

APPENDIX D

South Humber Bank and A180 Major Maintenance

Strategic Case – Maintenance History and Condition

Context

Grimsby is a town in North East Lincolnshire on the south bank of the Humber River. The development of North East Lincolnshire's Ports, capitalising on our East Coast location, has underpinned the growth of the economy. The ports and logistics sector continues to be one of NEL's largest employers, with over 7,400 people employed in the sector or its supply chains across the Humber. Our ports are at the centre of the UK's trade and communication links and the M62 economic corridor – and provide the gateway to Europe for the Northern Powerhouse and Midlands Engine. The strategic road network allows goods to be delivered to 75% of the UK's population within a four hour driving time. The Port of Grimsby and Immingham, operated by ABP, is the largest UK port complex by tonnage and the fourth largest in Europe.

North East Lincolnshire also remains the primary UK centre for food and seafood processing, currently accounting for over 70% of all seafood processed in the UK and as a major centre for chilled meal production. The sector is a major employer in North East Lincolnshire, with over 500 companies employing over 4,700 people across the supply chain and including world-class businesses such as Icelandic Seachill, Young's, Two Sisters, Country Style Foods and Morrisons.

The A180 and surrounding industrial access roads are of local and national importance providing direct access to both local and national industry including the Port of Grimsby, access to employment, education and residential areas, and is a direct link to the strategic motorway network. Development of a new Enterprise Zone on Moody Lane (RPM Tioxide) to the North of the A180 will create a further 2934 jobs further increasing the pressure on the identified route and critical junctions.

This scheme will further complement the local economy on completion of the Humber Link Road which is funded via the Local Growth Fund and SHIP, which links directly to Moody Lane and Woad Lane. The completion of the Humber Link Road project will provide direct access to the Humber Gate Enterprise Zone, and to Immingham Port increasing traffic movements and particularly HGV movements on these roads.

Phase 1- 2017/18 Woad Lane and Moody Lane, Grimsby

Maintenance History / Condition Data and Photographs

Both Moody Lane and Woad Lane provide direct access to nationally critical industry in the immediate vicinity of the A180. Moody Lane also provides direct access to the Port of Grimsby. Due to the poor structural condition of these estate roads and the ongoing development proposals for the Port and industrial areas, the only option for repair is for full reconstruction of the carriageway and strengthening works to the footways of Woad Lane, and full replacement of the surface layers to Moody lane with localised structural repair. The costs of full reconstruction of these estate roads has to date restricted its full repair, as it is considerably in excess of our yearly capital funding budget. Planned maintenance works would take approximately 5-10 years with ongoing disruption and greater cost.

Maintenance History

Planned Maintenance History	Treatment	Extent	Year
Woad Lane			
Laforey Road Junction	100mm plane and resurface HRA	60m	2016
Moody Lane			
Junction with Woad Lane	Carriageway reconstruction	40m	1988
Full Length	Surface Dressing	1254m	2006

Condition based on CVI Data

Location	Location 2	Town/Village	Road Class	Urban/rural	O/all (m.)	RED	UPPER AMBER	Red/Upper Amber %
Unclassified	Moody Lane	GRIMSBY	UNC	URBAN	1254	44.18%	54.23%	98.41%
Unclassified	Woad Lane	GRIMSBY	UNC	URBAN	740	64.86%	18.92%	83.78%

Woad Lane, Grimsby – Condition Photographs



Moody Lane, Grimsby – Condition Photographs

