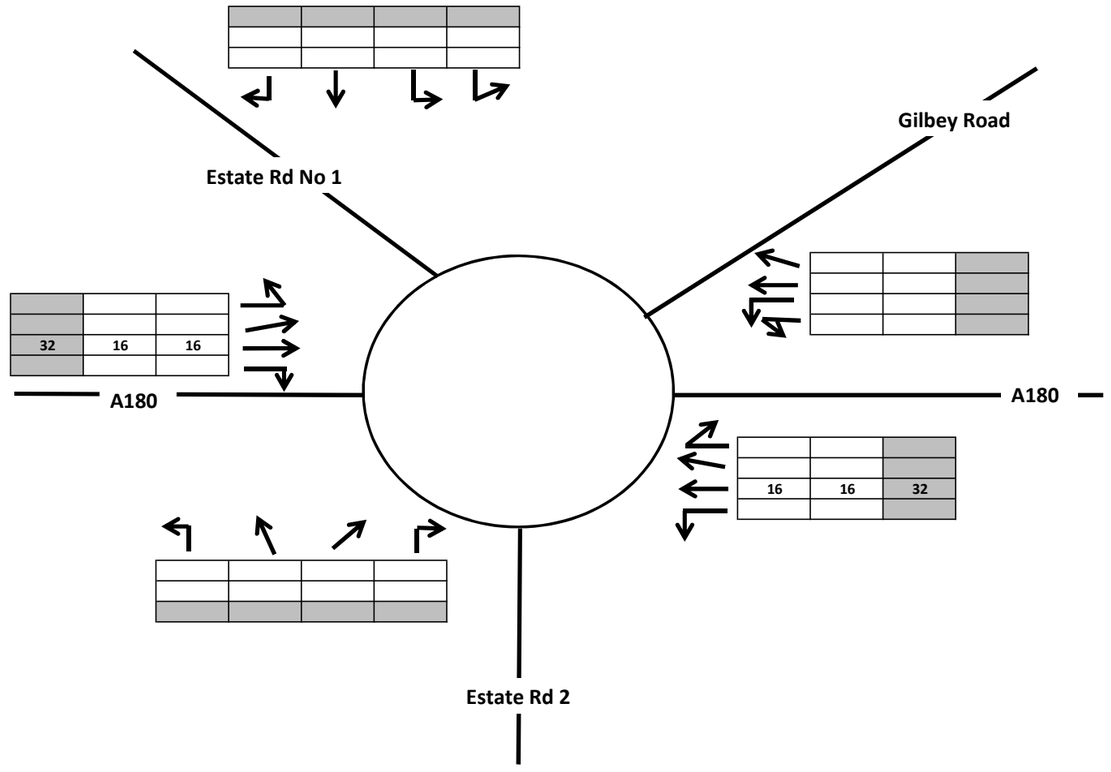
	All Vehicles
	HGVs
	PCUs



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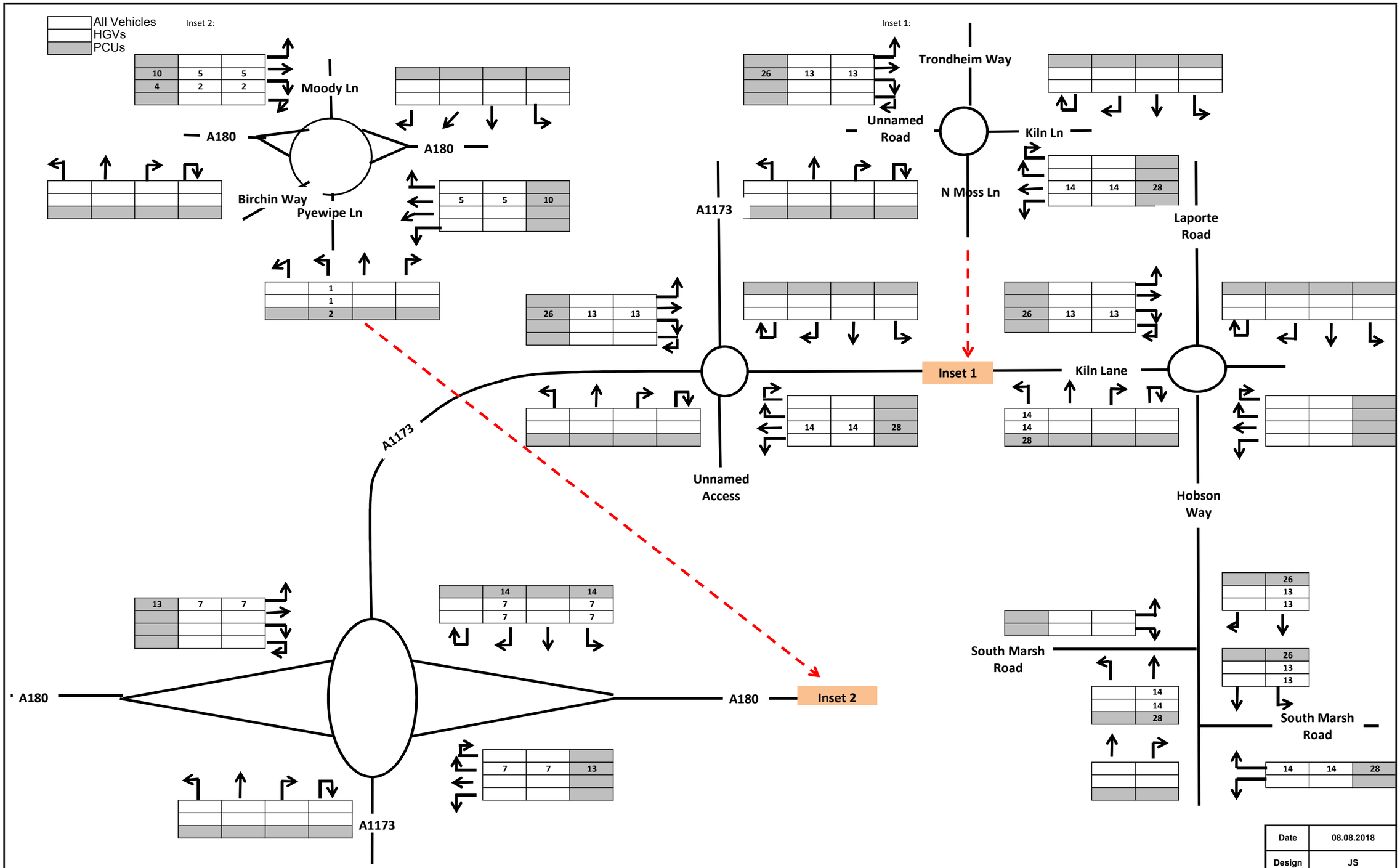

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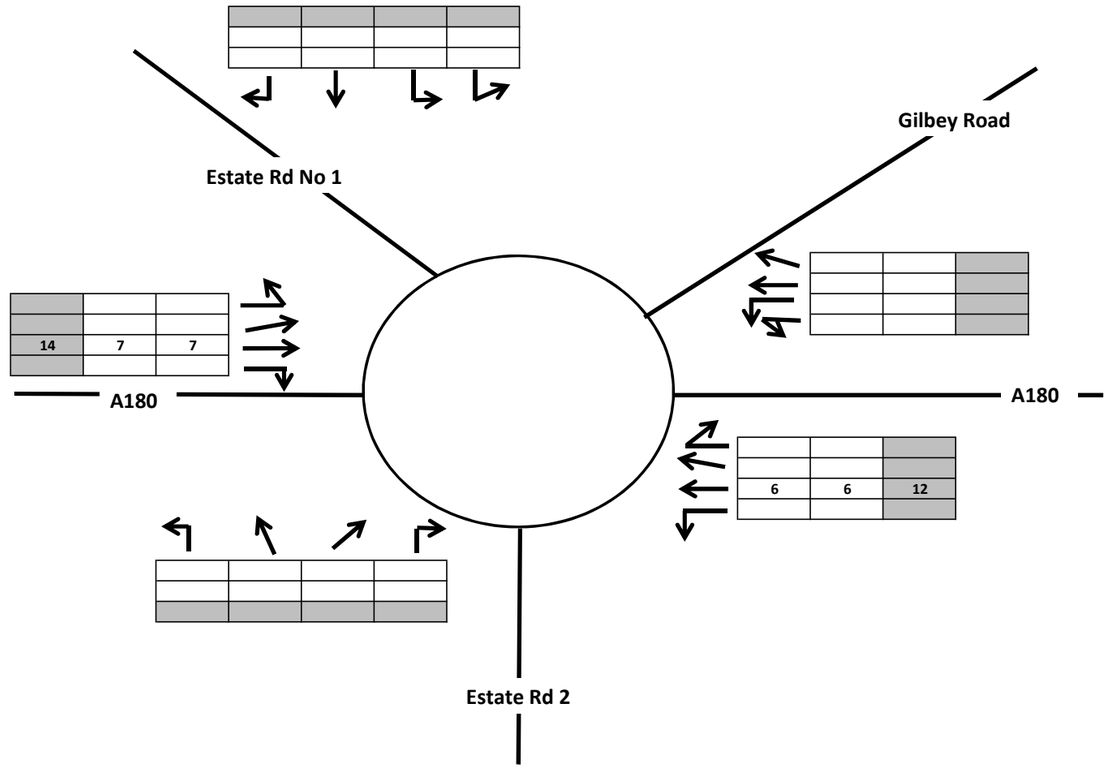
All Vehicles
HGVs
PCUs



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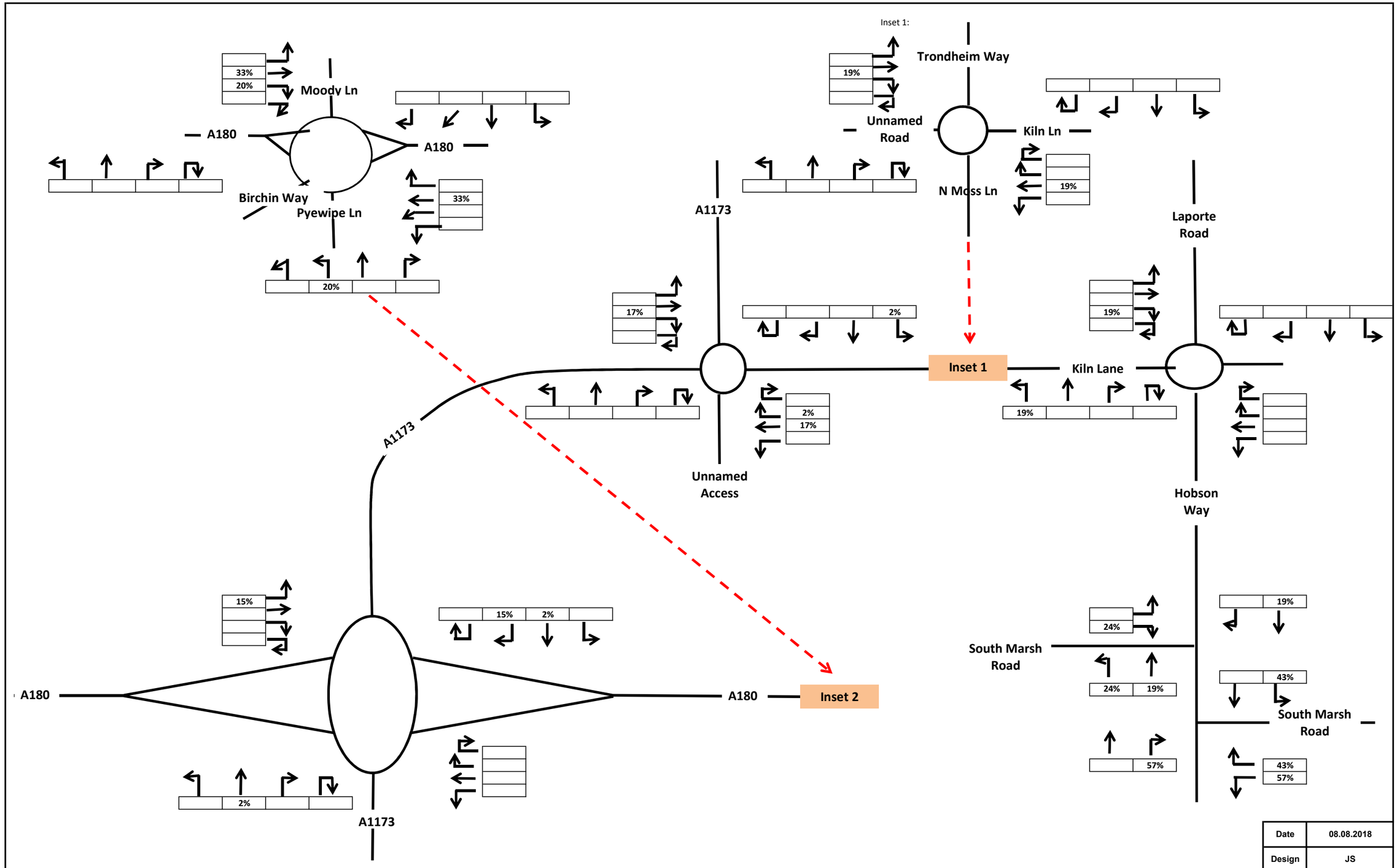
ANNEX 10: OPERATIONAL STAFF ASSIGNMENT



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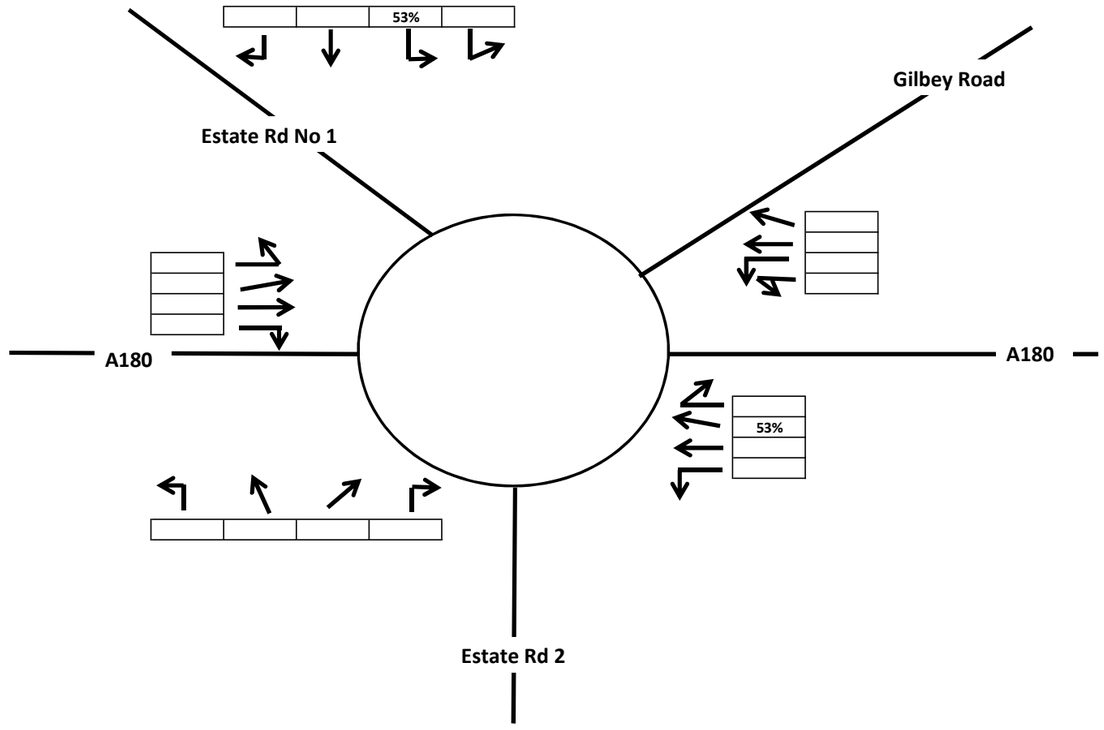
All Vehicles
HGVs
PCUs



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Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	Staff Vehicle Assignment	AECOM	Annex 10	A	Appr'd	PF
				File:			

ANNEX 11: OPERATIONAL STAFF DEVELOPMENT FLOWS DURING NETWORK PEAK HOURS

All Vehicles
HGVs
PCUs

Inset 2:

Inset 1:

Moody Ln

A180

A180

Birchin Way

Pyewipe Ln

Trondheim Way

Unnamed Road

Kiln Ln

N Moss Ln

A1173

Laporte Road

Inset 1

Kiln Lane

A1173

Unnamed Access

Hobson Way

A180

A180

Inset 2

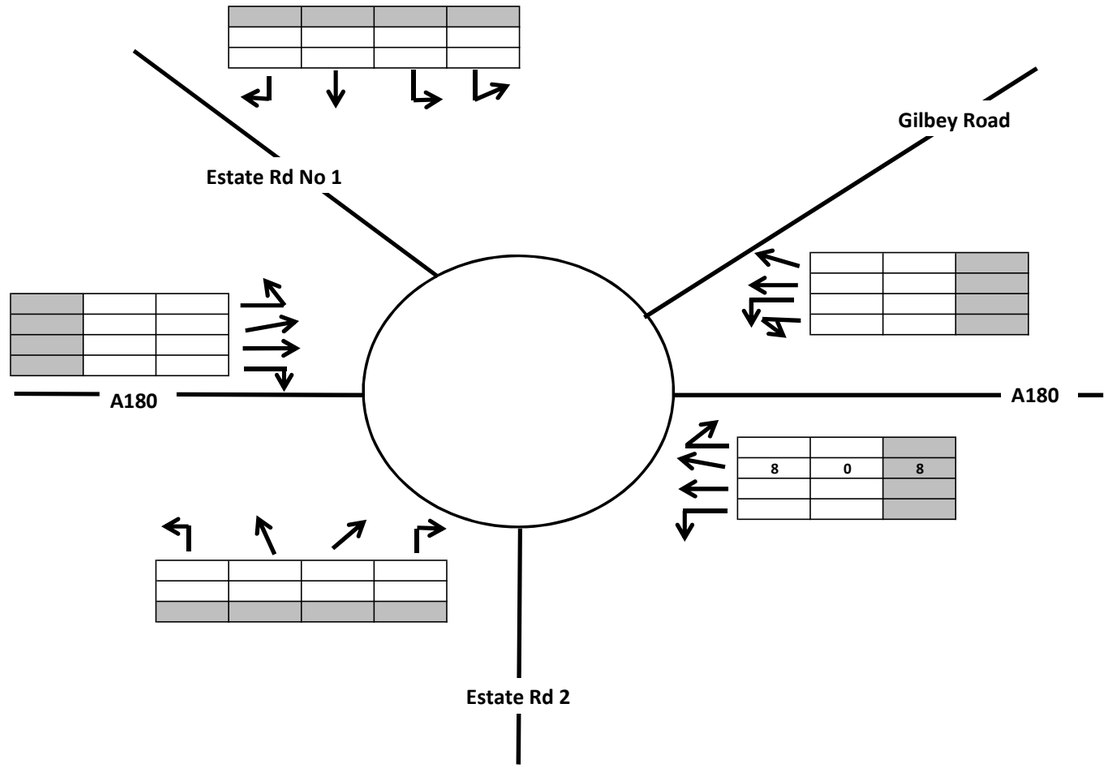
A1173

South Marsh Road

South Marsh Road

Client:	Project:	Title:		Drawing Number:	Revision:	Date	08.08.2018
EP SHB	South Humber Bank Energy Centre	Staff Development Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 11	A	Design	JS
						Checked	PF
				File:		Appr'd	PF

All Vehicles
HGVs
PCUs



						Date	08.08.2018
						Design	JS
Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	Staff Development Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 11	A	Appr'd	PF
				File:			

All Vehicles
HGVs
PCUs

Inset 2:

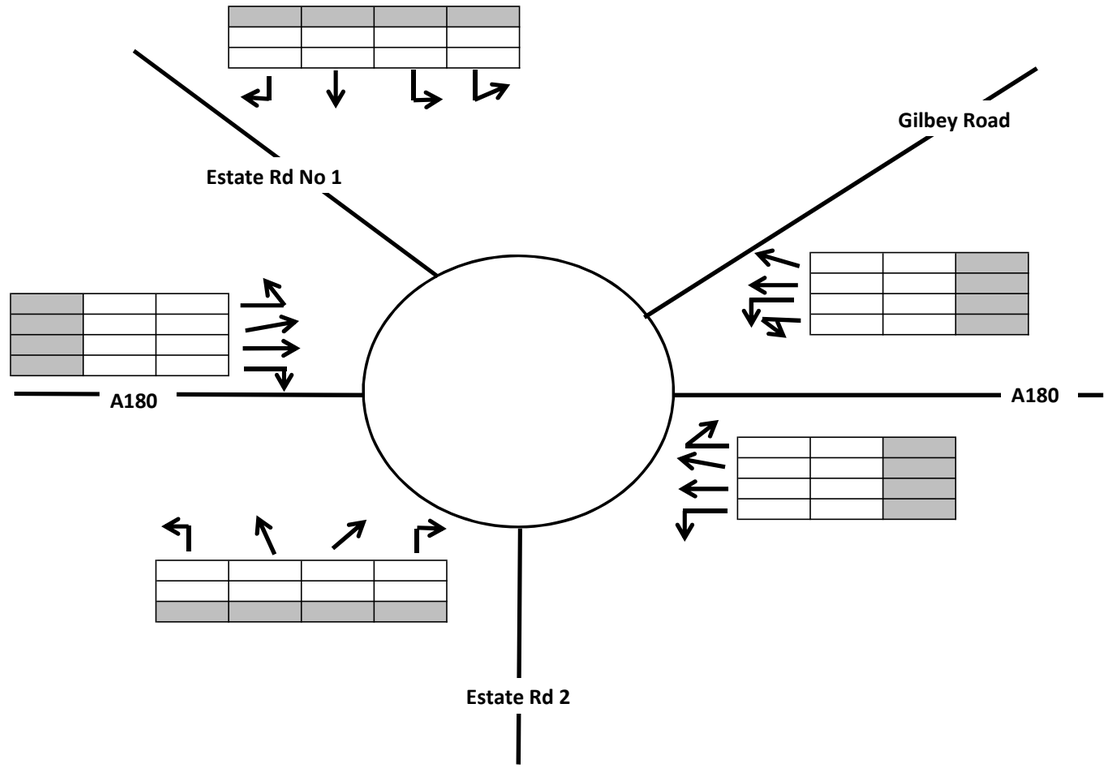
Moody Ln
A180
A180
Birchin Way
Pyewipe Ln

Inset 1:

Trondheim Way
Unnamed Road
Kiln Ln
N Moss Ln
A1173
Laporte Road
Inset 1
Kiln Lane
Unnamed Access
Hobson Way
A1173
A180
A180
Inset 2
South Marsh Road
South Marsh Road
A1173

Client:	Project:	Title:		Drawing Number:	Revision:	Date: 08.08.2018
EP SHB	South Humber Bank Energy Centre	Staff Development Flows - PM Peak (16:00 - 17:00)	AECOM	Annex 11	A	Design: JS Checked: PF Appr'd: PF
				File:		

All Vehicles
HGVs
PCUs



						Date	08.08.2018
						Design	JS
Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	Staff Development Flows - PM Peak (16:00 - 17:00)	AECOM	Annex 11	A	Appr'd	PF
				File:			

ANNEX 12: TOTAL OPERATIONAL DEVELOPMENT FLOWS DURING NETWORK PEAK HOURS

All Vehicles
HGVs
PCUs

Inset 2

Inset 1:

Moody Ln

A180

A180

Birchin Way

Pyewipe Ln

Trondheim Way

Unnamed Road

Kiln Ln

N Moss Ln

A1173

Laporte Road

Inset 1

Kiln Lane

A1173

Unnamed Access

Hobson Way

A180

A180

Inset 2

A1173

South Marsh Road

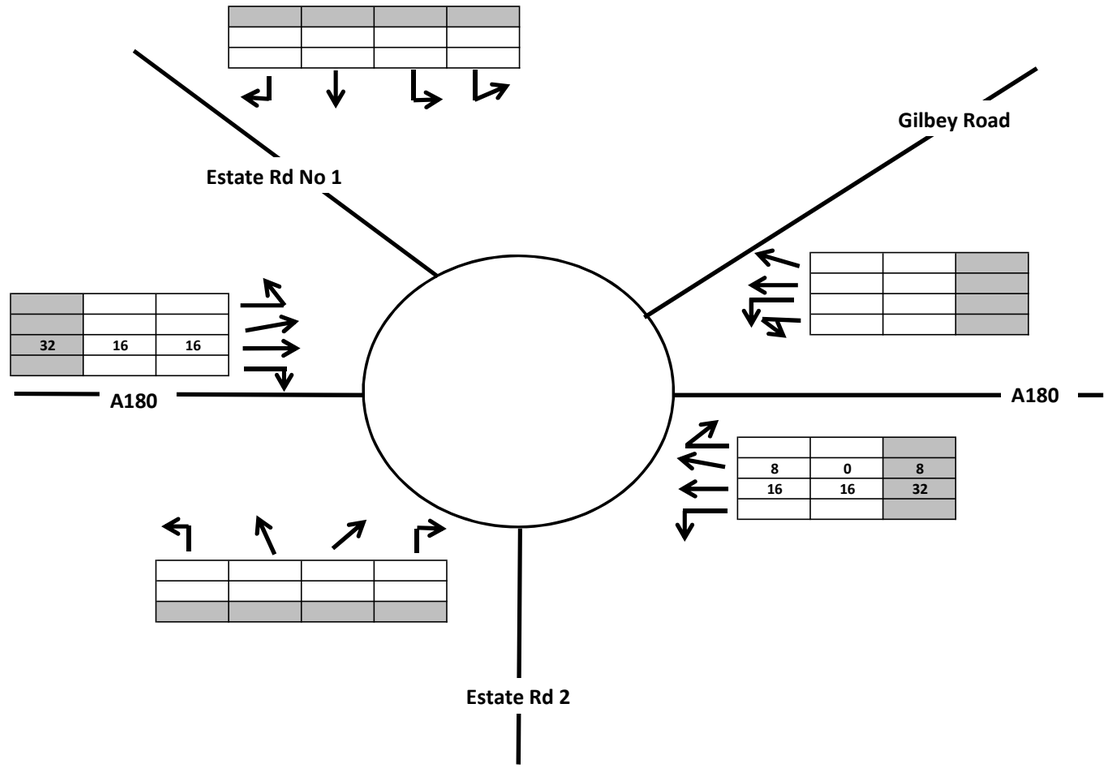
South Marsh Road

Date	08.08.2018
Design	JS
Checked	PF
Appr'd	PF

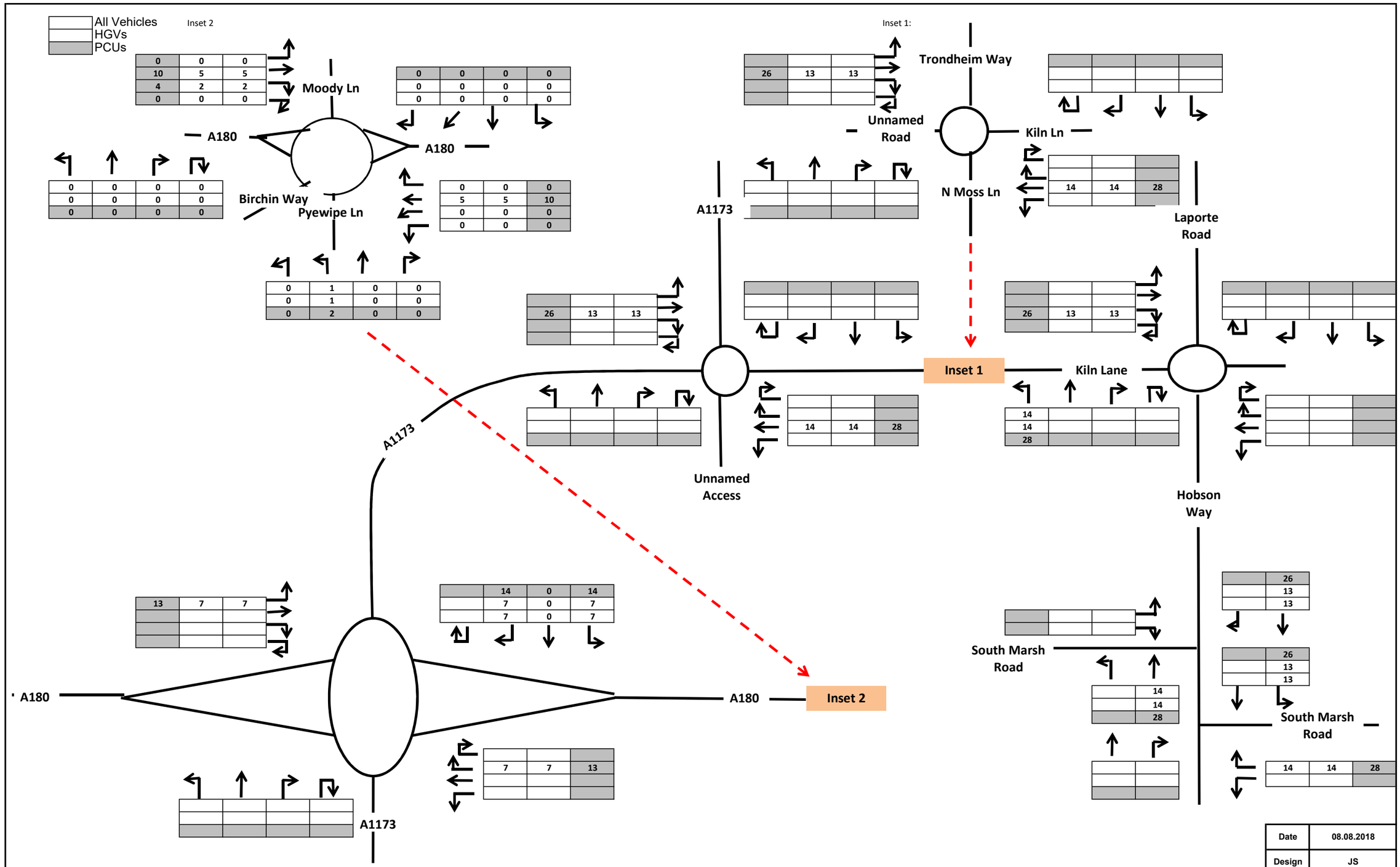
Client:	Project:	Title:		Drawing Number:	Revision:
EP SHB	South Humber Bank Energy Centre	Total Development Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 12	A

File:

All Vehicles
HGVs
PCUs



					Date	08.08.2018
					Design	JS
Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	Total Development Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 12	A	Appr'd	PF
				File:			



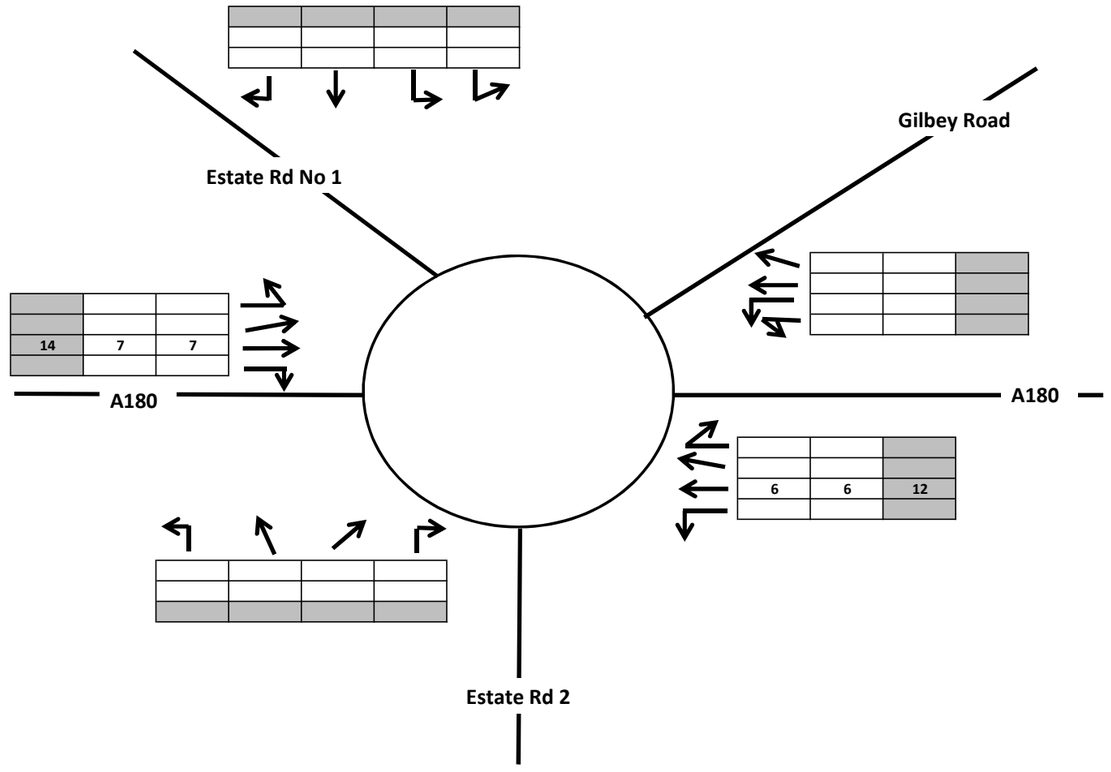
Client:	Project:	Title:	Drawing Number: / Revision:
EP SHB	South Humber Bank Energy Centre	Total Development Flows - PM Peak (16:00 - 17:00)	Annex 12 / A

AECOM

Date	08.08.2018
Design	JS
Checked	PF
Appr'd	PF

File:

All Vehicles
HGVs
PCUs



Date	08.08.2018
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EP SHB	South Humber Bank Energy Centre	Total Development Flows - PM Peak (16:00 - 17:00)	AECOM	Annex 12	A

File:

ANNEX 13: ADJUSTED AM AND PM PEAK TRAFFIC FLOWS ASSOCIATED WITH THE SOUTH HUMBER BANK LINK ROAD

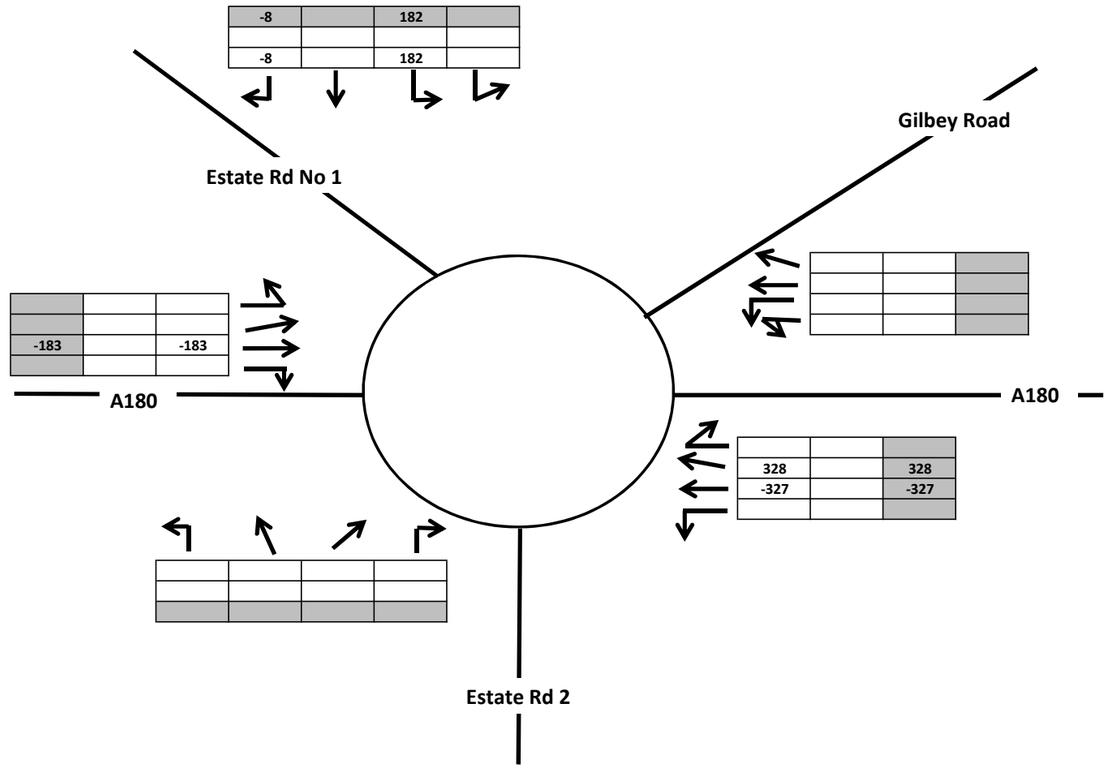
All Vehicles
HGVs
PCUs

Inset 1:

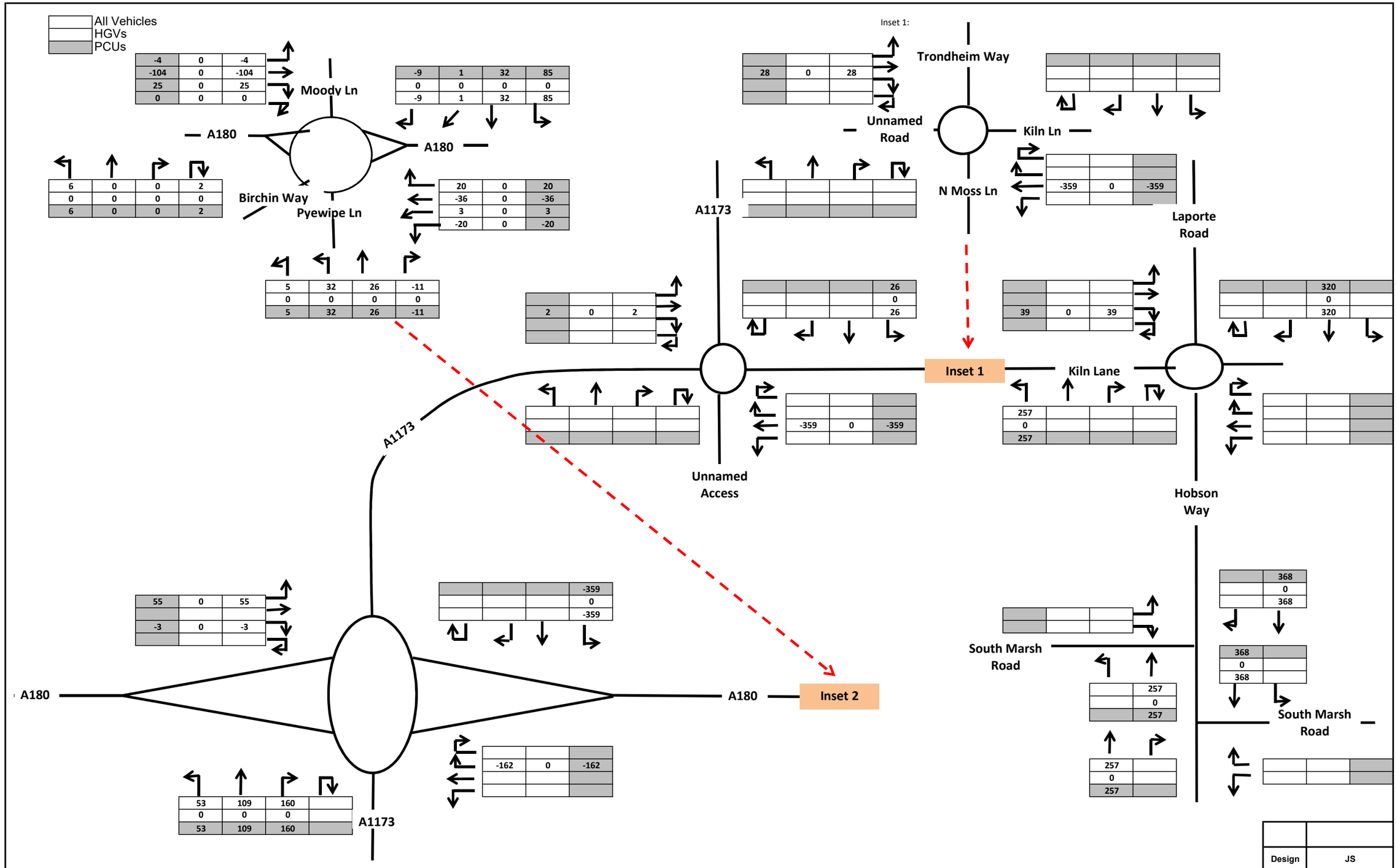
Moody Ln
A180
A180
Birchin Way
Pyewipe Ln
Trondheim Way
Unnamed Road
Kiln Ln
N Moss Ln
A1173
Laporte Road
Inset 1
Kiln Lane
A1173
Unnamed Access
Hobson Way
A180
A180
Inset 2
A1173
South Marsh Road
South Marsh Road

Client:	Project:	Title:		Drawing Number:	Revision:	Design	JS
EP SHB	South Humber Bank Energy Centre	Link Road Adjustment AM Peak	AECOM	Annex 13	A	Checked	PF
						Appr'd	PF
				File:			

	All Vehicles
	HGVs
	PCUs



						Date	08.08.2018
						Design	JS
Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	Link Road Adjustment AM Peak	AECOM	Annex 13	A	Appr'd	PF
				File:			

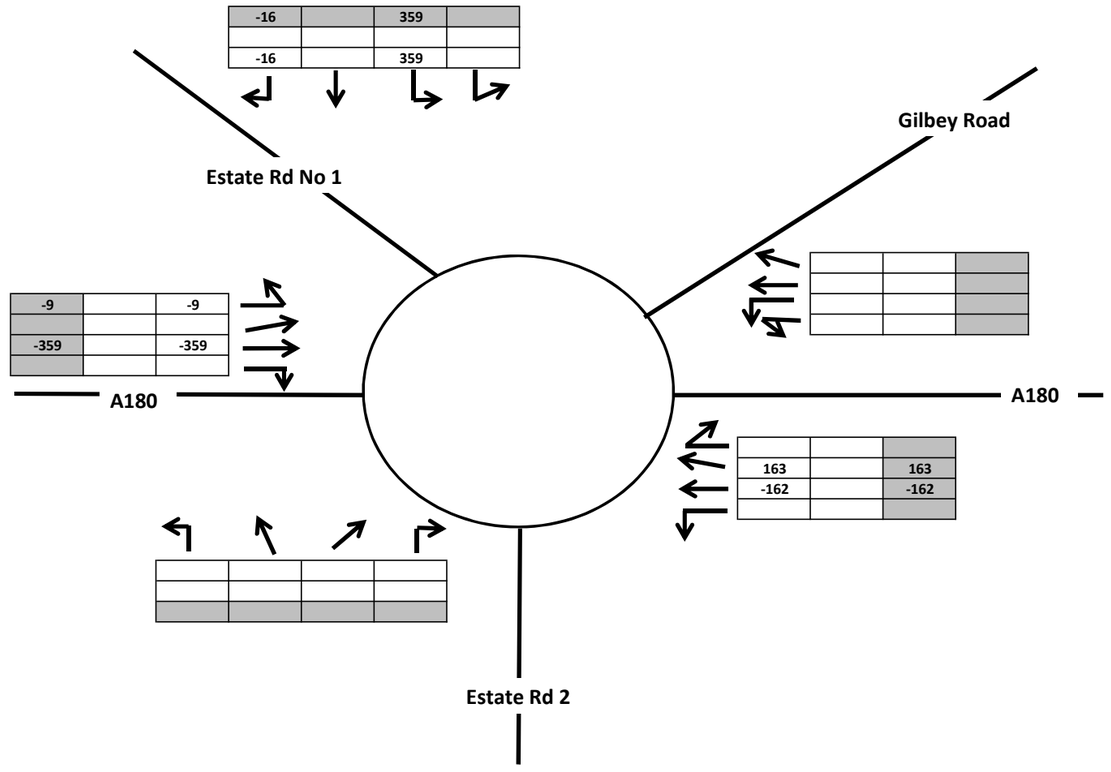


Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EP SHB	South Humber Bank Energy Centre	Link Road Adjustment PM Peak	AECOM	Annex 13	A

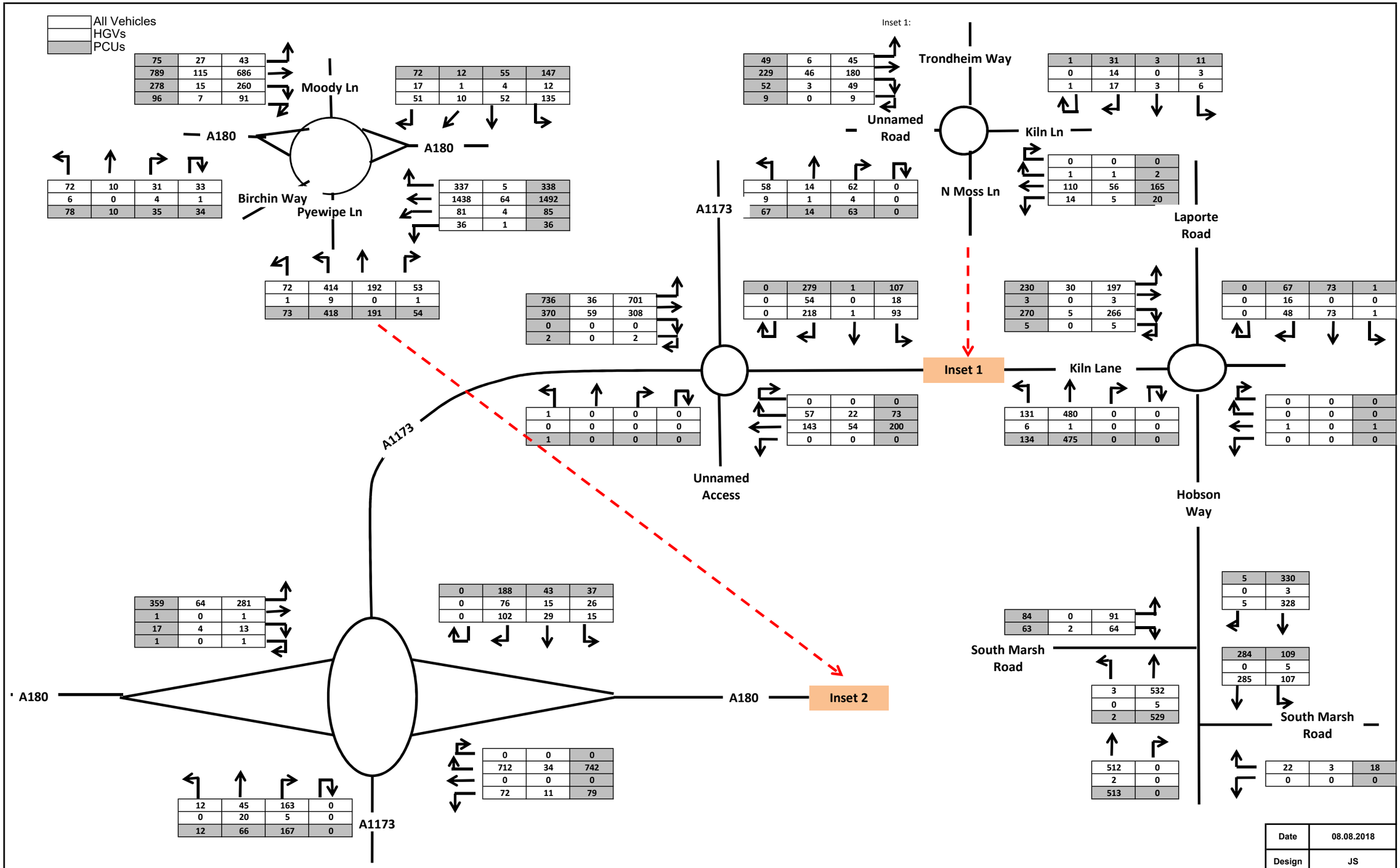
File:

	All Vehicles
	HGVs
	PCUs



						Date	08.08.2018
						Design	JS
Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	Link Road Adjustment PM Peak	AECOM	Annex 13	A	Appr'd	PF
				File:			

ANNEX 14: FUTURE 2023, 2024, 2029 AND 2030 NETWORK PEAK HOUR BASE FLOWS

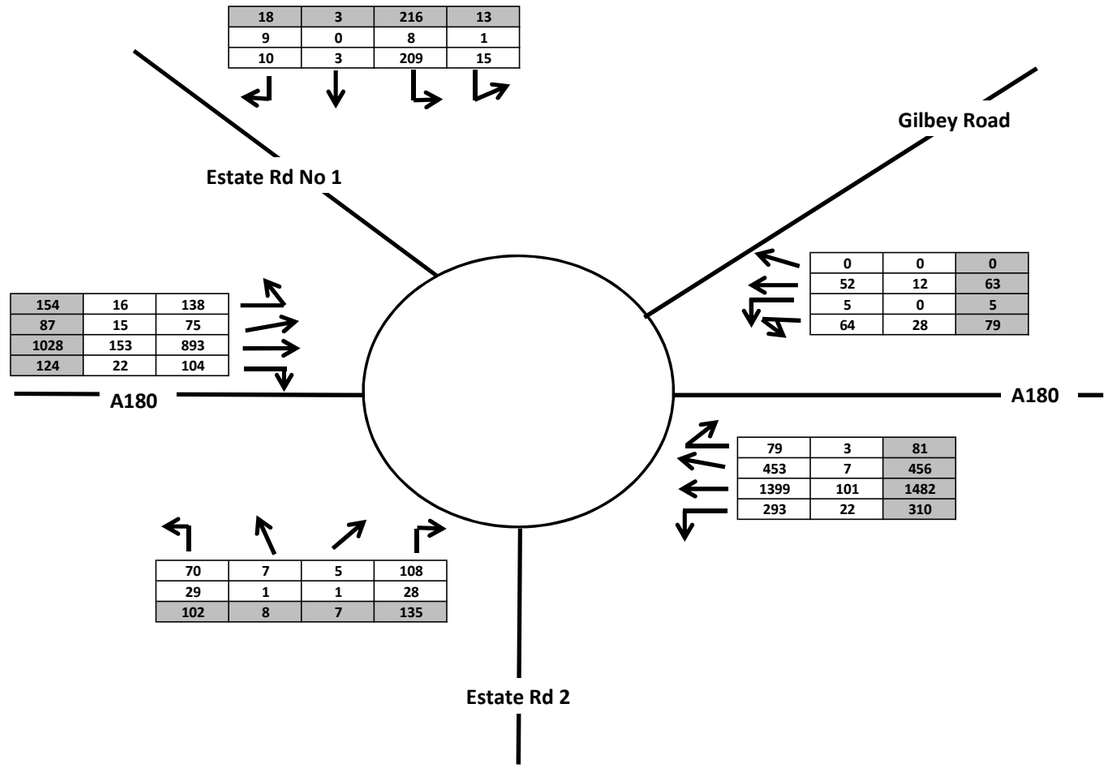


Client:	Project:	Title:	Drawing Number: / Revision:
EP SHB	South Humber Bank Energy Centre	2023 Base Flows - AM Peak (07:00 - 08:00)	Annex 14 / A

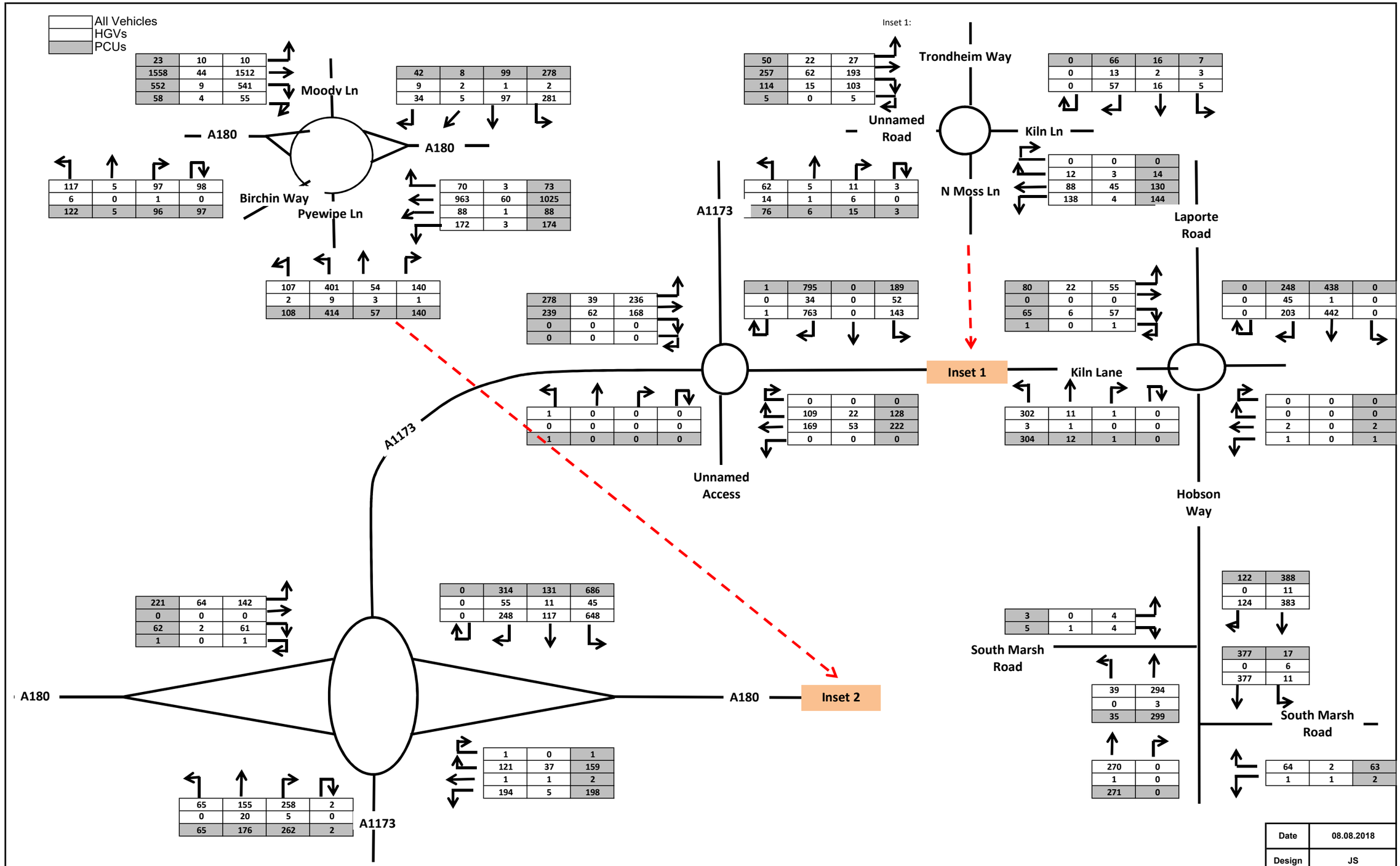
Date	08.08.2018
Design	JS
Checked	PF
Appr'd	PF

File:

All Vehicles
HGVs
PCUs



Client:	Project:	Title:		Drawing Number:	Revision:	Date	08.08.2018
						Design	JS
EP SHB	South Humber Bank Energy Centre	2023 Base Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 14	A	Checked	PF
						Appr'd	PF
				File:			



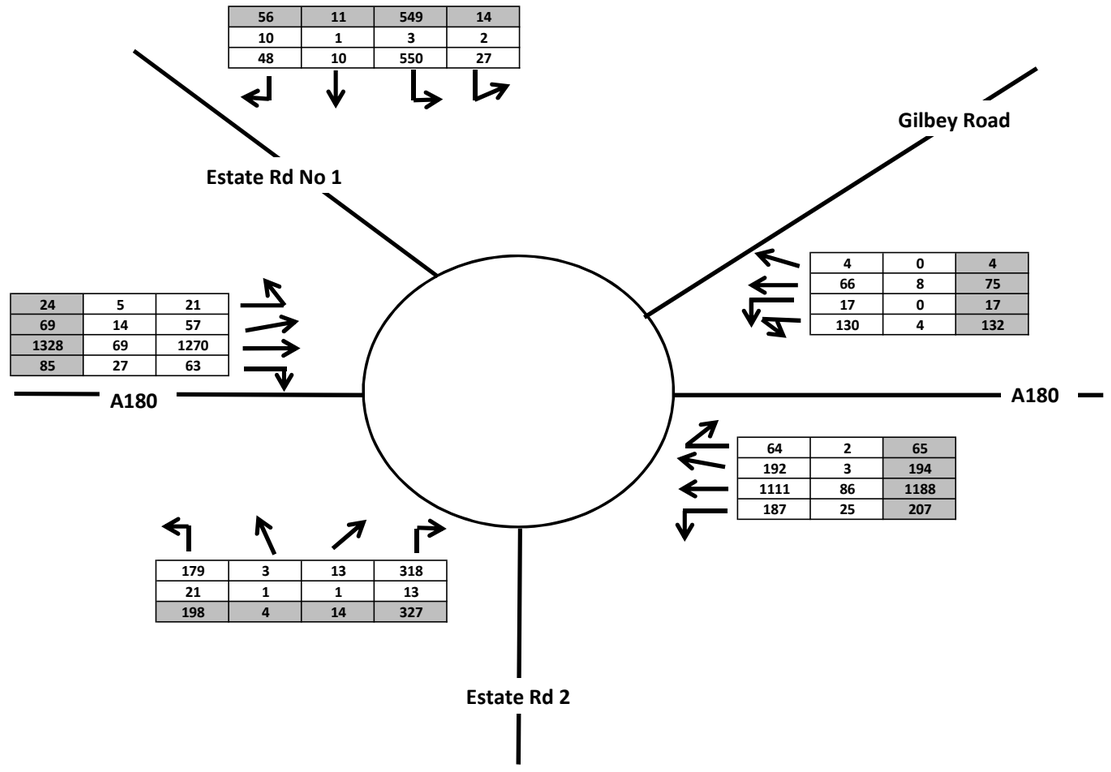
Client:	Project:	Title:
EP SHB	South Humber Bank Energy Centre	2023 Base Flows - PM Peak (16:00 - 17:00)

AECOM

Drawing Number:	Annex 14
Revision:	A
File:	

Date	08.08.2018
Design	JS
Checked	PF
Appr'd	PF

	All Vehicles
	HGVs
	PCUs



				Date	08.08.2018
				Design	JS
Client:	Project:	Title:		Drawing Number: / Revision:	Checked: PF
EP SHB	South Humber Bank Energy Centre	2023 Base Flows - PM Peak (16:00 - 17:00)	AECOM	Annex 14 / A	Appr'd: PF
				File:	

All Vehicles
HGVs
PCUs

Inset 2:

76	27	44
800	117	695
282	15	263
98	8	92

73	12	55	148
17	1	4	12
52	11	52	136

73	11	31	34
6	0	4	1
79	11	36	35

340	5	341
1458	65	1512
83	4	86
36	1	36

73	420	193	54
1	9	0	1
74	424	192	55

Moody Ln
A180
A180
Birchin Way
Pyewipe Ln

Inset 1:

50	6	45
235	47	185
53	3	50
9	0	9

1	31	3	11
0	14	0	3
1	17	3	6

58	14	63	0
9	1	4	0
68	14	64	0

0	0	0
1	1	2
111	56	167
14	5	21

746	37	710	
378	60	315	
0	0	0	
2	0	2	

0	282	1	108
0	55	0	18
0	221	1	94

233	30	199
3	0	3
271	5	267
5	0	5

0	68	73	1
0	16	0	0
0	49	73	1

1	0	0	0
0	0	0	0
1	0	0	0

0	0	0
57	23	74
145	55	202
0	0	0

131	482	0	0
6	1	0	0
135	476	0	0

0	0	0
0	0	0
1	0	1
0	0	0

Trondheim Way
Unnamed Road
Kiln Ln
N Moss Ln
A1173
Laporte Road
Unnamed Access
Inset 1
Kiln Lane
Hobson Way
A1173
Inset 2
A180
A180
South Marsh Road
South Marsh

364	65	285
1	0	1
17	4	13
1	0	1

0	190	43	40
0	77	15	26
0	103	29	17

0	0	0
725	35	756
0	0	0
72	11	80

12	45	166	0
0	21	5	0
12	67	169	0

85	0	92
64	2	65

5	332
0	3
5	329

285	110
0	5
286	108

3	532
0	5
2	530

512	0
2	0
513	0

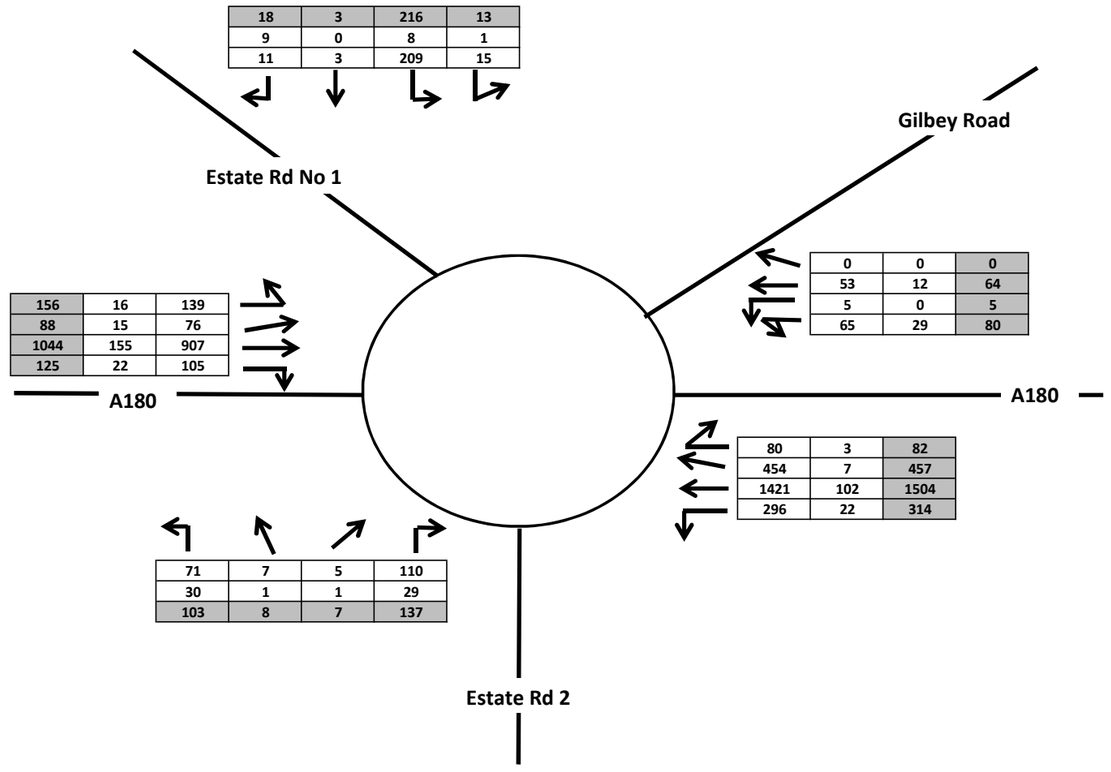
23	3	18
0	0	0

Date	08.08.2018
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EP SHB	South Humber Bank Energy Centre	2024 Base Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 14	A

File:

All Vehicles
HGVs
PCUs



					Date	08.08.2018
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Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	2024 Base Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 14	A	Appr'd	PF
				File:			

All Vehicles
HGVs
PCUs

Inset 2:

23	10	10
1579	44	1532
558	9	547
58	4	56

43	9	100	280
9	2	1	2
34	5	98	284

Moody Ln

A180

A180

118	5	98	99
6	0	1	0
124	5	97	98

71	3	74
975	60	1038
89	1	89
174	3	176

Birchin Way

Pyewipe Ln

109	405	54	142
2	9	3	1
110	418	57	142

Inset 1:

51	23	27
260	63	195
115	15	105
5	0	5

Trondheim Way

0	67	16	8
0	13	2	3
0	57	16	5

Unname d Road

Kiln Ln

63	5	11	3
14	1	6	0
77	6	15	3

0	0	0
12	3	14
93	45	136
139	4	146

N Moss Ln

A1173

Laporte Road

282	40	239	
242	63	170	
0	0	0	
0	0	0	

1	805	0	191
0	35	0	53
1	773	0	145

81	23	56	
0	0	0	
65	6	57	
1	0	1	

0	251	440	0
0	45	1	0
0	205	443	0

Inset 1

Kiln Lane

1	0	0	0
0	0	0	0
1	0	0	0

0	0	0
110	23	130
175	54	229
0	0	0

Unnamed Access

302	11	1	0
3	1	0	0
304	12	1	0

0	0	0
0	0	0
2	0	2
1	0	1

Hobson Way

223	65	144	
0	0	0	
63	2	62	
1	0	1	

0	318	133	699
0	56	11	45
0	251	119	661

3	0	4
5	1	4

123	389	
0	11	
125	383	

South Marsh Road

377	17	
0	6	
377	11	

A180

A180

Inset 2

40	295	
0	3	
36	299	

South Marsh

65	155	259	2
0	21	5	0
65	177	264	2

1	0	1
124	38	163
1	1	2
196	5	201

270	0	
1	0	
271	0	

65	2	64
1	1	2

A1173

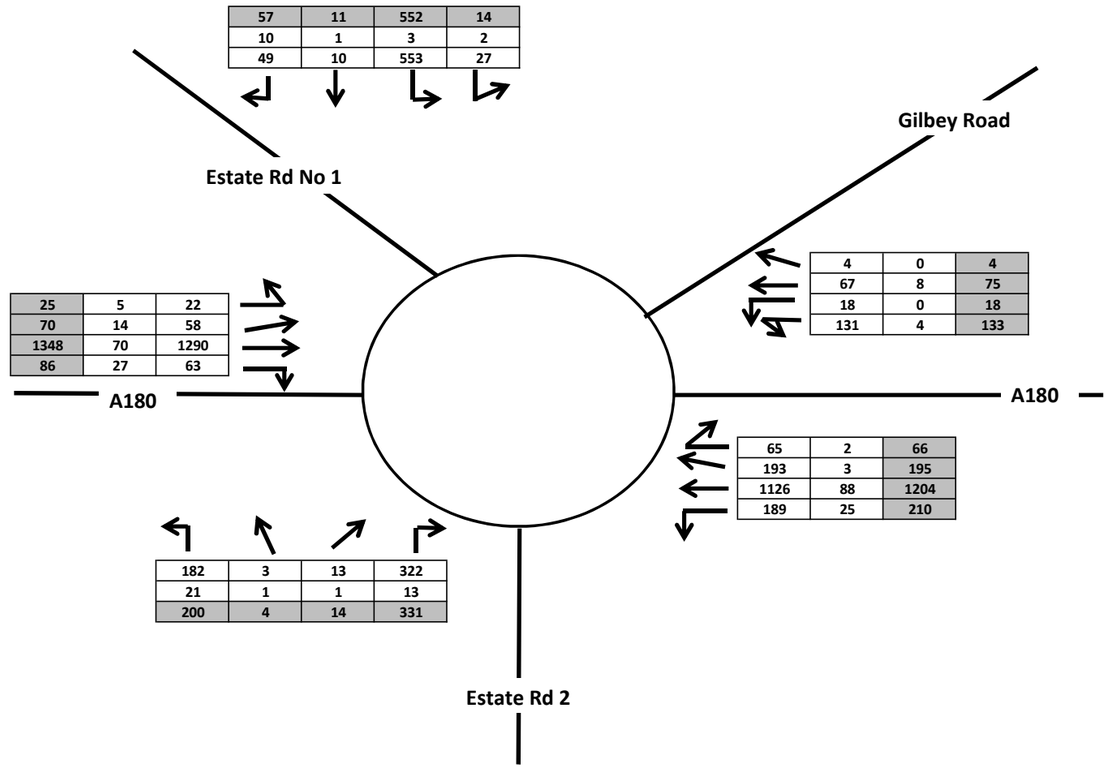
A1173

Date	08.08.2018
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EP SHB	South Humber Bank Energy Centre	2024 Base Flows - PM Peak (16:00 - 17:00)	AECOM	Annex 14	A

File:

	All Vehicles
	HGVs
	PCUs



						Date	08.08.2018
						Design	JS
Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	2024 Base Flows - PM Peak (16:00 - 17:00)	AECOM	Annex 14	A	Appr'd	PF
				File:			

All Vehicles
HGVs
PCUs

Inset 2:

79	28	45
836	122	727
293	16	274
102	8	96

76	12	57	152
18	1	5	12
54	11	53	140

Moody Ln

A180

A180

76	11	33	35
7	0	5	1
82	11	37	36

349	6	350
1523	68	1580
86	5	89
38	1	38

Birchin Way

Pyewipe Ln

76	439	198	56
1	9	0	1
77	443	196	57

Inset 1:

52	7	47
256	48	204
55	3	52
9	0	9

Trondheim Way

1	33	3	11
0	15	0	3
1	18	3	7

Unname d Road

Kiln Ln

0	0	0
1	1	2
116	59	173
15	6	21

N Moss Ln

61	15	65	0
9	1	5	0
71	15	66	0

A1173

Laporte Road

778	38	741
405	62	340
0	0	0
2	0	2

0	294	1	113
0	57	0	19
0	230	1	98

242	32	207	
3	0	3	
275	6	271	
6	0	6	

0	71	74	1
0	17	0	0
0	51	74	1

Inset 1

Kiln Lane

1	0	0	0
0	0	0	0
1	0	0	0

0	0	0
60	24	77
151	57	211
0	0	0

132	485	0	0
7	1	0	0
136	479	0	0

0	0	0
0	0	0
1	0	1
0	0	0

Unnamed Access

Hobson Way

A1173

378	68	296	
1	0	1	
18	5	14	
1	0	1	

0	198	45	49
0	80	16	27
0	107	30	25

89	0	96
66	2	68

6	336	
0	3	
6	333	

287	115	
0	6	
288	113	

South Marsh Road

3	533	
0	6	
2	531	

South Marsh

513	0	
2	0	
514	0	

0	0	0	
769	36	800	
0	0	0	
75	11	83	

12	47	172	0
0	21	6	0
12	70	176	0

24	3	19
0	0	0

A180

A180

Inset 2

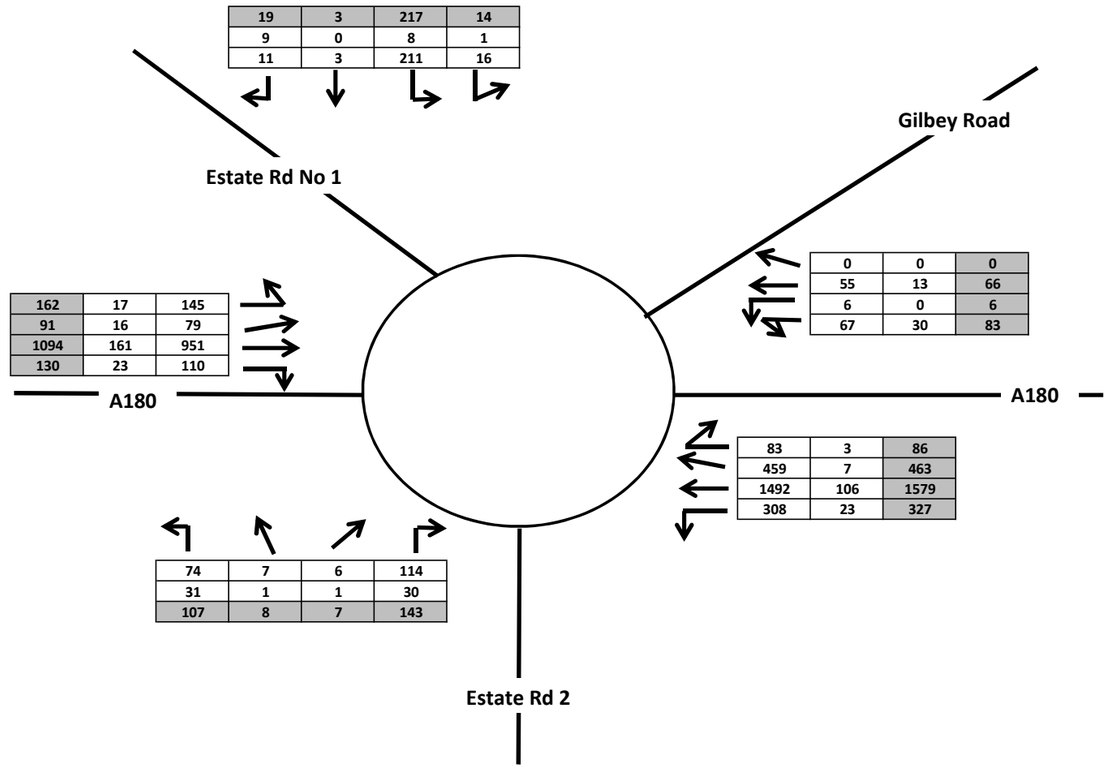
A1173

Date	08.08.2018
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EP SHB	South Humber Bank Energy Centre	2029 Base Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 14	A

File:

	All Vehicles
	HGVs
	PCUs



					Date	08.08.2018
					Design	JS
Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	2029 Base Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 14	A	Appr'd	PF
				File:			

All Vehicles
HGVs
PCUs

Inset 2:

24	10	11
1646	46	1597
579	9	568
61	4	58

45	9	103	288
9	2	1	2
36	5	100	291

123	6	102	103
7	0	1	0
128	6	101	102

73	3	76
1016	63	1081
93	1	93
182	3	184

113	420	55	148
2	9	3	1
114	434	59	148

293	42	248
251	65	177
0	0	0
0	0	0

1	0	0	0
0	0	0	0
1	0	0	0

0	0	0
114	24	135
196	56	253
0	0	0

230	67	147	
0	0	0	
65	2	64	
1	0	1	

0	331	138	741
0	58	11	47
0	261	123	701

65	157	263	2
0	21	6	0
65	180	268	2

1	0	1
135	39	176
1	1	2
204	6	209

Inset 1:

53	24	28	
269	65	202	
120	16	109	
6	0	6	

0	70	17	8
0	13	2	3
0	59	17	6

65	6	11	3
15	1	7	0
80	7	16	3

0	0	0
12	3	15
111	47	156
145	4	151

1	837	0	198
0	36	0	55
1	803	0	149

84	24	58	
0	0	0	
66	7	58	
1	0	1	

0	261	445	0
0	47	1	0
0	213	448	0

304	11	1	0
3	1	0	0
306	12	1	0

0	0	0
0	0	0
2	0	2
1	0	1

3	0	4
6	1	4

128	389
0	11
130	384

377	18
0	7
377	11

42	296
0	3
37	301

270	0
1	0
272	0

67	2	66
1	1	2

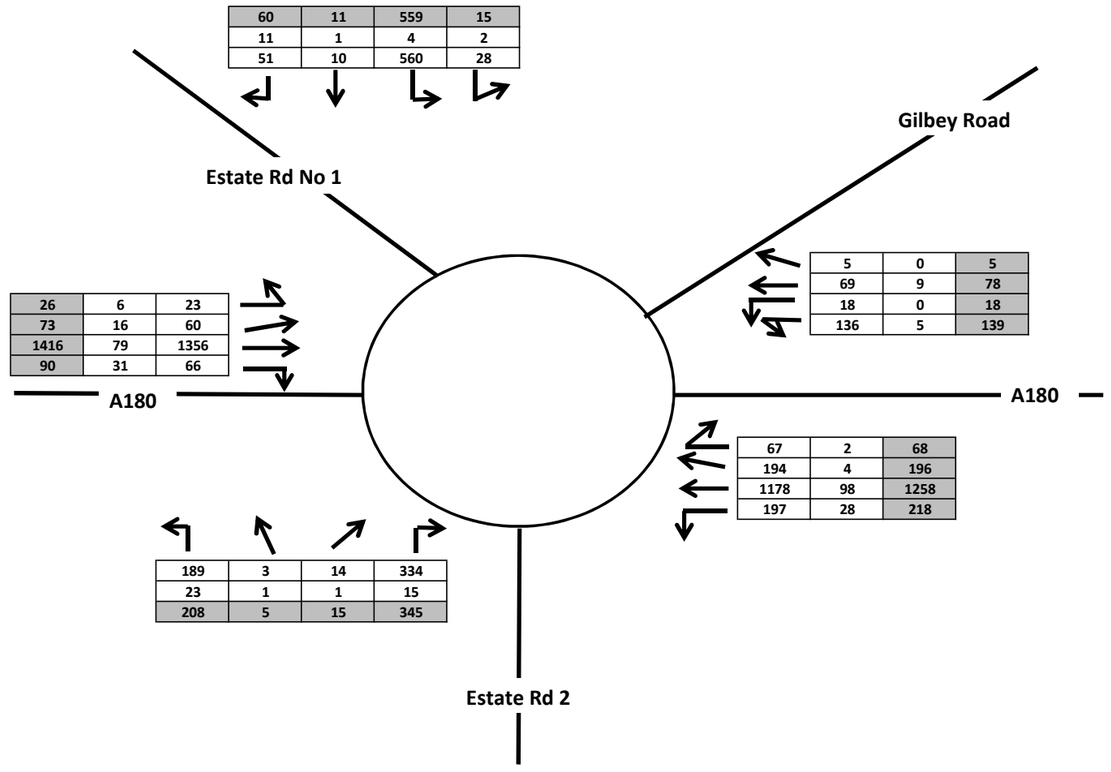
Moody Ln
A180
Birchin Way
Pyewipe Ln
A180
A1173
Trondheim Way
Unname d Road
Kiln Ln
N Moss Ln
Laporte Road
A1173
Inset 1
Kiln Lane
Unnamed Access
Hobson Way
South Marsh Road
South Marsh
A180
A180
Inset 2
A1173

Date	08.08.2018
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EP SHB	South Humber Bank Energy Centre	2029 Base Flows - PM Peak (16:00 - 17:00)	AECOM	Annex 14	A

File:

	All Vehicles
	HGVs
	PCUs



					Date	08.08.2018
					Design	JS
Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	2029 Base Flows - PM Peak (16:00 - 17:00)	AECOM	Annex 14	A	Appr'd	PF
				File:			

All Vehicles
HGVs
PCUs

Inset 2:

80	28	46
843	122	733
295	16	276
102	8	97

76	12	57	153
18	1	5	12
55	11	53	140

Moody Ln

A180

A180

76	11	33	35
7	0	5	1
83	11	37	36

351	6	352
1535	68	1591
87	5	90
39	1	39

Birchin Way

Pyewipe Ln

76	443	198	56
1	9	0	1
77	446	197	58

Inset 1:

52	7	48
260	49	208
56	3	52
9	0	9

Trondheim Way

1	33	3	11
0	15	0	3
1	18	3	7

Unname d Road

Kiln Ln

0	0	0	
1	1	2	
117	59	175	
15	6	22	

N Moss Ln

Laporte Road

A1173

61	15	66	0
9	1	5	0
71	15	67	0

784	39	747	
410	62	344	
0	0	0	
2	0	2	

0	296	1	113
0	58	0	19
0	231	1	99

244	32	209	
3	0	3	
276	6	272	
6	0	6	

0	71	74	1
0	17	0	0
0	51	74	1

Inset 1

Kiln Lane

1	0	0	0
0	0	0	0
1	0	0	0

0	0	0
60	24	77
152	58	212
0	0	0

Unnamed Access

132	486	0	0
7	1	0	0
136	480	0	0

0	0	0
0	0	0
1	0	1
0	0	0

Hobson Way

381	68	298	
1	0	1	
18	5	14	
1	0	1	

0	200	45	51
0	81	16	27
0	108	31	27

A180

A180

Inset 2

0	0	0
776	36	808
0	0	0
76	11	84

12	48	173	0
0	22	6	0
12	70	177	0

A1173

90	0	96
67	2	68

South Marsh Road

6	336		
0	3		
6	334		

288	116		
0	6		
289	113		

South Marsh

3	533	
0	6	
2	531	

513	0	
2	0	
514	0	

24	3	19	
0	0	0	

Date	08.08.2018
Design	JS
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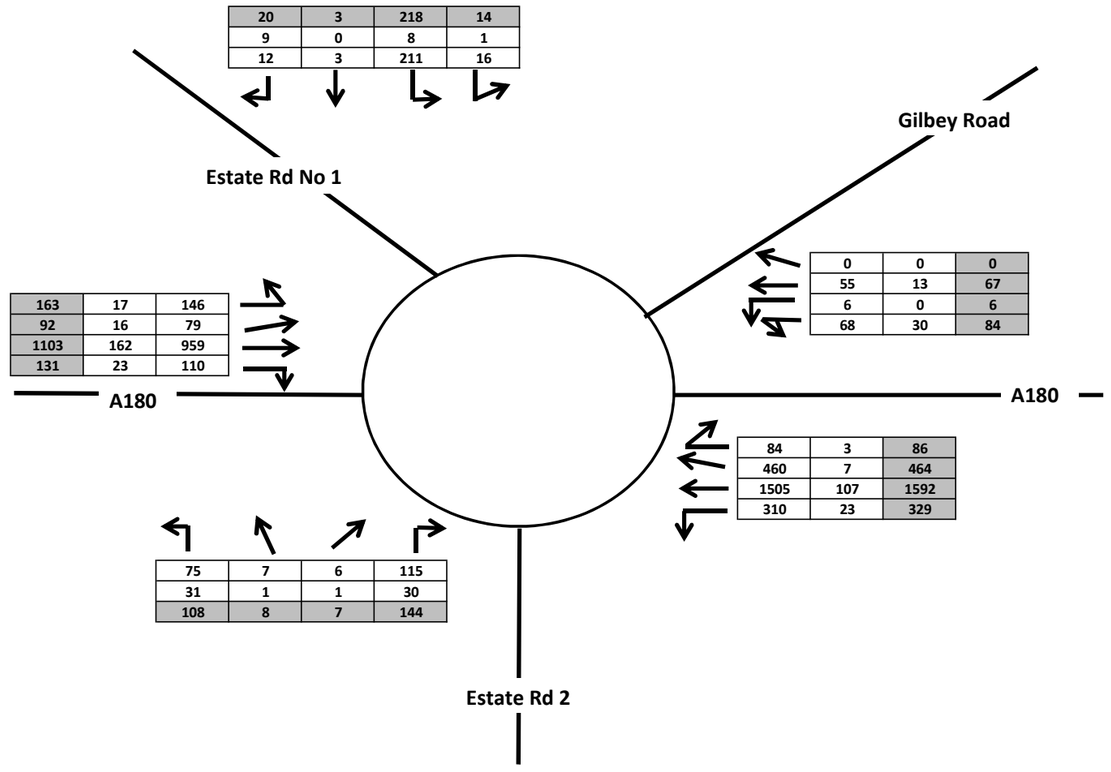
Client:	Project:	Title:		Drawing Number:	Revision:
EP SHB	South Humber Bank Energy Centre	2030 Base Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 14	A

File:

	All Vehicles
	HGVs
	PCUs



						Date	08.08.2018
						Design	JS
Client:	Project:	Title:		Drawing Number:	Revision:	Checked	PF
EP SHB	South Humber Bank Energy Centre	2030 Base Flows - AM Peak (07:00 - 08:00)	AECOM	Annex 14	A	Appr'd	PF
				File:			

All Vehicles
HGVs
PCUs

Inset 2:

24	10	11
1657	46	1609
583	9	572
61	5	59

45	9	103	289
9	2	1	2
36	6	101	293

123	6	103	104
7	0	1	0
129	6	102	103

73	3	76
1023	63	1088
93	1	93
183	3	186

113	423	55	149
2	9	3	1
115	436	59	149

Moody Ln

A180

A180

Birchin Way

Pyewipe Ln

Inset 1:

53	24	28
271	66	203
121	16	110
6	0	6

0	70	17	8
0	14	2	3
0	60	17	6

Trondheim Way

Unname d Road

Kiln Ln

0	0	0
12	3	15
114	47	160
146	5	153

N Moss Ln

66	6	11	3
15	1	7	0
80	7	16	3

A1173

Laporte Road

295	42	250
253	66	178
0	0	0
0	0	0

1	843	0	199
0	36	0	55
1	809	0	150

85	24	59
0	0	0
66	7	58
1	0	1

0	263	445	0
0	47	1	0
0	215	449	0

Inset 1

Kiln Lane

1	0	0	0
0	0	0	0
1	0	0	0

0	0	0
115	24	136
200	56	257
0	0	0

304	11	1	0
3	1	0	0
307	12	1	0

0	0	0
0	0	0
2	0	2
1	0	1

Unnamed Access

Hobson Way

231	68	148
0	0	0
66	2	65
1	0	1

0	333	139	748
0	59	11	47
0	263	124	709

129	389
0	11
131	384

3	0	5
6	1	5

South Marsh Road

377	18
0	7
377	11

A180

A180

Inset 2

65	158	264	2
0	21	6	0
65	180	268	2

1	0	1
137	40	178
1	1	2
206	6	210

42	297
0	3
37	301

271	0
1	0
272	0

South Marsh

68	2	67
1	1	2

A1173

A1173

Date	08.08.2018
Design	JS
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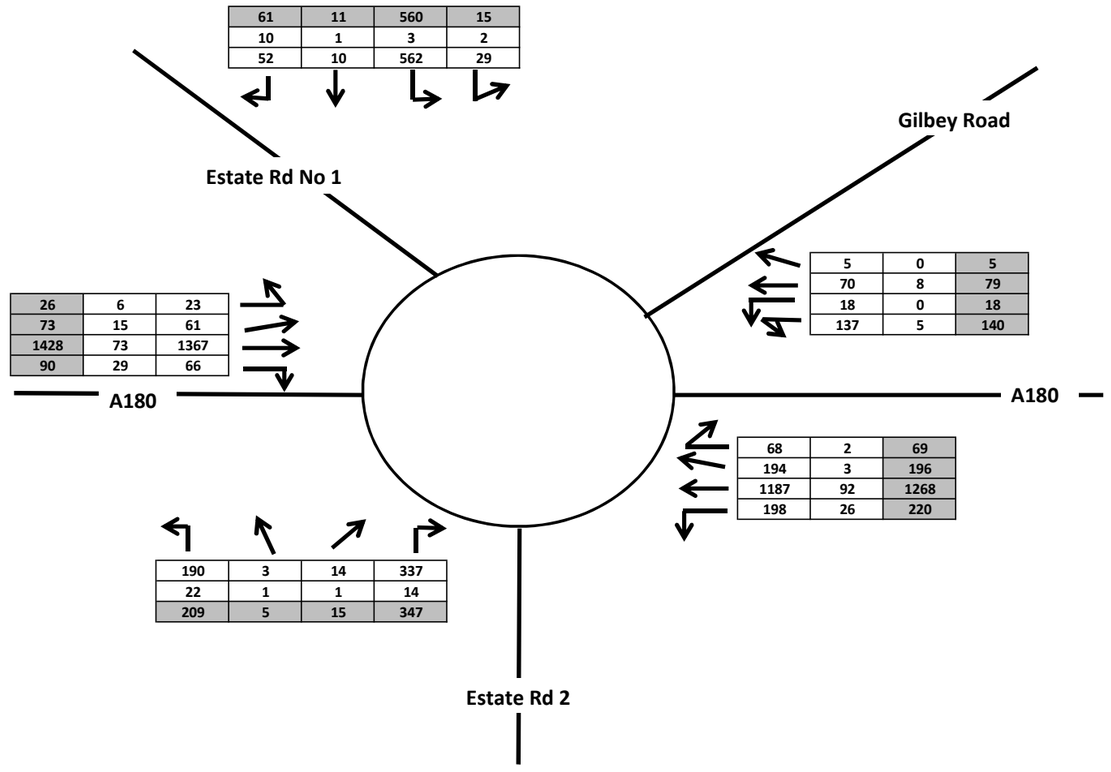
Appr'd	PF

Client:	Project:	Title:		Drawing Number:	Revision:
EP SHB	South Humber Bank Energy Centre	2030 Base Flows - PM Peak (16:00 - 17:00)	AECOM	Annex 14	A

File:

	All Vehicles
	HGVs
	PCUs



				Date	08.08.2018
				Design	JS
Client:	Project:	Title:		Drawing Number: / Revision:	Checked: PF
EP SHB	South Humber Bank Energy Centre	2030 Base Flows - PM Peak (16:00 - 17:00)	AECOM	Annex 14 / A	Appr'd: PF
				File:	