

**Cleethorpe Road Flyover Structural maintenance and Riby Square
AQMA Improvements**

Addendum

Relationship with the Local Enterprise Zone

The Port of Grimsby Enterprise Zone can be seen on the map on page 4 of the bid. Access is via Lock Hill to the west of the Cleethorpe Road Flyover, should the Flyover be restricted or closed this would cause such a degree of congestion on the surrounding network that the Local Development Order (LDO) assumptions would be detrimentally impacted and require limitations to the extent of development.

The Local Development Order states;

Local Development Order - Port of Grimsby East

“Vehicular trips generated by the development hereby permitted shall not exceed the following trip estimates, unless a Traffic Impact Assessment has been submitted to and agreed in writing by the LPA to maintain the safe and efficient operation of the Strategic Road Network and its junctions with the local highway network and to comply with saved Policy GEN1 of the North East Lincolnshire Local Plan 2003”.

AM Peak		PM Peak	
Into Development	Out of Development	Into Development	Out of Development
160	30	26	131

The LDO allows the erection of buildings and/or use of land for Class B1, B2 and B8 use specifically for uses associated with serving the operations and maintenance (servicing) aspects of renewable industries.

Prior to commencement of works on site of any development within the LDO a Travel Plan and routing agreement for vehicles associated with the construction of and operation of the development, shall be submitted to the LPA for written approval, including detailing and justifying the trip generation figures. Development shall be carried out/constructed in accordance with approved details unless variations are approved in writing with the LPA. To encourage sustainable methods of transport, in the interests of road safety, air quality and pollution control and accord to saved Policy GEN1 of the North East Lincolnshire Local Plan 2003.

The Council has continued to engage with the Highways Agency since the publication of the Port of Grimsby East Local Development Order Consultation Draft in October 2012, in order to assess the impact that the introduction of the LDO will have on the Strategic Highways Network. As a result, the Highways and Transport Team at Balfour Beatty WorkPlace undertook modelling on behalf of the Council to ascertain the traffic impact of proposals.

The Council modelled a scenario based on the land use required for renewable energy operations and maintenance activities, which focussed on modelling the higher trip generating land uses which are to be permitted by the LDO. The modelling work is therefore considered to be a robust assessment and provides an assessment of the 'worst case' scenario that development of the site would present. The Council has subsequently reached agreement with the Highways Agency that the LDO will have a minor impact on the Strategic Road Network.

In response, the Council has updated condition 9 of the LDO to require that a Traffic Impact Assessment is submitted to the authority, should proposed developments result in higher vehicular trips than those stipulated by the condition.

Acceptance of the Assessment would be impacted should there be any significant changes in the network, such as the Flyover closure, for the LDO. Any major change to the highway system would factor in expectations with regard to development of the whole port estate.

The Economic Case (Section B6 of the application form):

Supplementary information

1) The 'year of assessment' for the data supplied in the Scheme Impact Pro-forma

Data based on 2009 year of assessment.

2) The scheme assessment year

Data based on 2009 year of assessment. There is a statement contained within the Impact Pro-Forma regarding the level of traffic growth between 2009 and 2012.

3) Scheme Impact Pro-forma

This has been filled in for both the Do-minimum and Do-something. Additional information is contained in the Word attachment 'Forecasting Report CleeRdFly'.

4) Highway and/or Public Transport period conversion factors

Bus peak hour factors are based on local data and a 1 hour average (across all times and services) to be multiplied by the three hours. Traffic peak hour conversion factors are the amount of the 3 hour period taken by the hour assessed (eg, 3545 vehicles in peak period, divided by 1465 vehicles 0800 – 0900 = conversion factor of 2.42).

5) Assessment and associated values included in the Scheme Impact Pro-forma

This has been carried out on a fixed trip matrix basis as discussed in the Paramics Model Validation Report.

We have updated the number of affected journeys on the Cleethorpe Road flyover proforma for the 'do nothing' option. This is to reflect the journeys on Ellis Way which would be affected, as the default diversionary route. This explains the variation of over 5%.

6) Validation

Model validation report attached to this email.

7) AST

Appropriate qualitative assessments have been entered using the WebTAG seven point scale.

8) TUBA

TUBA has not been used.

Revised Scheme Impact Pro Forma

Revised Pro-Forma attached to email.

The Management case (Section B8 and B9 of the application form):

Deliverability

1) No land acquisition being required

There is no land take required. All works lie within the existing Highway boundary therefore no additional land will be required.

2) No further statutory consents required.

There are no further foreseen statutory consents required.

3) statutory consents

Our timetable includes provision for the statutory consent from Network Rail for line possession, this is built into the delivery programme and obtaining consent is negligible risk.