

Consultation Report

Volume 2 - Appendices

A160/A180 Port of Immingham Improvement

Planning Act 2008	
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009	
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Appendices

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Appendix A Statement of Community Consultation

- A.1.1 A previous consultation was held in summer 2009 for the A160/A180 Port of Immingham Improvement (the Project), obtaining comments and views on eight options to improve the route. In March 2010, a preferred route was announced based on the outcomes of the consultation. The purpose of the 2013 consultation was therefore to build upon the work done previously, focusing on the development of the preferred route and to ensure that all stakeholders defined under the Planning Act 2008 were adequately consulted.
- A.1.2 The consultation aimed to provide information on the proposed layout, junction and access arrangements, including making clear the design changes since the preferred route announcement and the reasons for these.
- A.1.3 The draft Statement of Community Consultation (SOCC) was formally issued to North Lincolnshire Council (NLC) and North East Lincolnshire Council (NELC) as host local authorities to ensure the consultation proposals were of an appropriate nature and scale, with 28 days provided for comments. The SOCC was also issued to West Lindsey District Council and Lincolnshire County Council for comment however no issues were raised. Table A below summarises the comments received and how these were taken into account in the finalisation of the SOCC.
- A.1.4 Once finalised, a notice was published in the Grimsby Telegraph, Scunthorpe Telegraph and Lincolnshire Echo on 4 April 2013. As per the amendments to the Planning Act enacted through the Localism Act, the published information did not include the SOCC itself but a notice stating where the SOCC could be found. Copies of the SOCC along with the published notices as they appeared in the press can be found within this appendix.
- A.1.5 Amendments to the SOCC are noted in below based on the comments received.

Appendix Table A: SOCC Comments Received

Source of Comment	Format of Comment	Date of Comment	Comment	Response
North East Lincolnshire Council	Meeting (recorded minutes)	15 Feb 2013	It was questioned whether a public consultation exhibition should be held in Immingham as it is the closest town and the Project is called the Port of Immingham Improvement.	South Killingholme was selected as most suitable location for an exhibition given that this community is most affected by the Project. The Immingham area would be leafleted. NELC confirmed they were content with this approach (25.02.13)
North and North East Lincolnshire Council	Meeting (recorded minutes)	15 Feb 2013	It was noted that East Halton should also be included in the proposed distribution area for leaflets.	East Halton was added to the distribution area for leaflets and the SOCC was amended appropriately.

Source of Comment	Format of Comment	Date of Comment	Comment	Response
North and North East Lincolnshire Council	Meeting (recorded minutes)	15 Feb 2013	Discussion was held over whether the consultation leaflets should be distributed to community facilities and businesses as deposit points.	It was agreed that large key businesses such as the Port should be included but smaller local businesses such as Post Offices are likely to only be used by local residents who will have received a leaflet at their home therefore it is not necessary to use these as deposit points.
North and North East Lincolnshire Council	Meeting (recorded minutes)	15 Feb 2013	Discussion was held over the most appropriate local facilities for deposit of the consultation information for viewing. NLC suggested using Scunthorpe Civic Centre Planning Reception NELC suggested the Grimsby Municipal Offices.	The approach was agreed to include all facilities suggested by HA, NLC and NELC
North Lincolnshire Council	Meeting (recorded minutes)	15 Feb 2013	It was noted that South Killingholme and North Killingholme Parish Councils should be offered a meeting during consultation (as well as other parish councils upon their request, key businesses and Road Safety Police).	HA issued meeting invitation to agreed councils and businesses.

Source of Comment	Format of Comment	Date of Comment	Comment	Response
North East Lincolnshire Council	Meeting (recorded minutes)	15 Feb 2013	Discussion was held over whether Quayside Distribution acted as a relevant key business.	Following desktop research, it was identified that Quayside Distribution are associated with Grimsby with no specific connection to the Port of Immingham. Quayside Distribution were consulted as a non-statutory stakeholder.
North and North East Lincolnshire Council	Meeting (recorded minutes)	15 Feb 2013	Discussion was held over which newspapers would be best for advertising the consultation. The Grimsby Telegraph (daily), Scunthorpe Telegraph (weekly) and the Lincolnshire Echo (weekly) were suggested.	The SOCC was amended to include the agreed newspapers as discussed.
North Lincolnshire Council	Meeting (recorded minutes)	25 Mar 2013	It was noted that Ulceby Skitter is a separate area to Ulceby and that they should be included in the distribution of the leaflets.	It was confirmed that Ulceby Skitter were part of the agreed distribution area.

Appendix Figure A.1: Statement of Community Consultation



Safe roads, reliable journeys, informed travellers

The Highways Agency is inviting feedback on its planned improvements to the A160 between the junction with the A180 at Brocklesby interchange and the Port of Immingham (the Project). The purpose of this document, known as the statement of community consultation (SOCC), is to set out how the Highways Agency will consult the local community about its proposals for the Project. It provides details of where further information can be obtained or viewed and how comments on the proposals can be made.

The Application

The Project is classed as a nationally significant infrastructure project under the Planning Act 2008 (the Act). As such we are required to make an application for a development consent order (DCO) to construct the Project. We intend to make our application by early 2014. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who will make a decision on whether it should go ahead.

Under the Act, the Highways Agency is required to consult on its proposals before submitting an application for a DCO. The Highways Agency has prepared this SOCC in accordance with Section 47 of the Act. As required by the Act we have consulted North Lincolnshire and North East Lincolnshire councils, the local authorities in whose area the Project would be built, about our plans to consult the local community and have taken their comments into account. Comments made during the consultation period will be recorded and carefully considered by the Highways Agency in developing the proposals for the Project.

More information about the Planning Inspectorate and the Planning Act 2008 can be found on the Planning Inspectorate's National Infrastructure Planning website: <http://infrastructure.planningportal.gov.uk> or by calling them on 0303 444 5000.

The Project

The Highways Agency is proposing to provide better access to the Port of Immingham and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port. The route currently experiences congestion, particularly along the single carriageway sections, due to the very high proportion of heavy goods vehicles. The objectives of the Project are to reduce traffic congestion, improve journey time reliability and improve safety for road users and the local community. It also seeks to meet the needs of future traffic growth resulting from existing and future developments.

The length of the Project is approximately 5km and the main aspects are:

- Improving Brocklesby interchange to a two bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160
- Upgrading the single carriageway section of the A160 to dual carriageway standard
- Relocation of Habrough roundabout to the west of its current position, with new link roads provided from the A160 to Ulceby Road, Top Road and Habrough Road
- Closure of the central reserve gap at the junction with Town Street and the gap at the entrance to the oil refinery further east along the A160
- Provision of a new road bridge over the A160 at Town Street to provide vehicle and pedestrian access between the two parts of South Killingholme
- Provision of a new gyratory carriageway system between Manby Road roundabout, Rosper Road junction and the Port of Immingham, requiring the construction of a new bridge beneath the railway, through which a link of the gyratory would pass
- Possible localised diversion of third-party utilities that currently cross beneath the existing A160 if required

The local community would benefit from improved access between the two parts of South Killingholme, reduced congestion and more reliable journey times. Possible negative effects will be mitigated where appropriate, but relate in particular to the loss of ecological habitat, effects on views and the loss of agricultural land.

Consultation

A consultation exercise was held in summer 2009 on eight options. The consultation found an overall preference for option seven and further amendments were then made to that option in response to comments and concerns raised by the community. This included the introduction of the new road bridge at Town Street to improve access within South Killingholme. The process culminated in a preferred route announcement in March 2010.

Since the preferred route announcement, the design has been developed further and we are now able to present the design in more detail and seek further views on the Project proposals. We are therefore holding a six week public consultation, starting on **Monday 8 April 2013** and ending on **Monday 20 May 2013**. The consultation will focus on the development of the preferred route. Our consultation materials will provide information on the proposed layout, junction and access arrangements, including design changes since the preferred route announcement and the reasons for these.

The Project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An environmental statement will be submitted as part of the DCO application and, in accordance with Regulation 10, preliminary environmental information can be found in our EIA scoping report which will form part of the consultation material. The EIA scoping report presents environmental information that we have gained from earlier stages of the Project and explains how we plan to further assess the environmental effects of the Project. It indicates in general terms the mitigation measures that we expect to use in order to minimise negative effects. We will confirm those mitigation measures in the environmental impact assessment and incorporate them into the design of the Project.

A160/A180 Port of Immingham Improvement Statement of Community Consultation

All comments received will be considered and will influence, where possible, further refinements to the Project and our approach to environmental mitigation.

We will be using a range of methods during the consultation period to ensure that the local community has an opportunity to view and comment on the proposals. This will involve:

- A consultation event, to be held at **South Killingholme Community Centre**, Moat Lane, South Killingholme, North Lincolnshire, DN40 3EU on **Friday 19 April 2013** from 12 noon until 8pm and **Saturday 20 April 2013** from 10am until 4pm.
- The issue of our **consultation leaflet**, providing information about the Project and the issues being consulted on, to homes and businesses in South Killingholme, North Killingholme, Immingham, Ulceby, Ulceby Skitter, Habrough, Brocklesby, Wootton and East Halton.
- Meetings with local residents, businesses and groups about either the Project in general or particular issues.
- The **publication of our consultation materials**; including the consultation leaflet, a scheme layout plan, the preliminary environmental information in the form of our EIA scoping report, copies of our consultation event boards, and this SOCC on our Project webpage: www.highways.gov.uk/a160immingham.
- The **deposit of these consultation materials** to view between Monday 8 April and Monday 20 May 2013 at the following community facilities:
 - South Killingholme Community Centre, Moat Lane, South Killingholme, North Lincolnshire, DN40 3EU. Viewing times: Mondays 9.30am - 11.30am, other times by appointment. Please call the Highways Agency project team on 0113 283 6258 to arrange appointments.
 - Neighbourhood Office, Immingham Civic Centre, Pelham Road, Immingham, North East Lincolnshire, DN40 1QF. Opening times: Monday to Thursday 9am - 4.30pm, Friday 9am - 4pm. Tel: 01469 572763
 - Customer Access Centre, Grimsby Municipal Offices, Town Hall Square, Grimsby, North East Lincolnshire, DN31 1HU. Opening times: Monday to Friday 9am - 5pm. Tel: 01472 313131
 - Planning Reception, Scunthorpe Civic Centre, Ashby Road, Scunthorpe, North Lincolnshire, DN16 1AB. Opening times: Monday to Thursday 9am - 5pm, Friday 9am - 4.30pm. Tel: 01724 297420
 - Ashby Library, Ashby High Street, Scunthorpe, North Lincolnshire, DN16 2RY. Opening times: Monday 9am - 5pm, Tuesday, Thursday and Friday 9am - 4pm, Wednesday 9am - 2pm, Saturday 9.30am - 12 noon. Tel: 01724 860161
 - Barton-Upon-Humber Library, Providence House, Holydyke, Barton upon Humber, North Lincolnshire, DN18 5PR. Opening times: Monday 9.30am - 6pm, Tuesday, Thursday and Friday 9.30am - 5pm, Wednesday 9.30am - 2pm, Saturday 9am - 1pm. Tel: 01724 860161
 - Brigg Library, The Angel, Market Place, Brigg, North Lincolnshire, DN20 8LD. Opening times: Monday, Tuesday, Thursday and Friday 9am - 5.30pm, Wednesday 9am - 2.30pm, Saturday 9am - 1pm. Tel: 01724 860161
- The consultation materials will also be available to view at the Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT. Viewing times: Monday to Friday 9am - 5pm. Tel: 0113 283 6258

Please note that viewing locations may be closed on bank holidays.

All of the consultation materials will be available to view free of charge on our website or at the facilities listed above. Copies of the consultation materials may be requested from the Highways Agency using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge. Paper copies of the consultation leaflet and SOCC will be supplied free of charge. Paper copies of the other consultation materials are priced at £15 for the EIA scoping report, £10 for an A3 copy of the consultation event boards and £7.50 for an A1 copy of the scheme layout plan. Prices include VAT at 20% and UK postage. Please contact the Highways Agency for further details regarding payment methods.

Following the consultation period we will produce a consultation report to summarise the views and comments received and outline how they have been taken into consideration in developing the Project. We will send this report to the Planning Inspectorate as part of our DCO application. The Planning Inspectorate will decide whether our application meets the required standards to proceed to examination, and will determine whether our pre-application consultation has been adequate.

Making your comments

Comments on our proposals can be made by:

- Completing our questionnaire. This is enclosed with the consultation leaflet and is also available to complete online on the Project webpage at www.highways.gov.uk/a160immingham. Alternatively a paper copy can be printed from the webpage. A paper copy can also be requested free of charge by contacting the project team.
- Emailing us at a160immingham@highways.osi.gov.uk
- Writing to us at A160/A180 Port of Immingham Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

If you have any questions about this consultation, please contact the project team using any of these details or by calling 0113 283 6258.

The deadline for all responses is **Monday 20 May 2013**.

Appendix Figure A.2: Design Proposals Consultation Distribution Zone



Jacobs Engineering - Route 1 (DN40 3)



Height: 11.22 miles

Delivery Count: 6972

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Created on 13 March 2013 16:17:45

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Delivery Details	
Residential delivery count	6474
Business delivery count	498
Total cost	£0.00

House Type	%
Detached	30.47%
Semi-detached	44.36%
Terraced	17.32%
Flats - In a residential building	6.57%
Flats - Converted	0.37%
Flats - In a commercial building	0.78%
Others	0.13%
Total	100%

Tenure	%
Owner occupied - Owns outright	29.37%
Owner occupied - Owns with a mortgage or loan	42.74%
Owner occupied - Shared ownership	0.29%
Rented from - Council (local authority)	17.08%
Rented from - Housing Association / Registered Social Landlord	1.99%
Rented from - Private landlord or letting agency	5.47%
Rented from - Other	3.06%
Total	100%

Figure A.3: Grimsby Telegraph - SOCC Notice 4 April 2013

GTE-E01-S2 www.thisisgrimsby.co.uk and www.cleethorpespeople.co.uk

Grimsby Telegraph Thursday, April 4, 2013 33

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IMMINGHAM TRANSPORT

Due to continued expansion Immingham Transport has the following vacancies: -

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To work in our busy warehouse environment. The successful applicant must possess previous forklift experience of import/export groupage trailers and hold a current recognised counterbalance forklift licence. Tug licence preferable but not essential. Duties will include loading/unloading international groupage trailers as well as a fleet of domestic vehicles. Excellent rates of pay.

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Drivers required Class 1 and Class 2 multidrop for local and nationwide deliveries. Applicants should have a minimum of 2 year's experience. ADR preferred but not essential. Excellent rates of pay.

Application forms are available by visiting our website www.imminghamtransport.co.uk and sending via email to sbeeb@imminghamtransport.co.uk or in the post to S Beeby, Immingham Transport Limited, Trinity House, Humber Road, Immingham, North East Lincolnshire, DN40 3DU.

Closing date for applications 12.04.13

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27TH march Adult female black cat, no collar or id chip. Ashcroft Vets... 01724 860045

Pets Lost & Found

SELL IT

FAST

Public Notices



DEPARTMENT FOR TRANSPORT SECTION 47, PLANNING ACT 2008 A160/A180 PORT OF IMMINGHAM IMPROVEMENT

The SECRETARY OF STATE FOR TRANSPORT of Great Minster House, 33 Horseferry Road, London, SW1P 4DR (the "Applicant") proposes to make an application (the "Application") under Section 37 of the Planning Act 2008 for a Development Consent Order to improve the A160 between the junction with the A180 at Brocklesby Interchange and the Port of Immingham.

The length of the project is approximately 5km and the main aspects include:

- Improving Brocklesby Interchange to a two bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160
- Upgrading the single carriageway section of the A160 to dual carriageway standard
- Relocation of Habrough Roundabout to the west of its current position, with new link roads provided from the A160 to Ulceby Road, Top Road and Habrough Road
- Closure of the central reserve gap at the junction with Town Street and the gap at the entrance to the oil refinery further east along the A160
- Provision of a new road bridge over the A160 at Town Street to provide vehicle and pedestrian access between the two parts of South Killingholme
- Provision of a new gyratory carriageway system between Manby Road Roundabout, Rosper Road Junction and the Port of Immingham, requiring the construction of a new bridge beneath the railway, through which a link of the gyratory would pass
- Possible localised diversion of third-party utilities that currently cross beneath the existing A160 if required

The Applicant, under Section 47 of the Planning Act 2008 has a duty to consult the local community about its proposals in accordance with its Statement of Community Consultation (SOCC). The SOCC explains how the Highways Agency will be consulting the local community about the proposed Application. The consultation will take place from **Monday 8 April 2013 to Monday 20 May 2013**. Details about the consultation and how to get involved are set out in the SOCC.

You can view the SOCC online at www.highways.gov.uk/a160immingham from Monday 8 April 2013. Paper copies are also available to view at the following locations between Monday 8 April 2013 and Monday 20 May 2013. Please note that viewing locations may be closed on bank holidays.

South Killingholme Community Centre, Moat Lane, South Killingholme, North Lincolnshire, DN40 3EU. Viewing times: Mondays 9.30am - 11.30am, other times by appointment. Please call the Highways Agency project team on 0113 283 6258 to arrange appointments.

Neighbourhood Office, Immingham Civic Centre, Pelham Road, Immingham, North East Lincolnshire, DN40 1QF. Opening times: Monday to Thursday 9am - 4.30pm, Friday 9am - 4pm. Tel: 01469 572763

Customer Access Centre, Grimsby Municipal Offices, Town Hall Square, Grimsby, North East Lincolnshire, DN31 1HU. Opening times: Monday to Friday 9am - 5pm. Tel: 01472 313131

Planning Reception, Scunthorpe Civic Centre, Ashby Road, Scunthorpe, North Lincolnshire, DN16 1AB. Opening times: Monday to Thursday 9am - 5pm, Friday 9am - 4.30pm. Tel: 01724 297420

Ashby Library, Ashby High Street, Scunthorpe, North Lincolnshire, DN16 2RY. Opening times: Monday 9am - 5pm, Tuesday, Thursday and Friday 9am - 4pm, Wednesday 9am - 2pm, Saturday 9.30am - 12 noon. Tel: 01724 860161

Barton-Upon-Humber Library, Providence House, Holydyke, Barton upon Humber, North Lincolnshire, DN18 5PR. Opening times: Monday 9.30am - 6pm, Tuesday, Thursday and Friday 9.30am - 5pm, Wednesday 9.30am - 2pm, Saturday 9am - 1pm. Tel: 01724 860161

Brigg Library, The Angel, Market Place, Brigg, North Lincolnshire, DN20 8LD. Opening times: Monday, Tuesday, Thursday and Friday 9am - 5.30pm, Wednesday 9am - 2.30pm, Saturday 9am - 1pm. Tel: 01724 860161

Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT. Viewing times: Monday to Friday 9am - 5pm. Tel: 0113 283 6258

A paper copy can also be provided free of charge upon request by contacting the project team by telephone on 0113 283 6258, by email at a160immingham@highways.gsi.gov.uk or by writing to the A160/A180 Port of Immingham Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

Graham Dakin, Senior Project Manager, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT
4 April 2013

Grimsby Baby and

North Lincolnshire
Clinical Commissioning Group

**WILLIAM ARNOLD
SPENCER (Deceased)**
Pursuant to the Trustee Act 1925 any

Figure A.4: Lincolnshire Echo - SOCC Notice 4 April 2013

HIGHWAYS AD BOOKING

Date: 04/04/2013
 Penna Ref : 453738000001 GPC Code : GPC/00151350
 Publication : Lincolnshire Echo (Northcliffe)

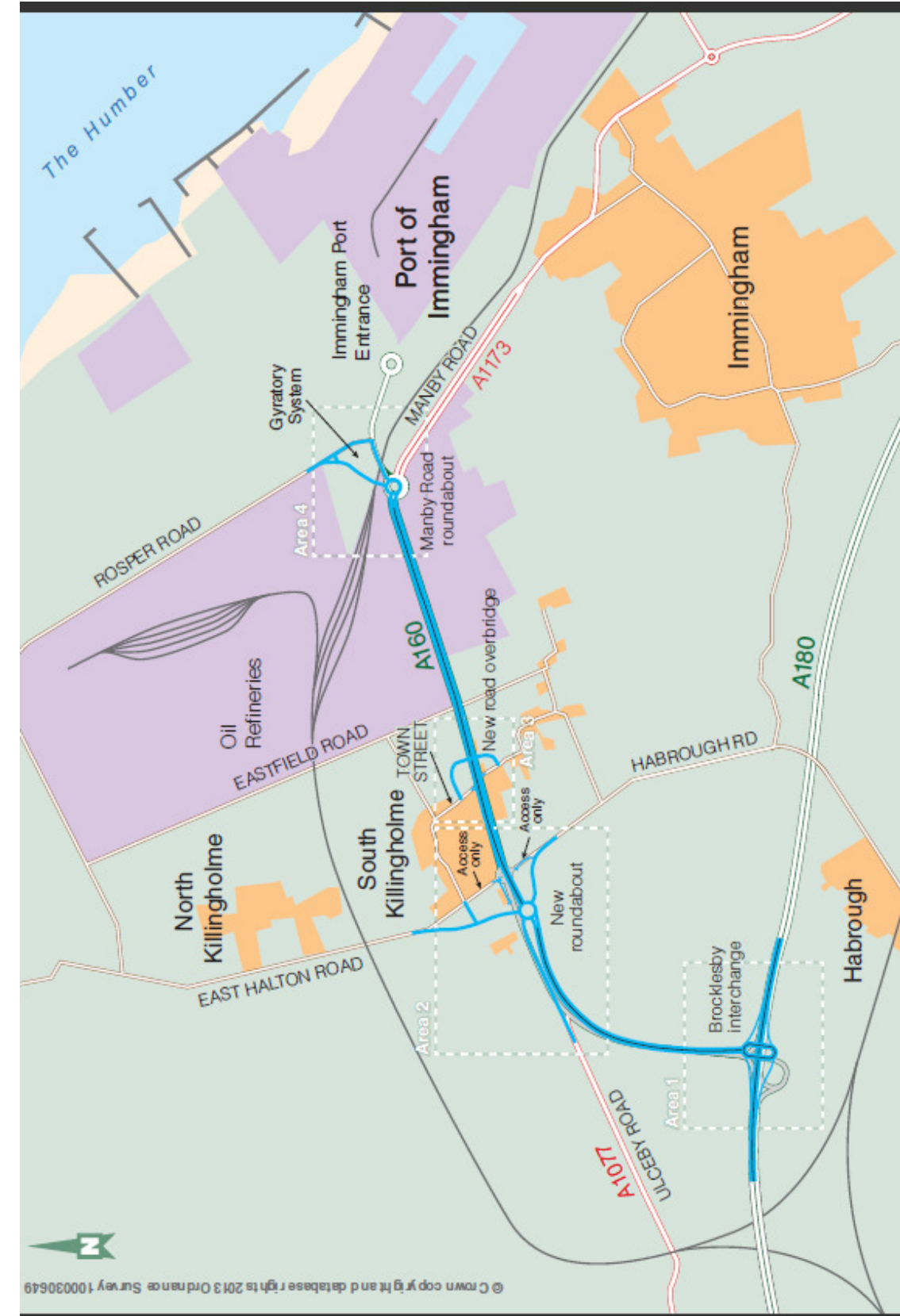
Property To Let	Property To Let	Public Notices	Public Notices
<p>SCK Properties 2 Bed Apartment 9 Years Old 2 Bathrooms Communal Gardens Parking Space Ground Floor Recently Renovated Maintenance team on hand Refs & bond required £520 pcm 07950 023311</p>	<p>Lincoln First floor Unfurnished One Bedroom Flat 5 minutes to City centre Suit Mature Professional Person Non Smoker, No Pets On Street Parking Deposit and Refs required £360 pcm Excluding Bills 01522 682422</p>	<p style="text-align: center;">HIGHWAYS AGENCY</p> <p>DEPARTMENT FOR TRANSPORT SECTION 47, PLANNING ACT 2008 A160/A180 PORT OF IMMINGHAM IMPROVEMENT</p> <p>The SECRETARY OF STATE FOR TRANSPORT of Great Minister House, 33 Horseferry Road, London, SW1P 4DR (the "Applicant") proposes to make an application (the "Application") under Section 37 of the Planning Act 2008 for a Development Consent Order to improve the A160 between the junction with the A180 at Brocklesby Interchange and the Port of Immingham.</p> <p>The length of the project is approximately 5km and the main aspects include:</p> <ul style="list-style-type: none"> Improving Brocklesby Interchange to a two bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160 Upgrading the single carriageway section of the A160 to dual carriageway standard Relocation of Habrough Roundabout to the west of its current position, with new link roads provided from the A160 to Ulceby Road, Top Road and Habrough Road Closure of the central reserve gap at the junction with Town Street and the gap at the entrance to the oil refinery further east along the A160 Provision of a new road bridge over the A160 at Town Street to provide vehicle and pedestrian access between the two parts of South Killingholme Provision of a new gyratory carriageway system between Marby Road Roundabout, Rosper Road Junction and the Port of Immingham, requiring the construction of a new bridge beneath the railway, through which a link of the gyratory would pass Possible localised diversion of third-party utilities that currently cross beneath the existing A160 if required <p>The Applicant, under Section 47 of the Planning Act 2008 has a duty to consult the local community about its proposals in accordance with its Statement of Community Consultation (SOCC). The SOCC explains how the Highways Agency will be consulting the local community about the proposed Application. The consultation will take place from Monday 8 April 2013 to Monday 20 May 2013. Details about the consultation and how to get involved are set out in the SOCC.</p> <p>You can view the SOCC online at www.highways.gov.uk/a160immingham from Monday 8 April 2013. Paper copies are also available to view at the following locations between Monday 8 April 2013 and Monday 20 May 2013. Please note that viewing locations may be closed on bank holidays.</p> <p>South Killingholme Community Centre, Moat Lane, South Killingholme, North Lincolnshire, DN40 3EU. Viewing times: Mondays 9.30am - 11.30am, other times by appointment. Please call the Highways Agency project team on 0113 283 6256 to arrange appointments.</p> <p>Neighbourhood Office, Immingham Civic Centre, Pelham Road, Immingham, North East Lincolnshire, DN40 1GF. Opening times: Monday to Thursday 9am - 4.30pm, Friday 9am - 4pm. Tel: 01469 572763</p> <p>Customer Access Centre, Grimsby Municipal Offices, Town Hall Square, Grimsby, North East Lincolnshire, DN31 1HU. Opening times: Monday to Friday 9am - 5pm. Tel: 01472 313131</p> <p>Planning Reception, Scunthorpe Civic Centre, Ashby Road, Scunthorpe, North Lincolnshire, DN16 1AB. Opening times: Monday to Thursday 9am - 5pm, Friday 9am - 4.30pm. Tel: 01724 297420</p> <p>Ashby Library, Ashby High Street, Scunthorpe, North Lincolnshire, DN16 2FY. Opening times: Monday 9am - 5pm, Tuesday, Thursday and Friday 9am - 4pm, Wednesday 9am - 2pm, Saturday 9.30am - 12 noon. Tel: 01724 860161</p> <p>Barton-Upon-Humber Library, Providence House, Holydyke, Barton upon Humber, North Lincolnshire, DN16 5PR. Opening times: Monday 9.30am - 6pm, Tuesday, Thursday and Friday 9.30am - 5pm, Wednesday 9.30am - 2pm, Saturday 9am - 1pm. Tel: 01724 860161</p> <p>Brigg Library, The Angel, Market Place, Brigg, North Lincolnshire, DN20 8LD. Opening times: Monday, Tuesday, Thursday and Friday 9am - 5.30pm, Wednesday 9am - 2.30pm, Saturday 9am - 1pm. Tel: 01724 860161</p> <p>Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT. Viewing times: Monday to Friday 9am - 5pm. Tel: 0113 283 6256</p> <p>A paper copy can also be provided free of charge upon request by contacting the project team by telephone on 0113 283 6256, by email at a160immingham@highways.gov.uk or by writing to the A160/A180 Port of Immingham Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.</p> <p>Graham Dakin, Senior Project Manager, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT 4 April 2013</p>	<p>LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC (DUNHOLME - A46)</p> <p>NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL has made an Order on A46 to allow for essential maintenance works to be carried out.</p> <p>The effect of the Order will be to close the road overnight to traffic as indicated by traffic signs.</p> <p>Access will be maintained to properties on the affected length of road but may be subject to delays.</p> <p>The works are expected to take place during a six week period commencing on or about 8 April 2013 and lasting for approximately 3 nights.</p> <p>The Order will come into operation on 8 April 2013 and will continue in force for a period of 18 months or the completion of the works whichever is the sooner.</p> <p>The restriction shall only apply during such times and to such extent as shall from time to time be indicated by traffic signs prescribed by the Traffic Signs Regulations and General Directions 2002.</p> <p>R A WILLSEXECUTIVE DIRECTOR (COMMUNITIES)</p>
<p>Lincoln Two Bed Terrace Quiet location off Newark Road High Quality. D/G, GCH, En-Suite Professional Person Preferred Refs & Deposit required £440 pcm 01522 754154</p>	<p style="text-align: center;">NORTH HYKEHAM BUNGALOW TO RENT</p> <p>3 Bedroom Detached Bungalow, Garage, secure back garden quite cul-de-sac. Close to shops and bus route, and good schools. Pet welcome, no smoking, Deposit and reference required. Available now</p> <p>£585 pcm plus bills</p> <p>Lincoln Tel: 01522 688406 or 07940 484178</p>	<p>LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC (LINCORN AND SURROUNDING AREAS - VARIOUS ROADS)</p> <p>NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL has made an Order on various roads to allow for essential maintenance works to be carried out.</p>	<p>LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC (BRANSTON - MOOR LANE)</p> <p>NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL has made an Order on Moor Lane to allow for essential maintenance works to be carried out.</p> <p>The effect of the Order will be to close the road to traffic.</p> <p>Access will be maintained to properties on the affected length of road but may be subject to delays.</p> <p>The works are expected to take place during a six week period commencing on or about 8 April 2013 and lasting for approximately 4 days.</p> <p>The Order will come into operation on 8 April 2013 and will continue in force for a period of 18 months or the completion of the works whichever is the sooner.</p> <p>The restriction shall only apply during such times and to such extent as shall from time to time be indicated by traffic signs prescribed by the Traffic Signs Regulations and General Directions 2002.</p> <p>R A WILLS, EXECUTIVE DIRECTOR (COMMUNITIES)</p>
<p>LINCOLN 1 bedroom first floor flat. Bathroom, lounge, Kitchenette. Electric Heating, Allocated Parking, Employed Only, Single Occupancy Only £360 pcm For further details ring Grantham Property Management on 01476 565626</p>	<p style="text-align: center;">THREE BED ROOMED DETACHED BUNGALOW NORTH HYKEHAM</p> <p>GCH, solar panels, dining area, separate utility room, large garage,</p>	<p>LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC (NEWBALL - A158 HORNCastle ROAD)</p> <p>NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL has made an Order on A158 Horncastle Road to allow for essential maintenance works to be carried out.</p>	<p>LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC</p>

Appendix B Design Proposals Consultation – Consultation Materials

B1 Design Proposals Consultation Leaflet



An executive agency of the Department for Transport



Introduction

The Highways Agency is proposing to provide better access to the Port of Immingham and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port.

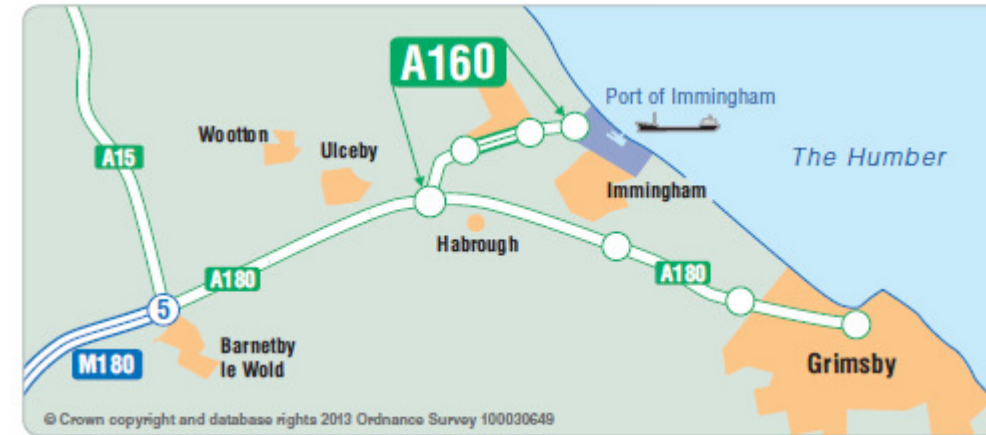
Improvements to this 5km strategic link road will help to stimulate growth and unlock economic benefits in the area. The objectives of the project are to reduce traffic congestion, improve journey time reliability and improve safety for road users and the local community. It also seeks to meet the needs of future traffic growth resulting from existing and future developments.

A consultation exercise was held in summer 2009 on several options. The consultation found an overall preference for one of these options and this was further amended based on comments and concerns raised by the community. This process culminated in a preferred route announcement in March 2010.

Since the preferred route announcement the design has been developed further. We are now able to present our proposed road improvements in more detail and are seeking your views on them.

The project is classed as a nationally significant infrastructure project under the Planning Act 2008. As such we are required to make an application for a development consent order to construct the project. We intend to make our application by early 2014. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who will make a decision on whether the project should go ahead.

The consultation runs from **Monday 8th April to Monday 20th May 2013**. All responses to this consultation will be considered and will influence where possible, further refinements to the proposals.



This leaflet focuses on the detail of our proposals. A representation of these proposals is shown on the following images. The main changes since the preferred route announcement are identified below the images.

The proposed route

Area 1 - Brocklesby interchange

We will be:

- Improving Brocklesby interchange to a two bridge roundabout layout including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160
- Upgrading the 2km single carriageway section of the A160 to dual carriageway standard
- Considering closure of lay-bys on the A160 and A180

This design will improve the flow of traffic between the A180 and A160. Traffic on the A180 will continue to pass straight through the junction without stopping.



Changes since the preferred route announcement:

- ⓐ Brocklesby interchange has been relocated to avoid the overhead high voltage electricity lines

5

Area 2 - Habrough Road roundabout

We will be:

- Constructing a new roundabout with links to Ulceby Road, East Halton Road and Habrough Road
- The existing Habrough Roundabout will be removed and the side roads will no longer be through-roads
- There will be a new link to Top Road and Greengate Lane
- To the east of the new roundabout, the new dual carriageway will tie into the existing dual carriageway



Changes since the preferred route announcement:

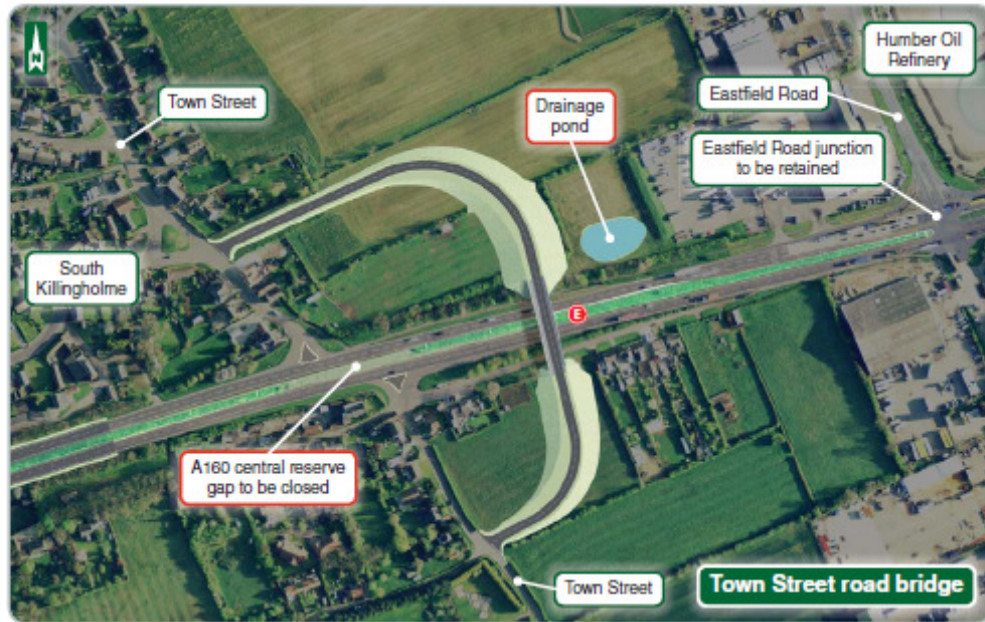
- ⓐ A new Greengate Lane link road is now included
- ⓑ Habrough Road link has been realigned to avoid a pipeline
- ⓒ The alignment of the new link road has been amended

6

Area 3 - Town Street road bridge

We will be:

- Closing the central reservation gap opposite Town Street junction for safety reasons
- Considering closure of the lay-by on the eastbound carriageway
- Constructing a new road bridge over the dual carriageway to allow access to each side of the village carrying vehicles, buses, pedestrians and other road users



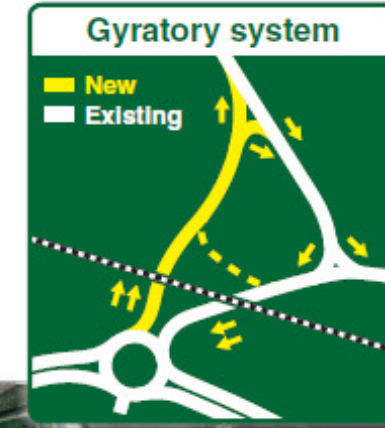
Changes since the preferred route announcement:

- ⓔ Town Street road bridge has been moved eastwards to improve the alignment of the approach ramps

Area 4 - Manby Road roundabout and Rosper Road

We will be:

- Closing the central reservation gap opposite the refinery entrance
- Constructing a new gyratory system between Manby Road roundabout, Rosper Road junction and the Port of Immingham to increase capacity and improve access to the Port
- The works here will include a new bridge beneath the railway



Changes since the preferred route announcement:

- ⓔ The Rosper Road junction has been upgraded to a gyratory system
- ⓔ The gyratory system includes a high load vehicle link

Environmental considerations

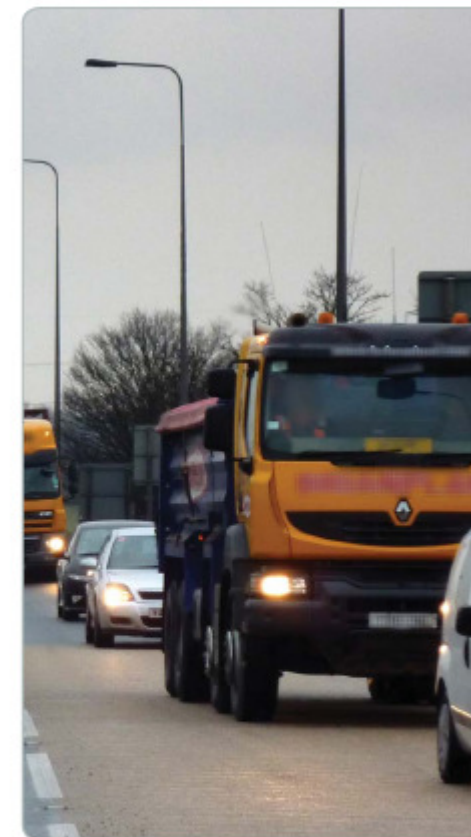
The project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. A full environmental statement will be submitted as part of the development consent order application. We will be completing an environmental impact assessment (EIA) to further understand the effects of the proposal on the environment. The EIA covers several topics for which

we need to understand the environmental situation with and without the project. Where there could be a negative effect, we will consider ways to remove or reduce it using mitigation. The results of the EIA will be published in our environmental statement. More information, drawing on assessment work carried out to date, can be found in the EIA scoping report, which contains our preliminary environmental information. A brief summary of the main topics covered in the EIA is provided below:

Air quality	We will consider emissions that may arise from the project during construction and once open. We have started a six-month air quality monitoring programme in the local area.
Cultural heritage	This topic covers archaeological remains, historic buildings and landscapes. We will cover direct impacts as well as how the project affects the settings and landscapes of potentially important assets.
Landscape and visual amenity	We will consider the effects on the local landscape and on the quality of views. Flat farmland in the area creates open, panoramic views divided by established hedgerows. We will propose planting in appropriate locations in order to mitigate the effects of the project on the landscape and visual amenity.
Ecology and nature conservation	We will consider effects on ecologically-important sites at the local, regional, national and international level as required by relevant regulations. We will also consider various species including water voles, wintering and breeding birds. We are currently updating our ecological survey data.
Geology and soils	We will consider the disturbance of groundwater, the impact on soil quality and the disturbance of any contaminated land.
Materials	This includes the use of resources and the generation and management of waste.
Noise and vibration	The effects of changes in noise on people can be reported in terms of nuisance. Traffic flow data and construction methodology will be used to assess the noise and vibration impacts of the project during construction and operation.
Effects on all travellers	We will consider safety, journey time, congestion and accessibility for everyone along the route.
Community and private assets	We will consider how community facilities would be affected by the project. In addition we will consider the effects on homes, businesses, potential development and agricultural land.
Road drainage and the water environment	We will assess the effects on surface water, groundwater and flood risk. In the study area, watercourses are managed as part of a wider drainage network. Measures such as new ponds will be included in the design in order to mitigate adverse impacts on water quality and flood risk.

What happens next?

Following this consultation we will consider your responses as we develop the proposals further. We will then submit our application for a development consent order to construct the project and include a consultation report which will provide a summary of responses and a description of how these have influenced the application. If development consent is granted, we estimate that subject to the construction budget being agreed, works will commence in summer 2015 and that the road will be opened in autumn 2016.



How you can get involved

Consultation Event

Friday 19th April 2013, 12 noon - 8pm
 Saturday 20th April 2013, 10am - 4pm

South Killingholme Community Centre
 Moat Lane
 South Killingholme
 North Lincolnshire
 DN40 3EU

We would encourage you to come along to our consultation event to discuss the proposals in more detail with our project team. If you are not able to attend this event, please complete the questionnaire included with this leaflet or online at the address below. Alternatively you can provide your comments to the project team using the contact details overleaf.

When making comments please provide us with your name and address, or, if you would prefer your comments to be anonymous, your postcode only. It would also help us if you would identify the nature of your interest in the project.

Further consultation materials, including our statement of community consultation, scheme layout plan, the EIA scoping report which contains our preliminary environmental information and copies of our consultation event boards are available online at:
www.highways.gov.uk/a160immingham
 or can be viewed at the locations listed overleaf.

Please ensure your comments reach us by **Monday 20th May 2013**. The questionnaire can also be handed in at the event.

The consultation materials will be available to view at the following locations:

Location	Viewing times
South Killingholme Community Centre , Moat Lane, South Killingholme, North Lincolnshire, DN40 3EU Please call the Highways Agency project team on 0113 283 6258 to arrange appointments.	Mondays 9.30am - 11.30am, other times by appointment.
Neighbourhood Office, Immingham Civic Centre , Pelham Road, Immingham, North East Lincolnshire DN40 1QF (Tel: 01469 572763).	Monday to Thursday 9am - 4.30pm, Friday 9am - 4pm.
Customer Access Centre, Grimsby Municipal Offices , Town Hall Square, Grimsby, North East Lincolnshire DN31 1HU (Tel: 01472 313131).	Monday to Friday 9am - 5pm.
Planning Reception, Scunthorpe Civic Centre , Ashby Road, Scunthorpe, North Lincolnshire, DN16 1AB (Tel: 01724 297420).	Monday to Thursday 9am - 5pm, Friday 9am - 4.30pm.
Ashby Library , Ashby High Street, Scunthorpe, North Lincolnshire, DN16 2RY (Tel: 01724 860161).	Monday 9am - 5pm, Tuesday, Thursday and Friday 9am - 4pm, Wednesday 9am - 2pm, Saturday 9.30am - 12 noon.
Barton-Upon-Humber Library , Providence House, Holydyke, Barton upon Humber, North Lincolnshire, DN18 5PR (Tel: 01724 860161).	Monday 9.30am - 6pm, Tuesday, Thursday and Friday 9.30am - 5pm, Wednesday 9.30am - 2pm, Saturday 9am - 1pm.
Brigg Library , The Angel, Market Place, Brigg, North Lincolnshire, DN20 8LD (Tel: 01724 860161).	Monday, Tuesday, Thursday and Friday 9am - 5.30pm, Wednesday 9am - 2.30pm, Saturday 9am - 1pm.
Highways Agency , Lateral, 8 City Walk, Leeds, LS11 9AT (Tel: 0113 283 6258).	Monday to Friday 9am - 5pm.

Please note that viewing locations may be closed on bank holidays.

Paper or CD copies of the consultation materials can be provided on request. There will be a charge for some documents. Please contact the project team for further details regarding prices and payment methods.

Making your comments

Comments on our proposals can be made by:

- Completing our questionnaire. This is enclosed with this leaflet and available to complete online on the project webpage at: www.highways.gov.uk/a160immingham. Alternatively a paper copy can be requested free of charge by contacting the project team.
- Emailing us at a160immingham@highways.gsi.gov.uk
- Writing to us at: A160/A180 Port of Immingham Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

If you have any questions about this consultation please contact the project team using any of the contact details above or by calling **0113 283 6258**

If you need help using this or any other Highways Agency information, please call **0300 123 5000** and we will assist you.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have

provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

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This document is also available on our website at www.highways.gov.uk

If you have any enquiries about this publication email ha_info@highways.gsi.gov.uk or call 0300 123 5000. Please quote the Highways Agency publications code PR120/12

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B2 Consultation Questionnaire



Safe roads, reliable journeys, informed travellers

Port of Immingham Improvement
 Public consultation questionnaire **A160/A180**

We would like your views on our proposed improvements. You can also complete this questionnaire online at www.highways.gov.uk/a160immingham.

Please return this questionnaire to reach us by 20th May 2013.

1. Please provide us with your name and address, or, if you would prefer your comments were anonymous, your postcode only.

Name:
 Address:

 Postcode:

We may be required to make responses available to the Planning Inspectorate. We will, however, ensure that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 2000 and will be used solely in connection with the consultation process and the development of the project and, except as noted above, will not be disclosed to any third parties.

2. Do you broadly agree with the proposal? (please tick) YES NO

3. Do you understand the benefits of the proposal? (please tick) YES NO

4. What do you currently use the road for?
 (please rank 1 – 4, where 1 refers to most regular use)

Business Residential Leisure

Other:

5. How do you normally travel on the route? (please tick all that apply)

Car Bus Cycle Walk

Other:

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

An executive agency of the Department for Transport

Area 1: Brocklesby interchange

6. Do you agree with this proposal in this area? (please tick) YES NO

7. Please explain your reasons for the response to Q.6. Is there anything else we should take into account in developing the design and planning the construction?

e.g. local knowledge, road safety and environmental considerations

.....

Area 2: Habrough Road roundabout

8. Do you agree with this proposal in this area? (please tick) YES NO

9. Please explain your reasons for the response to Q.8. Is there anything else we should take into account in developing the design and planning the construction?

e.g. local knowledge, road safety and environmental considerations

.....

Area 3: Town Street road bridge

10. Do you agree with this proposal in this area? (please tick) YES NO

11. Please explain your reasons for the response to Q.10. Is there anything else we should take into account in developing the design and planning the construction?

e.g. local knowledge, road safety and environmental considerations

.....

Area 4: Manby Road roundabout and Rosper Road

12. Do you agree with this proposal in this area? (please tick) YES NO

13. Please explain your reasons for the response to Q.12. Is there anything else we should take into account in developing the design and planning the construction?

e.g. local knowledge, road safety and environmental considerations

.....

14. Please use this space to provide any further comments or suggestions:

.....

Please help us understand the range of people we are consulting by completing the following section. This information will not be used for any other purpose.

15. Age: 16 – 24 25 – 34 35 – 44
 45 – 54 55 – 64 65+

16. Gender: Male Female

17. Do you consider yourself to have a disability? If yes, please tick this box

18. Did you attend the consultation event? If yes, please tick this box

19. By completing this questionnaire, you have identified that you have an interest in this project. It would help us if you could identify the nature of your interest. You may tick more than one box.

Business Local Business Residential Agricultural interest

Public rights of way user Leisure Other:

Regular user of the A160 in a private vehicle / commercial vehicle

Thank you for taking the time to complete this questionnaire



Fold B

Business Reply
 Licence Number
 RSAS-ZGKK-CSUL



A160/A180 Project Team
 Highways Agency
 Lateral
 8 City Walk
 LEEDS
 LS11 9AT

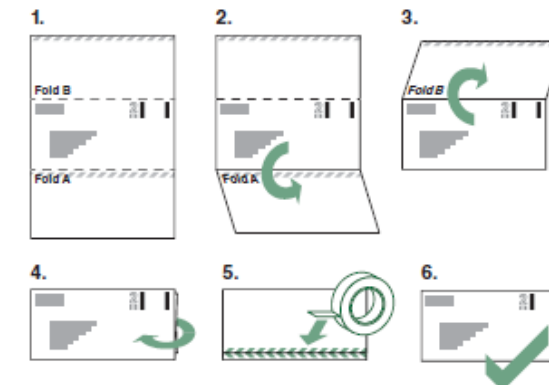
Fold A



Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



B3 Consultation Exhibition Event – Boards



Port of Immingham Improvement A160/A180

Consultation event

Friday 19 April and Saturday 20 April 2013
 South Killingholme Community Centre

Welcome



Safe roads, reliable journeys, informed travellers

Port of Immingham Improvement Public consultation A160/A180

Introduction

The Highways Agency is proposing to provide better access to the Port of Immingham and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port.

A consultation exercise was held in summer 2009 on several options. The consultation found an overall preference for one of these options and this was further amended based on comments and concerns raised by the community. This process culminated in a preferred route announcement in March 2010.

Improvements to this 5km strategic link road will help to stimulate growth and unlock economic benefits in the area. The objectives of the project are to reduce traffic congestion, improve journey time reliability and improve safety for road users and the local community. It also seeks to meet the needs of future traffic growth resulting from existing and future developments.

Since the preferred route announcement the design has been developed further. We are now able to present our proposed road improvements in more detail and are seeking your views on them.



Port of Immingham Improvement
 Public consultation **A160/A180**

The Planning Act 2008

The project is classed as a nationally significant infrastructure project under the Planning Act 2008. As such we are required to make an application for a development consent order to construct the project.

We intend to make our application by early 2014. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who will make a decision on whether the project should go ahead.



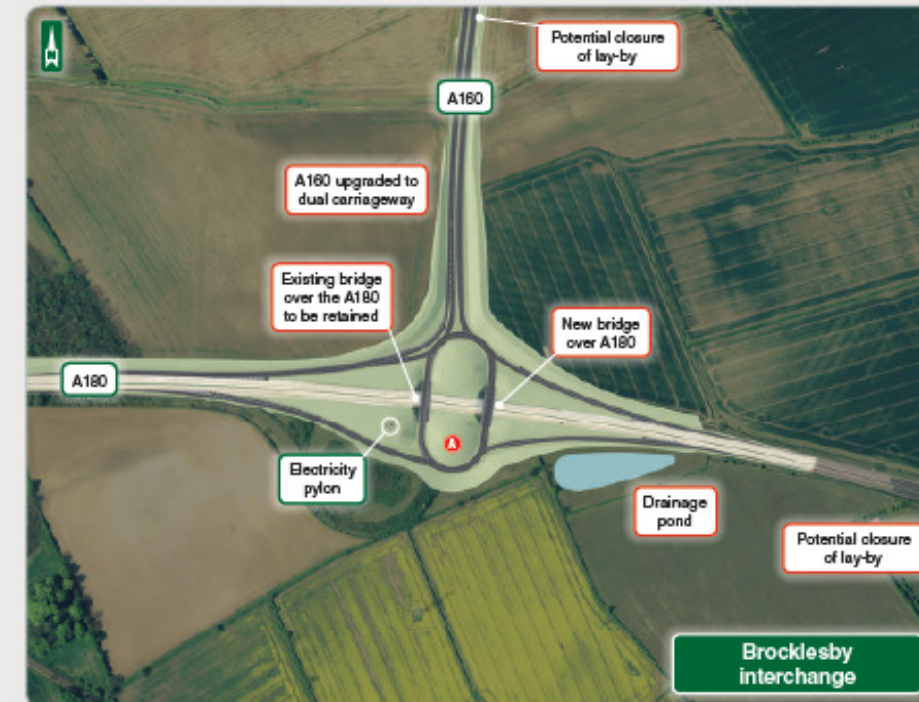
Port of Immingham Improvement
 Public consultation **A160/A180**

The proposed route

Area 1 - Brocklesby Interchange

We will be:

- Improving Brocklesby interchange to a two bridge roundabout layout including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160
 - Upgrading the 2km single carriageway section of the A160 to dual carriageway standard
 - Considering closure of lay-bys on the A160 and A180
- This design will improve the flow of traffic between the A180 and A160. Traffic on the A180 will continue to pass straight through the junction without stopping.



Changes since the preferred route announcement:
 A Brocklesby interchange has been relocated to avoid the overhead high voltage electricity lines

Port of Immingham Improvement Public consultation **A160/A180**

The proposed route

Area 2 - Habrough Road roundabout

We will be:

- Constructing a new roundabout with links to Ulceby Road, East Halton Road and Habrough Road
- The existing Habrough Roundabout will be removed and the side roads will no longer be through-roads
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- ⓔ Habrough Road link has been realigned to avoid a pipeline
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Port of Immingham Improvement Public consultation **A160/A180**

The proposed route

Area 3 - Town Street road bridge

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Safe roads, reliable journeys, informed travellers

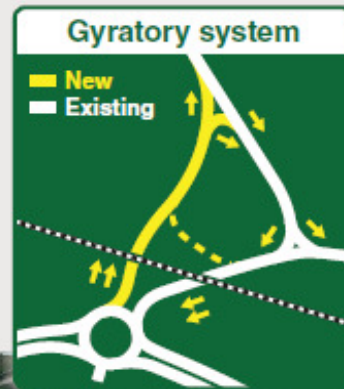
Port of Immingham Improvement
 Public consultation **A160/A180**

The proposed route

Area 4 - Manby Road roundabout and Rosper Road

We will be:

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- The works here will include a new bridge beneath the railway



Changes since the preferred route announcement:

- ⓐ The Rosper Road junction has been upgraded to a gyratory system
- ⓑ The gyratory system includes a high load vehicle link



Safe roads, reliable journeys, informed travellers

Port of Immingham Improvement
 Public consultation **A160/A180**

Environmental considerations

The project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. A full environmental statement will be submitted as part of the development consent order application.

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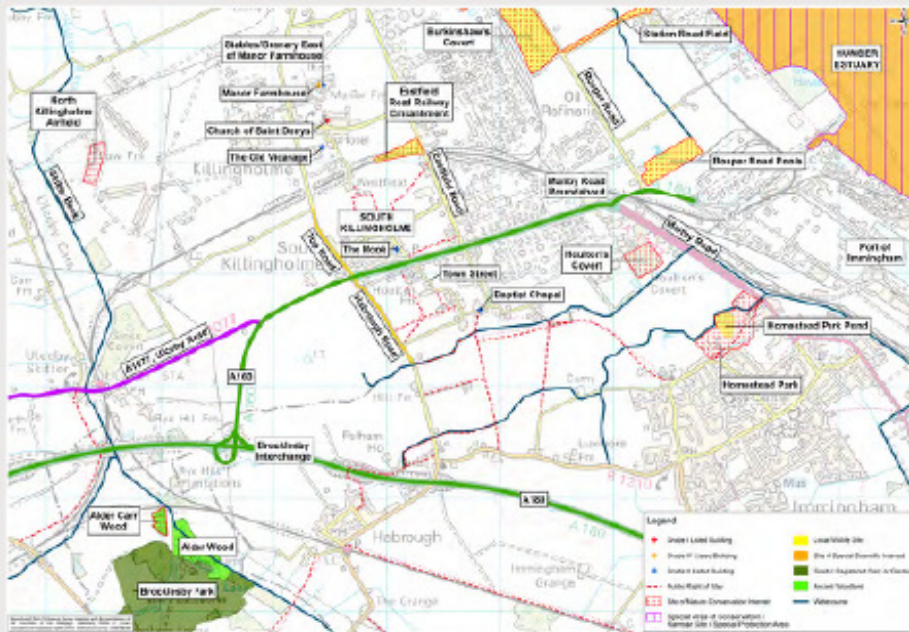
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Noise and vibration	The effects of changes in noise on people can be reported in terms of nuisance. Traffic flow data and construction methodology will be used to assess the noise and vibration impacts of the project during construction and operation.
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Community and private assets	We will consider how community facilities would be affected by the project. In addition we will consider the effects on homes, businesses, potential development and agricultural land.
Road drainage and the water environment	We will assess the effects on surface water, groundwater and flood risk. In the study area, watercourses are managed as part of a wider drainage network. Measures such as new ponds will be included in the design in order to mitigate adverse impacts on water quality and flood risk.

Port of Immingham Improvement Public consultation **A160/A180**

Environmental features

The map shown here demonstrates the key environmental features within the local area. These include ecologically important locations and areas of flood risk. Understanding where these features are helps us to understand how

the project may impact each of the environmental topics outlined on the previous panel. We will therefore consider how we may be able to reduce or remove the potential for any negative effects from the project.



Port of Immingham Improvement Public consultation **A160/A180**

Environmental mitigation

Mitigation refers to the action of removing or reducing the severity of a negative impact associated with a particular project. We are using an environmental impact assessment to identify potential effects of the A160 improvements on the local area and,

if those impacts are negative, it will set out various measures to mitigate those impacts. The following table outlines potential impacts of the project and the mitigation measures that may be used to reduce the risks.

	Potential Impacts	Potential Mitigation Measure for discussion	Location of Mitigation
Cultural Heritage	Construction within areas where archaeological remains are found.	Preservation by record (recording of finds and features).	Location to be confirmed if remains are found.
Landscape and Visual Amenity	Loss of vegetation around Brocksby Interchange and associated increase in views of traffic at junction.	Native shrub, hedgerow or tree planting.	Brocksby Interchange
	Additional bridge structure and increased size of Brocksby Interchange, increased visual impact.		A160 upgrade to dual carriageway
	Loss of vegetation along A180 and associated increase in views of traffic.	Native shrub, hedgerow or tree planting.	New Habrough Road roundabout
	New Habrough Road roundabout, increased visual impact.	Ornamental planting.	New Habrough Road roundabout
	Realigned A160 leading to new roundabout, loss of vegetation, increased views of traffic.	Native shrub, hedgerow or tree planting.	New Habrough Road roundabout
	New link roads from East Halton Road and Habrough Road to new roundabout, increased visual impact.		
Ecology and Nature Conservation	New road bridge connecting Town Street.	Native shrub, hedgerow or tree planting. Careful selection of bridge materials.	Town Street road bridge
	New link road between Manby Road roundabout and Rosper Road, loss of vegetation along railway and Rosper Road, opening up of views.	Native shrub, hedgerow or tree planting.	Manby Road roundabout and Rosper Road
	Lossing or spitting up of habitats and direct impacts on amphibians.	Replacement wetland habitat. Move amphibians to suitable habitat.	Brocksby Estate
	Loss of feeding areas for badgers, increased traffic collisions with badgers and spitting up of habitats.	Badger-proof fencing and mammal underpasses to create safe routes where appropriate.	Brocksby Interchange to Habrough Road roundabout
	Loss of suitable wetland areas (ditches) for water voles, spitting up of water vole populations.	Replacement wetland areas. Move water voles to safe areas.	Rosper Road pools and Brocksby Estate
Noise	Loss of feeding areas for barn owls, increased traffic collisions and spitting up of habitat.	Place barn owl boxes in locations away from the road improvements. Design landscape planting to discourage barn owls from feeding along the road verges.	Rosper Road pools and in all areas of landscape planting
	Impacts on birds: loss of feeding areas, spitting up of habitat, noise disturbance, disturbance of ground-nesting birds during site clearance works.	Timing of works (including site clearance) in the vicinity of Rosper Road pools to avoid bird breeding season (March to August).	Rosper Road pools
	Noise impacts at properties close to the northern and southern tie-in of the Town Street road bridge, and to the eastern end of Ulooby Road.	Noise barriers or earth mounds to reduce noise.	Top Road and Town Street road bridge
Effects on All Travellers	Closure of central reserve gap at Town Street leading to longer journey times between the two areas of South Killingholme.	Town Street road bridge, with provision for vehicles, buses, pedestrians, cyclists and other users.	Town Street
Community and Private Assets	Impacts on access for farmers between different fields, loss of access off and/or across the A160.	Private means of access track(s).	In the area of the A160 between Brocksby Interchange and Habrough Road
	Construction in the area of existing land drainage systems.	Intercepting drains or ditches to direct flow.	
Road Drainage and the Water Environment	Land temporarily used for construction (contractor's compound, haul routes, soil storage areas, etc.).	Plan for restoration of appropriate areas to agriculture, through a Soil Management Plan.	Locations to be confirmed
	Increase in water which runs off roads affecting the quality of surface water and groundwater in the area.	Ponds to slow the flow and to reduce pollution.	Ulooby Road area, Town Street area



Safe roads, reliable journeys, informed travellers

Port of Immingham Improvement Public consultation **A160/A180**

What happens next?

We would like to thank you for attending this event and we hope that it has been helpful to you. Your views are important to us and will help inform our proposals.

Following this consultation we will consider your responses as we develop the proposals further. We will then submit our application for a development consent order to construct the project and include a consultation report which will provide a summary of responses and a

description of how these have influenced the application. If development consent is granted, we estimate that, subject to the construction budget being agreed, works will commence in summer 2015 and that the road will be opened in autumn 2016.

Should you have any further questions or comments, please do not hesitate to contact us using the details below.

Address: A160/A180 Port of Immingham Project Team
Highways Agency
Lateral
8 City Walk
Leeds
LS11 9AT

Phone: 0113 283 6258

Email: a160immingham@highways.gsi.gov.uk

Website: www.highways.gov.uk/a160immingham

548 Notice published in Grimsby Telegraph 04 April 2013

548 Notice published in Scunthorpe Telegraph 28 March 2013

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Grimsby Telegraph Thursday, April 4, 2013 34

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Legal Notices



DEPARTMENT FOR TRANSPORT SECTION 48, PLANNING ACT 2008

REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS, PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

A160/A180 PORT OF IMMINGHAM IMPROVEMENT: NOTICE PUBLISHING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

THE SECRETARY OF STATE FOR TRANSPORT OF GREAT BRITAIN

proposes to make an application (the "Application") under Section 37 of the Planning Act 2008 for a Development Consent Order to improve the A160 between the junction with the A180 at Brockleby Interchange and the Port of Immingham. The project is situated in North Lincolnshire and North East Lincolnshire.

The length of the project is approximately 5km and the main aspects include:

- Improving Brockleby Interchange to a two bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160
- Upgrading the single carriageway section of the A160 to dual carriageway standard
- Relocation of Habrough Roundabout to the west of its current position, with new link roads provided from the A160 to Uckby Road, Top Road and Habrough Road
- Closure of the central reserve gap at the junction with Town Street and the gap at the entrance to the oil refinery further east along the A160
- Provision of a new road bridge over the A160 at Town Street to provide vehicle and pedestrian access between the two parts of South Killingholme
- Provision of a new groyne carriageway system between Manby Road Roundabout, Rosper Road Junction and the Port of Immingham, requiring the construction of a new bridge beneath the railway, through which a link of the groyne would pass
- Possible localised diversion of third-party utilities that currently cross beneath the existing A160 if required

The project is an Environmental Impact Assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An Environmental Statement will be submitted as part of the Application. Primary environmental information (PEI) can be found in the EIA Scoping Report which forms part of the consultation material.

Consultation on the proposals will take place from Monday 8 April 2013 to Monday 20 May 2013. Details about the consultation and how to get involved are set out in the Statement of Community Consultation (SCCC). Copies of the consultation materials, which includes the consultation leaflet, the scheme layout plan, copies of the consultation event boards, the PEI (in the form of the EIA Scoping Report), the SOCC and the Section 48 notice, may be inspected free of charge from Monday 8 April 2013 to Monday 20 May 2013 at the following locations. Please note that viewing locations may be closed on bank holidays.

South Killingholme Community Centre, Most Lane, South Killingholme, North Lincolnshire, DN40 3EU. Viewing times: Mondays 9.30am - 11.30am, other times by appointment. Please call the Highways Agency project team on 0113 283 6258 to arrange appointments.

Neighbourhood Office, Immingham Civic Centre, Pelham Road, Immingham, North East Lincolnshire, DN40 1GF. Opening times: Monday to Thursday 9am - 4.30pm, Friday 9am - 4pm. Tel: 01469 572763

Customer Access Centre, Grimsby Municipal Offices, Town Hall Square, Grimsby, North East Lincolnshire, DN31 1HU. Opening times: Monday to Friday 9am - 5pm. Tel: 01472 313131

Planning Reception, Scunthorpe Civic Centre, Ashby Road, Scunthorpe, North Lincolnshire, DN16 1AS. Opening times: Monday to Thursday 9am - 5pm, Friday 9am - 4.30pm. Tel: 01724 297420

Ashby Library, Ashby High Street, Scunthorpe, North Lincolnshire, DN16 2YU. Opening times: Monday 9am - 5pm, Tuesday, Thursday and Friday 9am - 4pm, Wednesday 9am - 2pm, Saturday 9.30am - 12 noon. Tel: 01724 860161

Barton-Upon-Humber Library, Providence House, Holydyke, Barton-Upon-Humber, North Lincolnshire, DN18 5PT. Opening times: Monday 9.30am - 6pm, Tuesday, Thursday and Friday 9.30am - 5pm, Wednesday 9.30am - 2pm, Saturday 9am - 1pm. Tel: 01724 860161

Brigg Library, The Angel, Market Place, Brigg, North Lincolnshire, DN20 1LD. Opening times: Monday, Tuesday, Thursday and Friday 9am - 5.30pm, Wednesday 9am - 2.30pm, Saturday 9am - 1pm. Tel: 01724 860161

Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT. Viewing times: Monday to Friday 9am - 5pm. Tel: 0113 283 6258

Copies of the consultation materials will also be available online from Monday 8 April 2013 at www.highways.gov.uk/a160immingham.

Copies of the consultation materials may be requested from the Highways Agency using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge. Paper copies of the consultation leaflet, Section 48 notice and SOCC will be supplied free of charge. Paper copies of the other consultation materials are priced at £15 for the EIA Scoping Report, £10 for an A1 copy of the consultation event boards and £7.50 for an A1 copy of the scheme layout plan. Prices include VAT at 20% and UK postage. Please contact the Highways Agency for further details regarding payment methods.

Any person may comment on the proposals. When making comments please provide your name and address, or, if you would prefer your comments to be anonymous, your postcode only. Please also state the nature of your interest in the project. Comments will form the basis of a Pre-Application Consultation Report that will be one of the factors taken into account by the Planning Inspectorate when it decides whether or not the Application can be accepted.

Comments on the proposals can be made by:

- Completing the questionnaire. This is available to complete online from Monday 8 April 2013 at www.highways.gov.uk/a160immingham and a paper copy can be found within the consultation leaflet. Alternatively a paper copy can be requested free of charge by contacting the project team.
- Emailing: a160immingham@highways.gov.uk
- Writing to: A160/A180 Port of Immingham Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT

Comments must be received no later than Monday 20 May 2013. If you have any questions about this consultation please contact the project team using the email or postal addresses listed above or by calling 0113 283 6258.

Graham Dakin, Senior Project Manager, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT 28 March 2013

Personal Chat Lines

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KEELY blonde 18y old, blue eyes size 10, busty, stays at home too much and looking for casual fun with older male with good times. Tel No: 0906 500 2628 Box No: 393427

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 Publication : Scunthorpe Eve Telegraph (N.C.I)

90 Scunthorpe Telegraph Thursday, March 28 - Wednesday, April 3, 2013

Legal Notices



DEPARTMENT FOR TRANSPORT SECTION 48, PLANNING ACT 2008

REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS, PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

A160/A180 PORT OF IMMINGHAM IMPROVEMENT: NOTICE PUBLISHING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

THE SECRETARY OF STATE FOR TRANSPORT OF GREAT BRITAIN

proposes to make an application (the "Application") under Section 37 of the Planning Act 2008 for a Development Consent Order to improve the A160 between the junction with the A180 at Brockleby Interchange and the Port of Immingham. The project is situated in North Lincolnshire and North East Lincolnshire.

The length of the project is approximately 5km and the main aspects include:

- Improving Brockleby Interchange to a two bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160
- Upgrading the single carriageway section of the A160 to dual carriageway standard
- Relocation of Habrough Roundabout to the west of its current position, with new link roads provided from the A160 to Uckby Road, Top Road and Habrough Road
- Closure of the central reserve gap at the junction with Town Street and the gap at the entrance to the oil refinery further east along the A160
- Provision of a new road bridge over the A160 at Town Street to provide vehicle and pedestrian access between the two parts of South Killingholme
- Provision of a new groyne carriageway system between Manby Road Roundabout, Rosper Road Junction and the Port of Immingham, requiring the construction of a new bridge beneath the railway, through which a link of the groyne would pass
- Possible localised diversion of third-party utilities that currently cross beneath the existing A160 if required

The project is an Environmental Impact Assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An Environmental Statement will be submitted as part of the Application. Primary environmental information (PEI) can be found in the EIA Scoping Report which forms part of the consultation material.

Consultation on the proposals will take place from Monday 8 April 2013 to Monday 20 May 2013. Details about the consultation and how to get involved are set out in the Statement of Community Consultation (SCCC). Copies of the consultation materials, which includes the consultation leaflet, the scheme layout plan, copies of the consultation event boards, the PEI (in the form of the EIA Scoping Report), the SOCC and the Section 48 notice, may be inspected free of charge from Monday 8 April 2013 to Monday 20 May 2013 at the following locations. Please note that viewing locations may be closed on bank holidays.

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Ashby Library, Ashby High Street, Scunthorpe, North Lincolnshire, DN16 2YU. Opening times: Monday 9am - 5pm, Tuesday, Thursday and Friday 9am - 4pm, Wednesday 9am - 2pm, Saturday 9.30am - 12 noon. Tel: 01724 860161

Barton-Upon-Humber Library, Providence House, Holydyke, Barton-Upon-Humber, North Lincolnshire, DN18 5PT. Opening times: Monday 9.30am - 6pm, Tuesday, Thursday and Friday 9.30am - 5pm, Wednesday 9.30am - 2pm, Saturday 9am - 1pm. Tel: 01724

548 Notice published in Scunthorpe Telegraph 04 April 2013

548 Notice published in The Times 04 April 2013

HIGHWAYS AD BOOKING

Date: 04/04/2013

Penna Ref : 453626000004

GPC Code : GPC/00151333

Publication : Scunthorpe Eve Telegraph (N.C)

76 Scunthorpe Telegraph Thursday, April 4 - Wednesday, April 10, 2013

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Legal Notices

HIGHWAYS AGENCY

DEPARTMENT FOR TRANSPORT SECTION 46 PLANNING ACT 2008 REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PROPOSED FORMS AND PROCEDURES) REGULATIONS 2009

NOTICE PUBLISHING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

The SECRETARY OF STATE FOR TRANSPORT (of Great Britain House, 20 Horseferry Road, London, SW1P 4DR (the "Applicant") proposes to make an application (the "Application") under Section 46 of the Planning Act 2008 for a Development Consent Order to improve the A160 between the junction with the A180 at Brookley Interchange and the Port of Immingham. The project is situated in North Lincolnshire and North East Lincolnshire.

The length of the project is approximately 5km and the main aspects include:

- Improving Brookley Interchange to a two bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A160 to the A160.
- Upgrading the single carriageway section of the A160 to dual carriageway standard.
- Relocation of Hainthorpe Roundabout to the west of its current position, with new links provided from the A160 to Monkey Road, Top Road and Hainthorpe Road.
- Closure of the central reserve gap at the junction with Town Street and the gap at the entrance to the oil refinery further east along the A160.
- Provision of a new road bridge over the A160 at Town Street to provide vehicle and pedestrian access between the two parts of South Kilmington.
- Provision of a new gravity carriageway system between Hainthorpe Road Roundabout, Hainthorpe Road Junction and the Port of Immingham, requiring the construction of a new bridge across the estuary, through which a link of the gravity roadway would pass.
- Possible location diversion of third party utilities that currently cross beneath the existing A160 as required.

The project is an Environmental Impact Assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An Environmental Statement will be submitted as part of the Application. Preliminary environmental information (PEI) can be found in the EA Scoping Report which forms part of the consultation material.

Consultation on the proposals will take place from Monday 8 April 2013 to Monday 20 May 2013. Details about the consultation and how to get involved are set out in the Statement of Community Consultation (SCCC). Copies of the consultation materials, which include the consultation leaflet, the scheme layout plan, copies of the consultation event boards, the PEI in the form of the EA Scoping Report, the SOCC and the section 46 notice, may be inspected free of charge from Monday 8 April 2013 to Monday 20 May 2013 at the following locations. Please note that viewing facilities may be closed on bank holidays.

South Kilmington Community Centre, Moor Lane, South Kilmington, North Lincolnshire, DN40 2DQ. Viewing times: Mondays 9.30am - 11.30am, other times by appointment. Please call the highways agency project team on 0113 283 6258 to arrange appointments.

Neighbourhood Office, Immingham Civic Centre, Peham Road, Immingham, North East Lincolnshire, DN16 1QF. Opening times: Monday to Thursday 9am - 4.30pm; Friday 9am - 4pm. Tel: 01462 521252.

Customer Access Centre, Grimsby Municipal Offices, Town Hall Square, Grimsby, North East Lincolnshire, DN11 1BA. Opening times: Monday to Friday 9am - 5pm. Tel: 01472 313131.

Planning Reception, Scunthorpe Civic Centre, Ashby Road, Scunthorpe, North Lincolnshire, DN16 1AB. Opening times: Monday to Thursday 9am - 5pm; Friday 9am - 4.30pm. Tel: 01724 294200.

Ashby Library, Ashby High Street, Scunthorpe, North Lincolnshire, DN16 2RY. Opening times: Monday 9am - 5pm; Tuesday, Thursday and Friday 9am - 4pm; Wednesday 9am - 2pm; Saturday 10.30am - 12 noon. Tel: 01724 860161.

Barton Upon Humber Library, Providence House, Holywell, Barton Upon Humber, North Lincolnshire, DN18 5PL. Opening times: Monday 9.30am - 5pm; Tuesday, Thursday and Friday 9.30am - 5pm; Wednesday 9.30am - 2pm; Saturday 9am - 1pm. Tel: 01724 860161.

Grigg Library, The Angel, Market Place, Grigg, North Lincolnshire, DN22 8LD. Opening times: Monday, Tuesday, Thursday and Friday 9am - 5.30pm; Wednesday 9am - 2.30pm; Saturday 9am - 1pm. Tel: 01724 860161.

Copies of the consultation materials will also be available online from Monday 8 April 2013 at www.highways.gov.uk/a160immingham.

Copies of the consultation materials may be requested from the Highways Agency using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge. Paper copies of the consultation leaflet, Section 46 notice and SOCC will be supplied free of charge. Paper copies of the other consultation materials are priced at £15 for the EA Scoping Report, £16 for an A1 copy of the consultation event boards and £7.50 for an A1 copy of the scheme layout plan. Prices include VAT at 20% and UK postage. Please contact the Highways Agency for further details regarding payment methods.

Any person may comment on the proposals. When making comments please provide your name and address, or, if you would prefer your comments to be anonymous, your postcode only. Please also state the nature of your interest in the project. Comments will form the basis of a Pre-application Consultation Report that will be one of the factors taken into account by the Planning Inspectorate when it decides whether or not the Application can be accepted.

Comments on the proposals can be made by:

- Completing the questionnaire. This is available to complete online from Monday 8 April 2013 at www.highways.gov.uk/a160immingham and a paper copy can be found within the consultation leaflet. Alternatively a paper copy can be requested free of charge by contacting the project team.
- Emailing: a160immingham@highways.gov.uk
- Writing to: A160/A180 Port of Immingham Project Team, Highways Agency, Lutterell, 8 City Walk, Leeds, LS11 5AT. Comments must be received no later than Monday 20 May 2013. If you have any questions about the consultation please contact the project team using the email or postal addresses listed above or by calling 0113 283 6258.

Griffin Dakin, Senior Project Manager, Highways Agency, Lutterell, 8 City Walk, Leeds, LS11 5AT. 0113 283 6213

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Date: 04/04/2013

Penna Ref : 453620000002

GPC Code : GPC/00151335

Publication : The Times

THE TIMES | Thursday April 4 2013

57

Births, Marriages and Deaths

Even though I walk through the darkest valley, I fear not evil, for you are with me; you are my staff and my sword - they comfort me. Psalm 23 (NRSV)

Births

ELLERS On 23rd March 2013, to Alexander (Jack) and Corine, a daughter, Ruby Crystal McLean, a daughter. Baby Christy McLean, a daughter. Baby Christy McLean, a daughter. Baby Christy McLean, a daughter.

HALVERSON On 20th March 2013, at Phoenix Island (Hospital), Grimsby, North Lincolnshire, DN18 5PL. Opening times: Monday 9.30am - 5pm; Tuesday, Thursday and Friday 9.30am - 5pm; Wednesday 9.30am - 2pm; Saturday 9am - 1pm. Tel: 01724 860161.

HARRISON On 28th March 2013, to Alexander (Jack) and Corine, a daughter, Ruby Crystal McLean, a daughter. Baby Christy McLean, a daughter. Baby Christy McLean, a daughter.

LITTLECHILD On 29th March 2013, at Manor Hospital, to Gemma and David, a son, Tom.

MAHATRA On 29th March 2013, at the Portofino Hospital, to Emma Beck and Robert, a son, James.

MAITLAND On 29th March 2013, to Christopher (Ian) and Nicola, the gift of a son, James.

VERKER On 29th March 2013, to Lavinia and Robert, a son, James.

WELLS On 29th March 2013, to William (Tom) and Emma, a son, James.

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WALKER Victor William Lewis, beloved husband of Beatrice and devoted father of David and Mark, passed away peacefully on Tuesday 26th March 2013, after a long illness. Funeral service at St Mary's Church, Street, Peterhead at 2pm on Friday 15th April. No flowers please, but donations, if desired, to Macmillan Cancer and the Reservoir Foundation.

PEARL John William, beloved husband of Lillian, devoted father of Michael and Robert, passed away peacefully on Tuesday 26th March 2013, after a long illness. Funeral service at St Margaret's Church, Street, Peterhead at 2pm on Friday 15th April. No flowers please, but donations, if desired, to Macmillan Cancer and the Reservoir Foundation.

WHITE Patricia May (née Adair), beloved wife of the late James, passed away peacefully on Tuesday 26th March 2013, after a long illness. Funeral service at St Margaret's Church, Street, Peterhead at 2pm on Friday 15th April. No flowers please, but donations, if desired, to Macmillan Cancer and the Reservoir Foundation.

YOL Helen (née Stain), widow of Alan, passed away peacefully on Tuesday 26th March 2013, after a long illness. Funeral service at St Peter's Church, South Wall on Monday 8th April at 11.30am. Family flowers only please. Expenses to be met by the family.

RASHLEIGH Ernest Felicity (née McLaughlin), on Saturday 30th March 2013, after a long illness. Family flowers only please. Expenses to be met by the family.

SMITH Janet 'Janie' (née Taylor), on Saturday 30th March 2013, after a long illness. Family flowers only please. Expenses to be met by the family.

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S48 Notice published in The London Gazette 04 April 2013

6544 THE LONDON GAZETTE THURSDAY 4 APRIL 2013

6. If you wish to object to the proposed Order you should send a statement in writing including the grounds for your objection and quoting Reference DS940 to the address in the following paragraph by Thursday 2 May 2013.
7. Please address your letter to Caroline McGlynn, Smarter Travel Sutton, London Borough of Sutton, 24 Denmark Road, Carshalton, Surrey, SM5 2JG.

Jay Judge
Interim Executive Head, Planning and Transportation
4 April 2013

NOTE: Persons responding to the proposed Order should be aware that the Council may be legally obliged to disclose the information provided to third parties. (1796251)

Wandsworth Borough Council

PROPOSED AMENDMENT OF THE OPERATIONAL HOURS OF THE TEMPORARY TRAFFIC REGULATIONS IN CONNECTION WITH CHAMPIONSHIP TENNIS MATCHES AT THE ALL ENGLAND LAWN TENNIS CLUB, WIMBLEDON, SW19

1. The Council of the London Borough of Wandsworth proposes to make the following Orders under sections 6, 45, 46, 49 and 124 of Part IV of Schedule 9 to the Road and Traffic Regulation Act 1984 as amended by the Local Government Act 1985 and the Traffic Management Act 2004:

- The Wandsworth (Wimbledon Tennis Event Zone) (Parking Places) (No.-) Order 20—
- The Wandsworth (Wimbledon Tennis Event Zone) (Temporary Waiting Restrictions and Prescribed Route) (No.-) Order 20—

2. The general effect of the Orders would be to amend the operational hours of the temporary parking restrictions which operate in the Southfields area between 8.30 am and 9.30 pm throughout the Wimbledon Tennis Championship tournament to operate between 8.30 am and 8.30 pm. The change is being made in response to a request from the All England Lawn Tennis Club, who have confirmed that entry to the matches will not be permitted after 8pm.

3. Copies of documents giving more detailed particulars of the proposed Orders are available for inspection during normal office hours on Mondays to Fridays in The Concourse, The Town Hall, Wandsworth High Street, London SW18 2PU. The documents will remain available until the end of six weeks from the date on which the Orders are made or, as the case may be, the Council decides not to make the Orders.

4. Further information may be obtained from Engineering Services-telephone number 020 8871 6691.

5. Any person wishing to object to the proposed Orders should send a statement in writing of their objection and the grounds on which it is made to the Director of Environment and Community Services at the address below (quoting the reference ES/TMO1353) by 26 April 2013.

Paul Martin
Chief Executive and
Director of Administration
Town Hall
Wandsworth
SW18 2PU

4 April 2013. (1796365)

Highways

Liverpool City Council

HIGHWAYS ACT 1980- SECTION 116, STOPPING UP OF PUBLIC HIGHWAYS

Notice is hereby given that Liverpool City Council, intends to apply to the City Magistrate's Court, Dale Street, Liverpool at 9.45 am on Thursday 9 May 2013 for Orders under Section 116 of the above Act, for the stopping of the following highways on the ground and they are unnecessary:

1. Footways leading from Storrington Avenue once serving property nos 61-77 (odd numbers only) Storrington Avenue, Liverpool L1 9AR
2. Footway leading from Storrington Avenue once serving property nos 89-123 (odd numbers only) Storrington Avenue, Liverpool L1 9AR
3. Chelmsford Close and parts of Harcourt Street and areas of highway leading from Harcourt Street, Wykeham Way and passageways leading

from Wykeham Way, Easby Walk and areas of highway leading from Easby Walk and areas of highway leading from Fountains Road to Fonthill Road, Liverpool L4 1UX;

4. A passageway leading from Easby Road, Liverpool L4 1QW; and
5. Foley Close and parts of Westminster Road, Sellar Street and Foley Street, Liverpool L4 1SJ

Plans showing the effect of the proposed Orders may be inspected, without payment, between the hours of 8.45 am and 4.00 pm on Mondays to Fridays inclusive at the City Solicitors office, Municipal Buildings, Dale Street, Liverpool L2 2DH.

On the hearing of the application any statutory undertaker having apparatus under, in upon, over, along or across the highways, the owners and occupiers of lands adjoining the highways, any person who uses the highways and any other person who would be aggrieved by the making of the Orders shall have a right to be heard.

4 April 2013. (1796666)



Planning

Town and Country Planning

Department for Transport

SECTION 48, PLANNING ACT 2008

REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

A160/A180 PORT OF IMMINGHAM IMPROVEMENT: NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

THE SECRETARY OF STATE FOR TRANSPORT of Great Minster House, 33 Horseferry Road, London, SW1P 4DR (the "Applicant") proposes to make an application (the "Application") under Section 37 of the Planning Act 2008 for a Development Consent Order to improve the A160 between the junction with the A180 at Brocklesby Interchange and the Port of Immingham. The project is situated in North Lincolnshire and North East Lincolnshire. The length of the project is approximately 5km and the main aspects include:

- Improving Brocklesby Interchange to a two bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160
- Upgrading the single carriageway section of the A160 to dual carriageway standard
- Relocation of Habrough Roundabout to the west of its current position, with new link roads provided from the A160 to Ulceby Road, Top Road and Habrough Road
- Closure of the central reserve gap at the junction with Town Street and the gap at the entrance to the oil refinery further east along the A160
- Provision of a new road bridge over the A160 at Town Street to provide vehicle and pedestrian access between the two parts of South Killingholme
- Provision of a new gyratory carriageway system between Manby Road Roundabout, Rosper Road Junction and the Port of Immingham, requiring the construction of a new bridge beneath the railway, through which a link of the gyratory would pass
- Possible localised diversion of third-party utilities that currently cross beneath the existing A160 if required

The project is an Environmental Impact Assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An Environmental Statement will be submitted as part of the Application. Preliminary environmental information (PEI) can be found in the EIA Scoping Report which forms part of the consultation material.

Consultation on the proposals will take place from Monday 8 April 2013 to Monday 20 May 2013. Details about the consultation and how to get involved are set out in the Statement of Community Consultation (SOCC). Copies of the consultation materials, which includes the consultation leaflet, the scheme layout plan, copies of the consultation event boards, the PEI (in the form of the EIA Scoping Report), the SOCC and this Section 48 notice, may be inspected free

of charge from Monday 8 April 2013 to Monday 20 May 2013 at the following locations. Please note that viewing locations may be closed on bank holidays.

South Killingholme Community Centre, Moat Lane, South Killingholme, North Lincolnshire, DN40 3EU. Viewing times: Mondays 9.30am - 11.30am, other times by appointment. Please call the Highways Agency project team on 0113 283 6258 to arrange appointments.

Neighbourhood Office, Immingham Civic Centre, Pelham Road, Immingham, North East Lincolnshire, DN40 1QF. Opening times: Monday to Thursday 9am - 4.30pm, Friday 9am - 4pm. Tel: 01469 572763

Customer Access Centre, Grimsby Municipal Offices, Town Hall Square, Grimsby, North East Lincolnshire, DN31 1HU. Opening times: Monday to Friday 9am - 5pm. Tel: 01472 313131

Planning Reception, Scunthorpe Civic Centre, Ashby Road, Scunthorpe, North Lincolnshire, DN16 1AB. Opening times: Monday to Thursday 9am - 5pm, Friday 9am - 4.30pm. Tel: 01724 297420

Ashby Library, Ashby High Street, Scunthorpe, North Lincolnshire, DN16 2RY. Opening times: Monday 9am - 5pm, Tuesday, Thursday and Friday 9am - 4pm, Wednesday 9am - 2pm, Saturday 9.30am - 12 noon. Tel: 01724 860161

Barton-Upon-Humber Library, Providence House, Holydyke, Barton upon Humber, North Lincolnshire, DN18 5PR. Opening times: Monday 9.30am - 6pm, Tuesday, Thursday and Friday 9.30am - 5pm, Wednesday 9.30am - 2pm, Saturday 9am - 1pm. Tel: 01724 860161

Brigg Library, The Angel, Market Place, Brigg, North Lincolnshire, DN20 8LD. Opening times: Monday, Tuesday, Thursday and Friday 9am - 5.30pm, Wednesday 9am - 2.30pm, Saturday 9am - 1pm. Tel: 01724 860161

Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT. Viewing times: Monday to Friday 9am - 5pm. Tel: 0113 283 6258

Copies of the consultation materials will also be available online from Monday 8 April 2013 at www.highways.gov.uk/a160immingham.

Copies of the consultation materials may be requested from the Highways Agency using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge. Paper copies of the consultation leaflet, Section 48 notice and SOCC will be supplied free of charge. Paper copies of the other consultation materials are priced at £15 for the EIA Scoping Report, £10 for an A3 copy of the consultation event boards and £7.50 for an A1 copy of the scheme layout plan. Prices include VAT at 20% and UK postage. Please contact the Highways Agency for further details regarding payment methods. Any person may comment on the proposals. When making comments please provide your name and address, or, if you would prefer your comments to be anonymous, your postcode only. Please also state the nature of your interest in the project. Comments will form the basis of a Pre-Application Consultation Report that will be one of the factors taken into account by the Planning Inspectorate when it decides whether or not the Application can be accepted. Comments on the proposals can be made by:

- Completing the questionnaire. This is available to complete online from Monday 8 April 2013 at www.highways.gov.uk/a160immingham and a paper copy can be found within the consultation leaflet. Alternatively a paper copy can be requested free of charge by contacting the project team.
- Emailing: a160immingham@highways.gsi.gov.uk
- Writing to: A160/A180 Port of Immingham Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT

Comments must be received no later than **Monday 20 May 2013**.

If you have any questions about this consultation please contact the project team using the email or postal addresses listed above or by calling 0113 283 6258.

Graham Dakin
Senior Project Manager, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT

28 March 2013. (1796261)

Department for Transport

TOWN AND COUNTRY PLANNING ACT 1990

THE SECRETARY OF STATE hereby gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (North West) (No 18) Order 2013" authorising the stopping up of an irregular shaped area of land at the junction of Gote Road and Wakefield Road at Cockerthorpe, in the Borough of Allerdale to enable development as permitted by Secretary of State for Communities and Local Government, reference 2/2009/0141 and appeal reference APP/G0908/A/09/2112679 along with reference 2/2009/0142 and appeal reference APP/G0908/E/09/2112712.

THE LONDON GAZETTE THURSDAY 4 APRIL 2013 6545

COPIES OF THE ORDER MAY BE OBTAINED, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne, NE4 7AR (quoting NATTRAN/NW/S247/740) and may be inspected during normal opening hours at Cockerthorpe Library, Main Street, Cockerthorpe, CA13 9LU.

ANY PERSON aggrieved by or desiring to question the validity of or any provision within the Order, on the ground that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 4 April 2013 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Department for Transport (1796262)

Department for Transport

TOWN AND COUNTRY PLANNING ACT 1990

THE SECRETARY OF STATE hereby gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (North West) (No.14) Order 2013" authorising the stopping up of the whole of the cul-de-sacs Westerham Avenue and Wrotham Close and their associated Footpaths, a northern part width of Liverpool Street, comprising highway verge, three irregular shaped areas and a western part width of Cavell Way, comprising highway verge, and a length of the Footpath that lies to the south of Denbigh Place at Pendleton, in the City of Salford to enable development as permitted by the Council of the City of Salford, reference 12/61953/HYBRID.

COPIES OF THE ORDER MAY BE OBTAINED, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne, NE4 7AR (quoting NATTRAN/NW/S247/694) and may be inspected during normal opening hours at Eccles New Road Post Office, 99-101 Eccles New Road, Salford, M5 4RX.

ANY PERSON aggrieved by or desiring to question the validity of or any provision within the Order, on the ground that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 04 April 2013 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Department for Transport (1796263)

Department for Transport

TOWN AND COUNTRY PLANNING ACT 1990

THE SECRETARY OF STATE hereby gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (Yorkshire and the Humber) (No 12) Order 2013" authorising the stopping up of a northern part width of Yew Lane comprising highway verge at Sheffield, in the City of Sheffield to enable development as permitted by Sheffield City Council, reference 11/01843/FUL and 11/03042/FUL respectively.

COPIES OF THE ORDER MAY BE OBTAINED, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne, NE4 7AR (quoting NATTRAN/Y&H/S247/684) and may be inspected during normal opening hours at First Point, Town Hall, Pinstone Street, Sheffield, S1 2HH.

ANY PERSON aggrieved by or desiring to question the validity of or any provision within the Order, on the ground that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 04 April 2013 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Department for Transport (1796257)

Department for Transport

TOWN AND COUNTRY PLANNING ACT 1990

THE SECRETARY OF STATE hereby gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a length of Alma Street, a length of New Croft, a length and an eastern part width of Guildford Street at North East Newtown, in the City of Birmingham.

IF THE ORDER IS MADE, the stopping up will be authorised only in order to enable development as permitted by Birmingham City Council, under reference 2012/06728/PA.

COPIES OF THE DRAFT ORDER AND RELEVANT PLAN will be available for inspection during normal opening hours at City Design

B6 Distribution Letters to consultees

Letters issued to consultees on 5 April 2013

B.6.1 A letter was issued to all those, after diligent enquiry, were defined as prescribed consultees, Local Authorities, and those with land interests under Section 42 of the Planning Act 2008. The letter included a copy of the Consultation Leaflet and questionnaire. A similar letter was also issued to non-statutory stakeholders. Copies of these letters can be found below.



Our ref: Consultee Reference Number
A160/A180 Port of Immingham Project Team
Highways Agency
Lateral
8 City Walk
Leeds LS11 9AT
Tel: 0113 283 6258
5 April 2013

Addressee
Address 2
Address 3
Address 4
Address 5
Postcode

Dear

**A160/A180 Port of Immingham Improvement
Public Consultation: 8 April 2013 to 20 May 2013
Planning Act 2008 Section 42: Duty to consult on a proposed application**

I am writing with reference to the Highways Agency's proposed A160/A180 Port of Immingham Improvement project, which seeks to provide better access to the Port of Immingham and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the project. We intend to make our application by early 2014. In accordance with Section 42 of the Act, the Highways Agency, as the applicant, must consult you about this proposed application.

I enclose with this letter a copy of our consultation leaflet and our Section 48 notice. Further consultation materials, including a scheme layout plan and our consultation event boards, can be found on our project webpage at www.highways.gov.uk/a160immingham or can be viewed at the facilities listed in the consultation leaflet. As the project is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, preliminary environmental information, in the form of our EIA scoping report, also forms part of the consultation material. A CD copy of the consultation materials can be provided free of charge upon request.

The consultation starts on Monday 8 April 2013 and will end on Monday 20 May 2013. The consultation leaflet details how you can comment on the proposals. To allow us time to collect and assess all responses to this consultation before compiling our application, please ensure your response reaches us by Monday 20 May 2013.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely,

Graham Dakin, Senior Project Manager
Email: a160immingham@highways.gsi.gov.uk

Letters issued to non-statutory stakeholders on 5 April 2013



Our ref: Consultee Reference Number
A160/A180 Port of Immingham Project Team
Highways Agency
Lateral
8 City Walk
Leeds LS11 9AT
Tel: 0113 283 6258
5 April 2013

Addressee
Address 2
Address 3
Address 4
Address 5
Postcode

Dear

**A160/A180 Port of Immingham Improvement
Public Consultation: 8 April 2013 to 20 May 2013**

I am writing with reference to the Highways Agency's proposed A160/A180 Port of Immingham Improvement project, which seeks to provide better access to the Port of Immingham and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the project. We intend to make our application by early 2014. We are consulting you as we believe you may have an interest in the project.

I enclose with this letter a copy of our consultation leaflet and our Section 48 notice. Further consultation materials, including a scheme layout plan and our consultation event boards, can be found on our project webpage at www.highways.gov.uk/a160immingham or can be viewed at the facilities listed in the consultation leaflet. As the project is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, preliminary environmental information, in the form of our EIA scoping report, also forms part of the consultation material. A CD copy of the consultation materials can be provided free of charge upon request.

The consultation starts on Monday 8 April 2013 and will end on Monday 20 May 2013. The consultation leaflet details how you can comment on the proposals. To allow us time to collect and assess all responses to this consultation before compiling our application, please ensure your response reaches us by Monday 20 May 2013.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely,

Graham Dakin, Senior Project Manager
Email: a160immingham@highways.gsi.gov.uk

Letter issued to missed Ulceby residents on 30 April 2013

B.6.2 Following the technical fault in the distribution of the leaflets to local residents and businesses a letter was issued to all the missed properties with the consultation leaflet and details of a new consultation event the Ulceby Village Hall. Letters were also issued to all other Ulceby and Ulceby Skitter residents to inform them of and invite them to the new consultation event. Copies of these letters can be found below.



Our ref: Consultee Reference Number A160/A180 Port of Immingham Project Team
Highways Agency
Lateral
8 City Walk
Leeds LS11 9AT

Addressee
Address 1
Address 2
Address 3
Address 4
Postcode Tel: 0113 283 6258

30 April 2013

Dear Resident,

**A160/A180 Port of Immingham Improvement
Public Consultation: 8 April 2013 to 20 May 2013**

I am writing with reference to the Highways Agency's proposed A160/A180 Port of Immingham Improvement project, which seeks to provide better access to the Port of Immingham and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port.

We are currently holding a consultation on our proposals. I enclose with this letter a copy of our consultation leaflet, which provides information about the project and the issues being consulted on. It also explains how you can make your comments and includes a copy of our questionnaire.

This leaflet was distributed to homes and businesses in the area earlier in April. It has come to our attention that unfortunately, due to a technical error, your property was not sent a copy of the leaflet at that time. We apologise for the error, and to ensure you have sufficient time to consider our proposals and make your comments, we have extended the date by which we must receive responses. This has been extended from Monday 20th May 2013 to **Tuesday 4 June 2013**. If you are sending your comments by post, please send them to reach us by this date. This extension only applies to properties that have been sent this letter.

If you would like to discuss the proposals in more detail, please come along to our drop in session. This will be held at Ulceby Village Hall, Spruce Lane, Ulceby on **Thursday 9 May 2013, from 4pm until 8pm**. Our project team will be available to show you the proposals in more detail and answer any questions you may have. This event is in addition to an event held at South Killingholme Community Centre on 19 and 20 April 2013.

Once again, I apologise for the delay in your receipt of the consultation leaflet. If you have any questions about this correspondence, or the consultation itself, please do not hesitate to contact us using the details provided in this letter.

Yours faithfully,

Graham Dakin, Senior Project Manager
Email: a160immingham@highways.gsi.gov.uk



Letter issued to Ulceby residents on 3 May 2013



Our ref: Consultee reference number A160/A180 Port of Immingham Project Team
Highways Agency
Lateral
8 City Walk
Leeds LS11 9AT

Addressee
Address 1
Address 2
Address 3
Address 4
Postcode Tel: 0113 283 6258

3 May 2013

Dear Resident,

**A160/A180 Port of Immingham Improvement
Public Consultation: 8 April 2013 to 20 May 2013**

I am writing with reference to the Highways Agency's proposed A160/A180 Port of Immingham Improvement project, which seeks to provide better access to the Port of Immingham and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port.

We are currently holding a consultation on our proposals. We have previously sent you our consultation leaflet, which provides information about the project, the issues being consulted on and our questionnaire. This is also available online at www.highways.gov.uk/a160immingham.

I am writing to advise you that we will be holding a further drop in session, in addition to the event that was previously held at South Killingholme Community Centre on 19 and 20 April 2013.

This will be held at Ulceby Village Hall, Spruce Lane, Ulceby on **Thursday 9 May 2013, from 4pm until 8pm**. Our project team will be available to show you the proposals in more detail and answer any questions you may have, so please feel free to drop in.

The consultation runs until 20 May 2013, so please ensure your comments reach us by this date. If you have any questions about this correspondence, or the consultation itself, please do not hesitate to contact us using the details provided in this letter.

Yours faithfully,

Graham Dakin, Senior Project Manager
Email: a160immingham@highways.gsi.gov.uk



Appendix C Public Consultation (2009) and Preferred Route Announcement (2010)

C1 Introduction

C.1.1 To provide context to the 2013 consultation, the consultation leaflet from the original 2009 consultation which detailed a range of options is included within this appendix. Following the public consultation, an amended option was developed to take into account overall preferences and various concerns raised. Further information on the amendments made to the preferred option can be found in the Preferred Route Announcement (2010) below.

C2 Public Consultation Leaflet (2009)

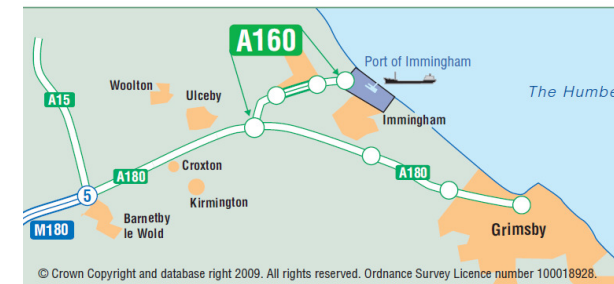


Introduction

The Port of Immingham is forecast to grow rapidly over the next 10-15 years to meet increasing demand, putting further pressure on the already congested A160. The Highways Agency is proposing to provide better access to the Port by improving the A160, which runs between the A180 at Brocklesby Junction and the Port of Immingham.

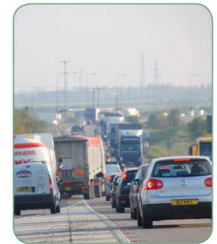
The need to improve this strategic route was identified in 2002 during a study of predicted traffic flows in the South Humber Bank area. Since then a number of options to improve the A160 have been identified and developed.

The Yorkshire and Humber Assembly identified the improvements to the route as a priority and have set aside funds to progress the scheme. Following the Regional Transport Board closure on 31 March 2009, the work of the Assembly will be taken forward by a combination of Local Government Yorkshire & Humber and Yorkshire Forward. A maximum budget for the scheme has been set at £140m comprising up to £110m from the Regional Funding Allocation and up to £30m Central Government Transport Funding.



Existing Situation

The A160 is approximately 5.2km long and has sections of both single carriageway and dual carriageway. Currently, the A160 carries around 13,000 vehicles per day including approximately 5,700 heavy goods vehicles. At peak times, congestion occurs at Brocklesby Junction, in the sections of single carriageway and at some junctions along the A160. Traffic flows are expected to increase significantly in the future, which will result in more severe congestion if the A160 is not improved.



The Proposals

Traffic flows on the A160 are forecast to be approximately 22,000 vehicles per day by 2030. The proposed improvements aim to:

- Improve access to the Port which will relieve congestion and improve journey times on the A160
- Improve safety for both road users and local residents.



Eight improvement options have been considered, all of which include upgrading of the A160 to dual carriageway. Each of the options proposes alternative layouts for the main junctions with the A160. Where possible the opportunity has been taken to consider and improve local access arrangements.

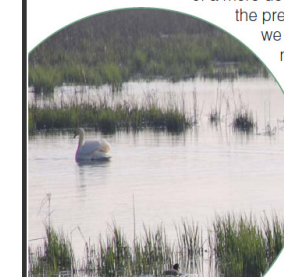


Purpose of the Public Consultation

We want to hear the views of local people and those who might be affected by the proposals. Please help us to identify the most suitable option by completing and returning the attached questionnaire. You can also visit our public exhibition at South Killingholme Community Centre to discuss the proposals with Highways Agency staff and the consultants who are designing the scheme (see the back page for location map and details of the exhibition and scheme website).

Environmental Considerations

Environmental issues are very important to us. A team of environmental specialists works very closely with the design team and is involved in all the key decisions. Environmental studies are underway so we can compare the effects that each option would have on the environment. These studies will lead to the publishing of a more detailed Environmental Statement for the preferred route. As part of this work we are consulting with a wide range of national and local bodies, including all the relevant planning authorities, Natural England, the Environment Agency and English Heritage. An environmental specialist will be at the public exhibition to answer your questions about the potential environmental effects of the scheme options.



Some of the key environmental issues we are investigating are:

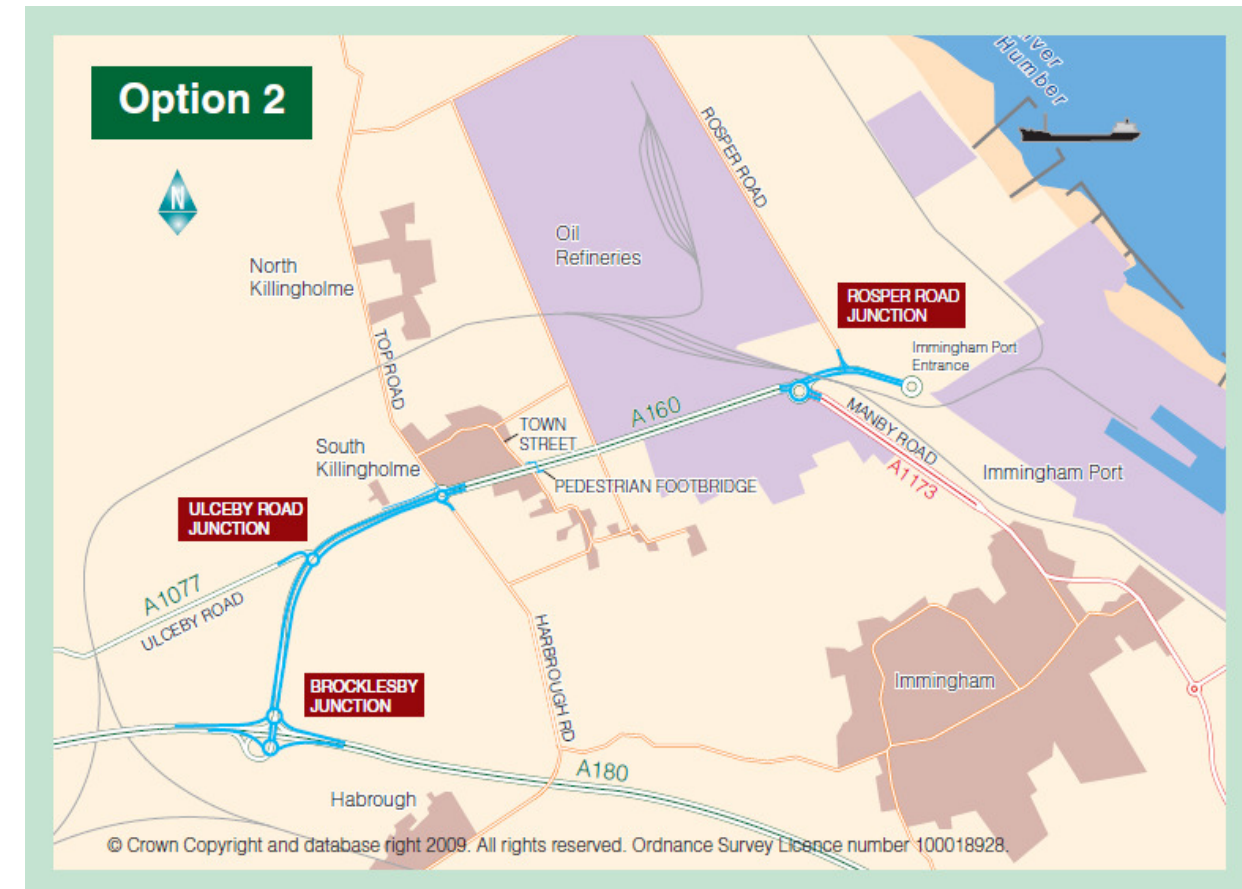
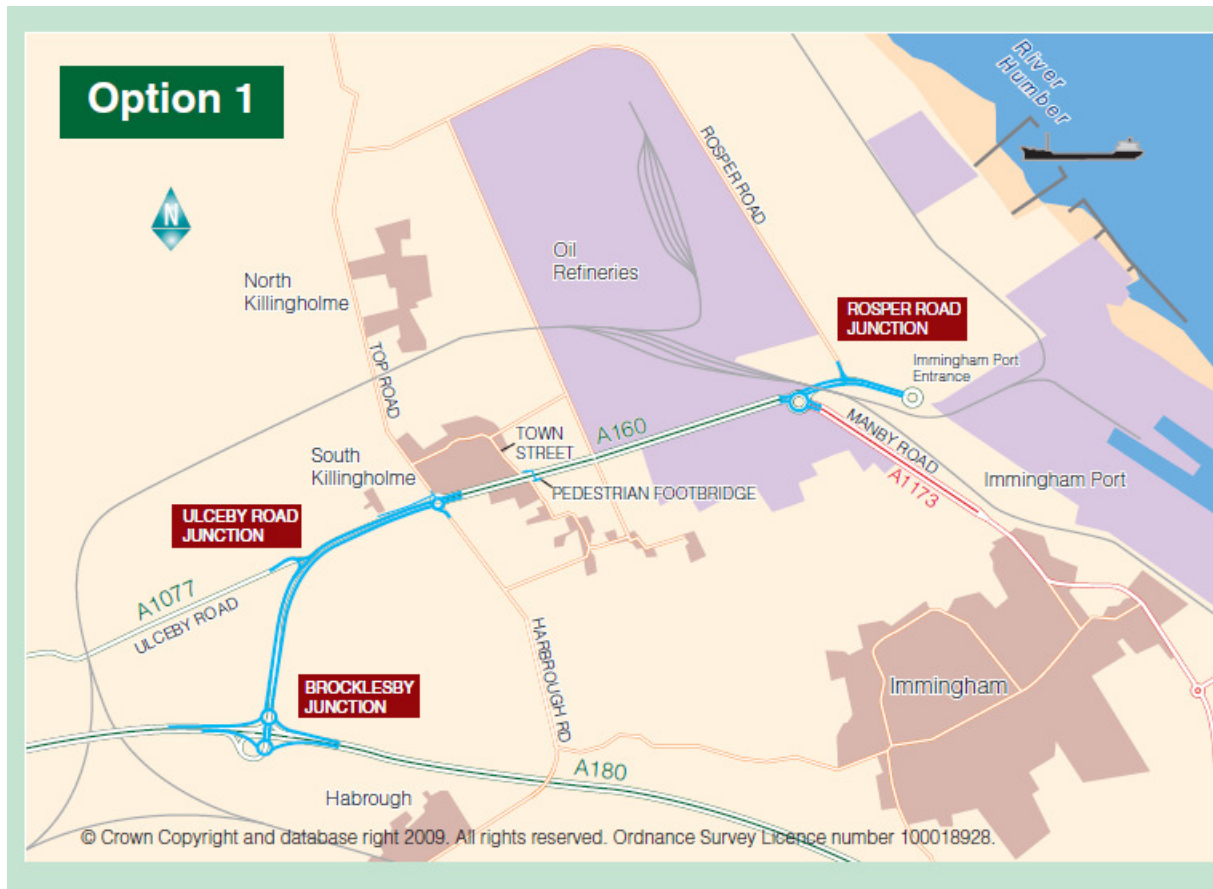
- The effects of changes in noise levels, vibration and air quality
- The visual impacts on local residents and rights of way
- The proximity to environmentally sensitive water features, including the Humber Estuary, Skitter Beck and Rosper Road Pools
- The proximity to sensitive ecological features or protected species
- The possibility of finding archaeological remains
- Changes to the surrounding landscape
- Potential effects on pedestrians, horse riders and cyclists.

Options considered

We have developed eight scheme options, all of which have been assessed for environmental impacts, as described above and also for economic impact, taking into account scheme costs and economic benefits to road users. The options differ mainly in the junction improvements proposed.

Following assessment of the environmental and economic impact of the options, the four recommended options are Options 1, 2, 4 and 7 which are detailed below. Options 3, 5, 6 and 8 are not recommended but are also detailed with reasons for the non-recommendation.





Option 1: Recommended Option

Following assessment of the environmental and economic impact of the options, the four recommended options are Options 1, 2, 4 and 7.

Option 1 includes the following improvements

- Upgrading of Brocklesby Junction to a 'Dumbbell' layout
- Improving the single carriageway section of the A160 to dual carriageway
- Simple left in-left out junction at Ulceby Road junction allowing entry and exit to Ulceby Road for A160 eastbound traffic only
- Closure of the A160 central reserve gaps at Town Street junction in South Killingholme and at the entrance to the oil refinery
- Provision of a pedestrian footbridge over the A160 near Town Street junction
- Improvement of Manby Road roundabout and Rosper Road junction to traffic light controlled junctions.

Cost Range Estimate	£86m to £131m
Environmental Impact rank (1 = lowest impact)	2 nd
Safety Benefit rank (1 = highest accident saving rank)	6 th
Economic Benefit (expressed as Benefit to Cost Ratio (BCR) - highest is best)	4.7

Notes

- 1 Scheme Budget is £140m
- 2 Further information on how the assessment of options was carried out will be available at the public exhibition or on request from the HA as detailed on back page.

Option 2: Recommended Option

Following assessment of the environmental and economic impact of the options, the four recommended options are Options 1, 2, 4 and 7.

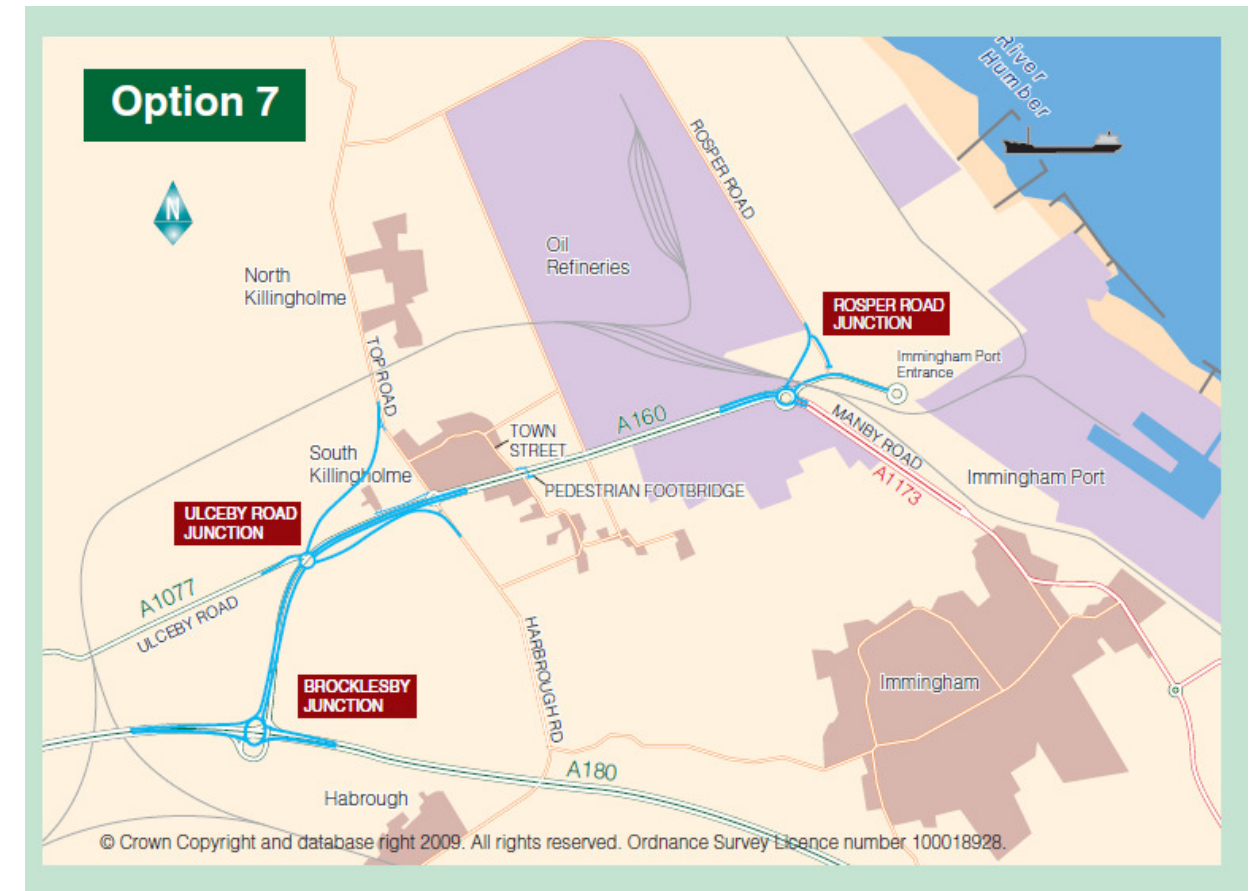
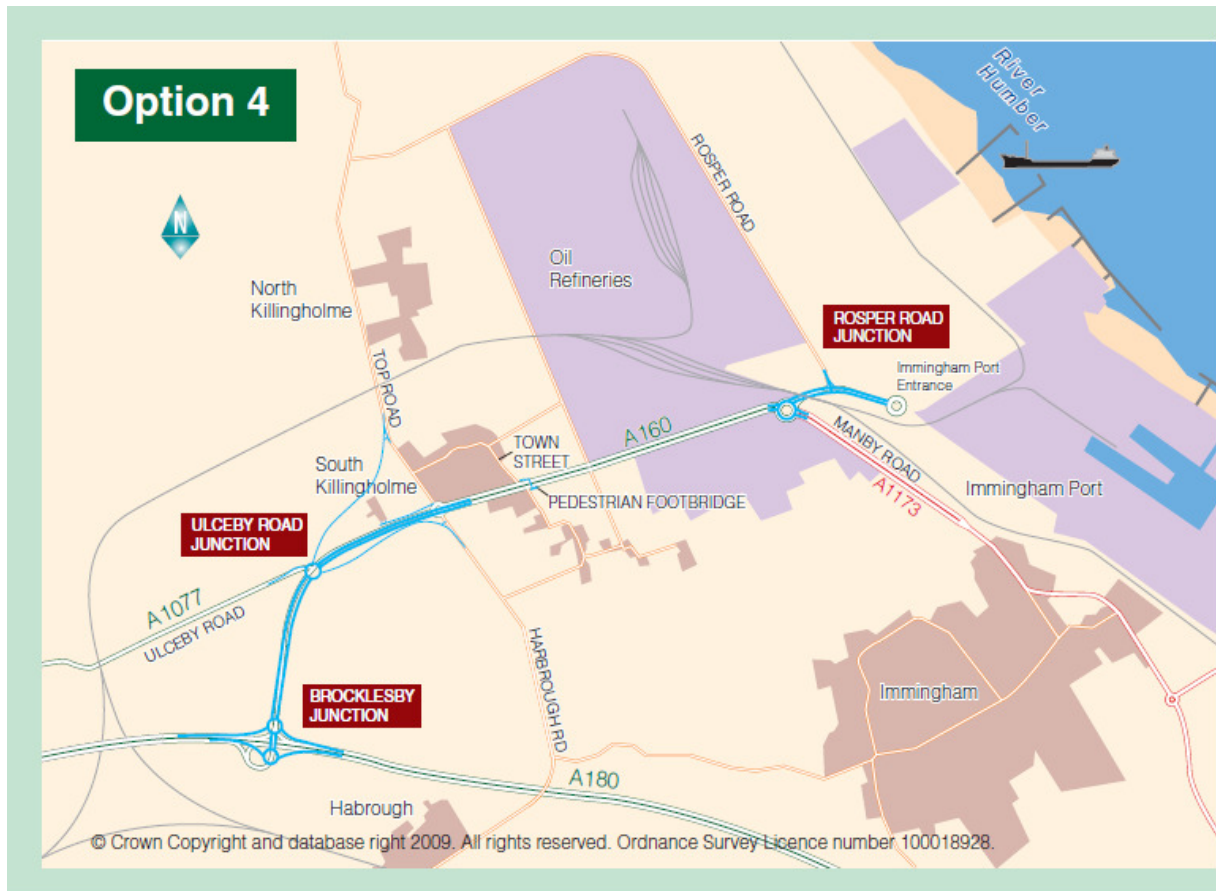
Option 2 is similar to Option 1, but with:

- A new roundabout at the Ulceby Road junction instead of the left in-left out junction allowing access from both eastbound and westbound A160 carriageways.

Cost Range Estimate	£86m to £131m
Environmental Impact rank (1 = lowest impact)	3 rd
Safety Benefit rank (1 = highest accident saving)	5 th
Economic Benefit (expressed as Benefit to Cost Ratio (BCR) - highest is best)	2.9

Notes

- 1 Scheme Budget is £140m
- 2 Further information on how the assessment of options was carried out will be available at the public exhibition or on request from the HA as detailed on back page.



Option 4: Recommended Option

Following assessment of the environmental and economic impact of the options, the four recommended options are Options 1, 2, 4 and 7.

Option 4 is also similar to Option 1, but with:

- a new roundabout at Ulceby Road instead of the left in - left out junction, allowing access from both eastbound and westbound A160 carriageways
- links provided from the new roundabout to Top Road and Habrough Road
- The existing Habrough roundabout removed.

Cost Range Estimate	£91m to £137m
Environmental Impact rank (1 = lowest impact)	4 th
Safety Benefit rank (1 = highest accident saving)	2 nd
Economic Benefit (expressed as Benefit to Cost Ratio (BCR) - highest is best)	4.4

Notes

- 1 Scheme Budget is £140m
- 2 Further information on how the assessment of options was carried out will be available at the public exhibition or on request from the HA as detailed on back page.

Option 7: Recommended Option

Following assessment of the environmental and economic impact of the options, the four recommended options are Options 1, 2, 4 and 7.

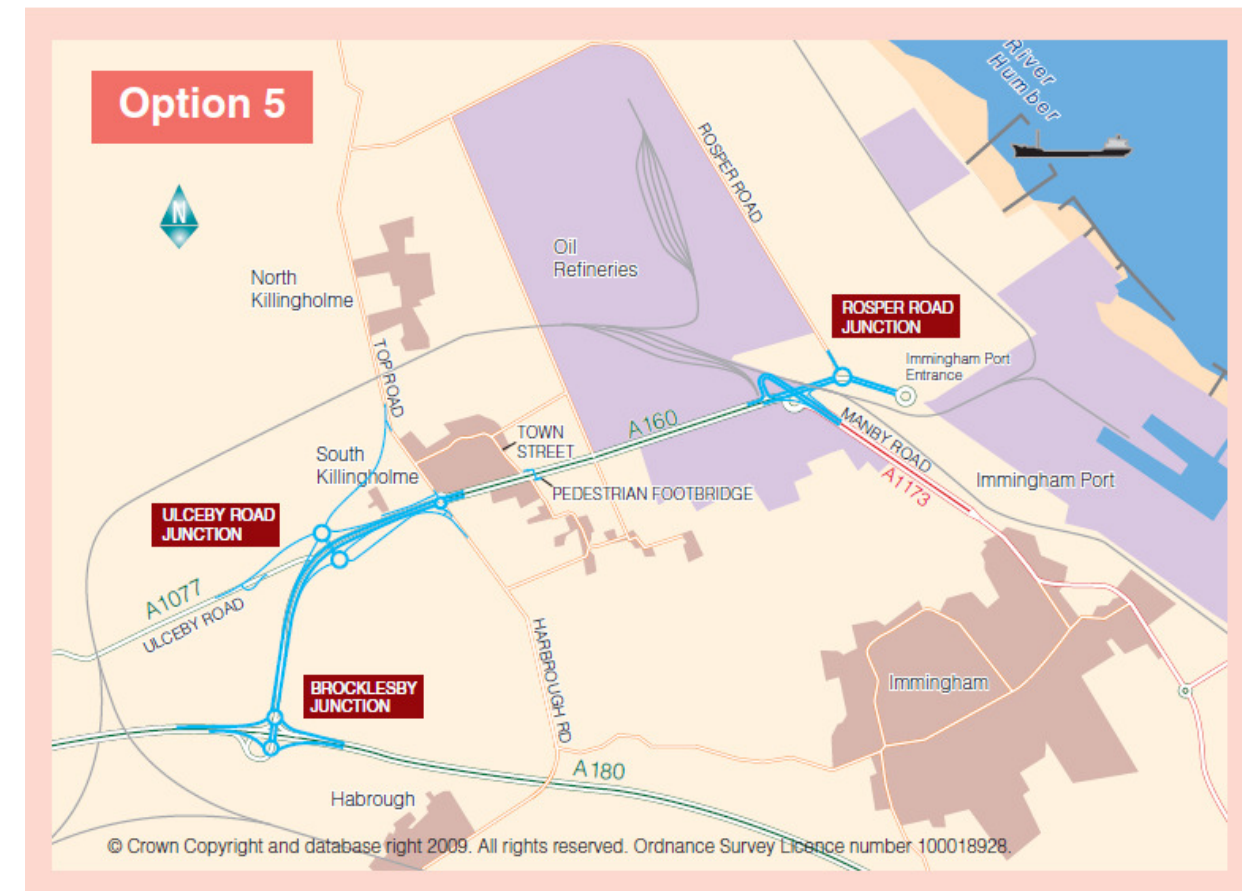
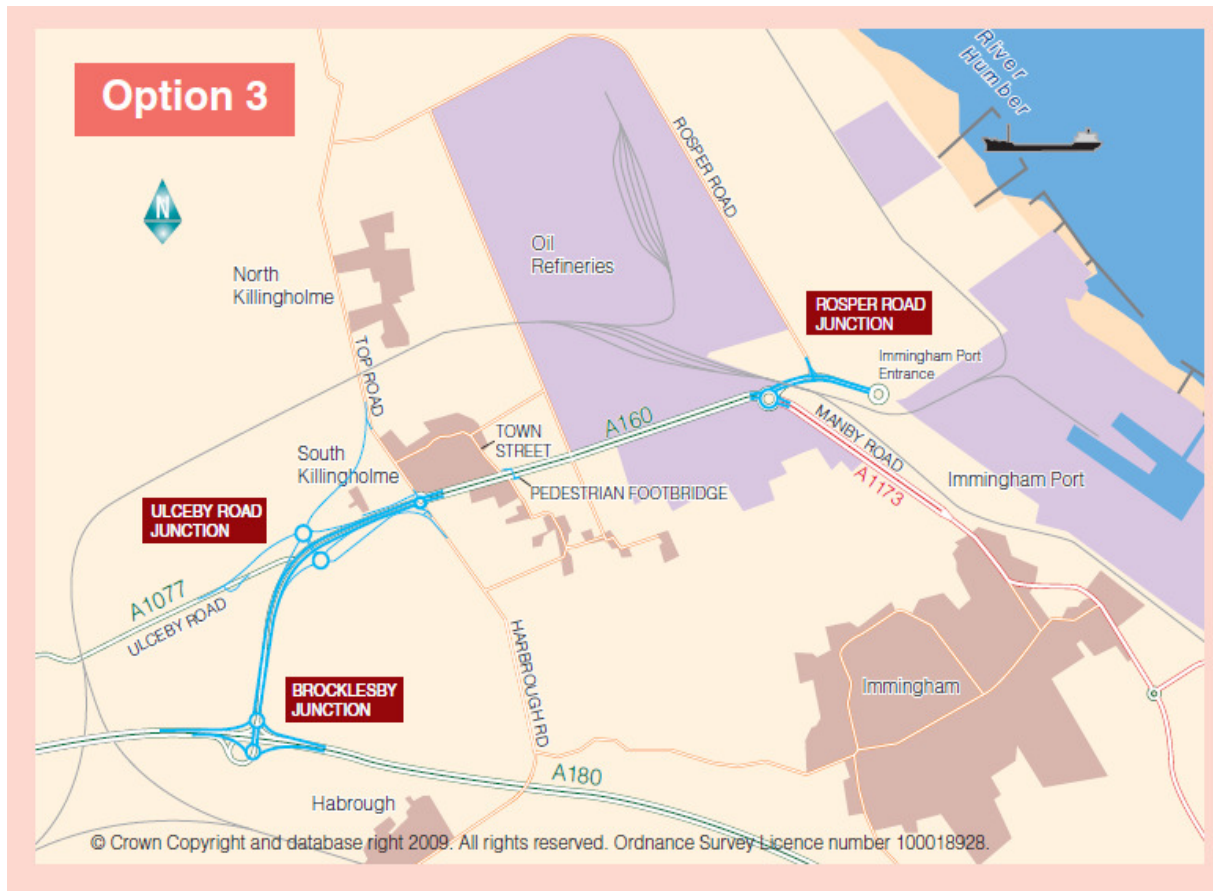
Option 7 is similar to option 4, with two main differences:

- An alternative oval roundabout layout is proposed for Brocklesby junction
- A link to Rosper Road directly from Manby Road junction under a new railway bridge, and the Rosper Road junction with the A160 removed.

Cost Range Estimate	£76m to £114m
Environmental Impact rank (1 = lowest impact)	5 th
Safety Benefit rank (1 = highest accident saving)	1 st
Economic Benefit (expressed as Benefit to Cost Ratio (BCR) - highest is best)	7.3

Notes

- 1 Scheme Budget is £140m
- 2 Further information on how the assessment of options was carried out will be available at the public exhibition or on request from the HA as detailed on back page.



Non-Recommended Options

Following assessment of the environmental and economic impact of the options, the four non-recommended options are Options 3, 5, 6 and 8.

Option 3: Non-Recommended Option

Following assessment of the environmental and economic impact of the options, the four non-recommended options are Options 3, 5, 6 and 8.

Option 3 is similar to Option 1 but with:

- a new grade separated junction² at Ulceby Road with links to Top Road and Habrough Road
- The existing Habrough roundabout removed.

Reasons for not being recommended

- Second most expensive as a result of having more extensive grade separated junctions
- Has the second highest environmental impact
- Has the third lowest BCR's of all options as a result of their relatively high construction costs.

Cost Range Estimate	£125m to £189m
Environmental Impact (1 = lowest impact rank)	7 th
Safety Benefit (1 = highest accident saving rank)	4 th
Economic Benefit (expressed as Benefit to Cost Ratio (BCR) - highest is best)	3.2

Notes

- 1 Scheme Budget is £140m
- 2 Further information on how the assessment of options was carried out will be available at the public exhibition or on request from the HA as detailed on back page.
- 3 A grade separated junction is a junction built at different levels to avoid the need for traffic flows to cross one another.

Option 5: Non-Recommended Option

Following assessment of the environmental and economic impact of the options, the four non-recommended options are Options 3, 5, 6 and 8.

Option 5 is again similar to Option 1 but features:

- Grade separated junctions at both Ulceby Road and Manby Road junctions
- Traffic light controlled roundabout at Rosper Road.

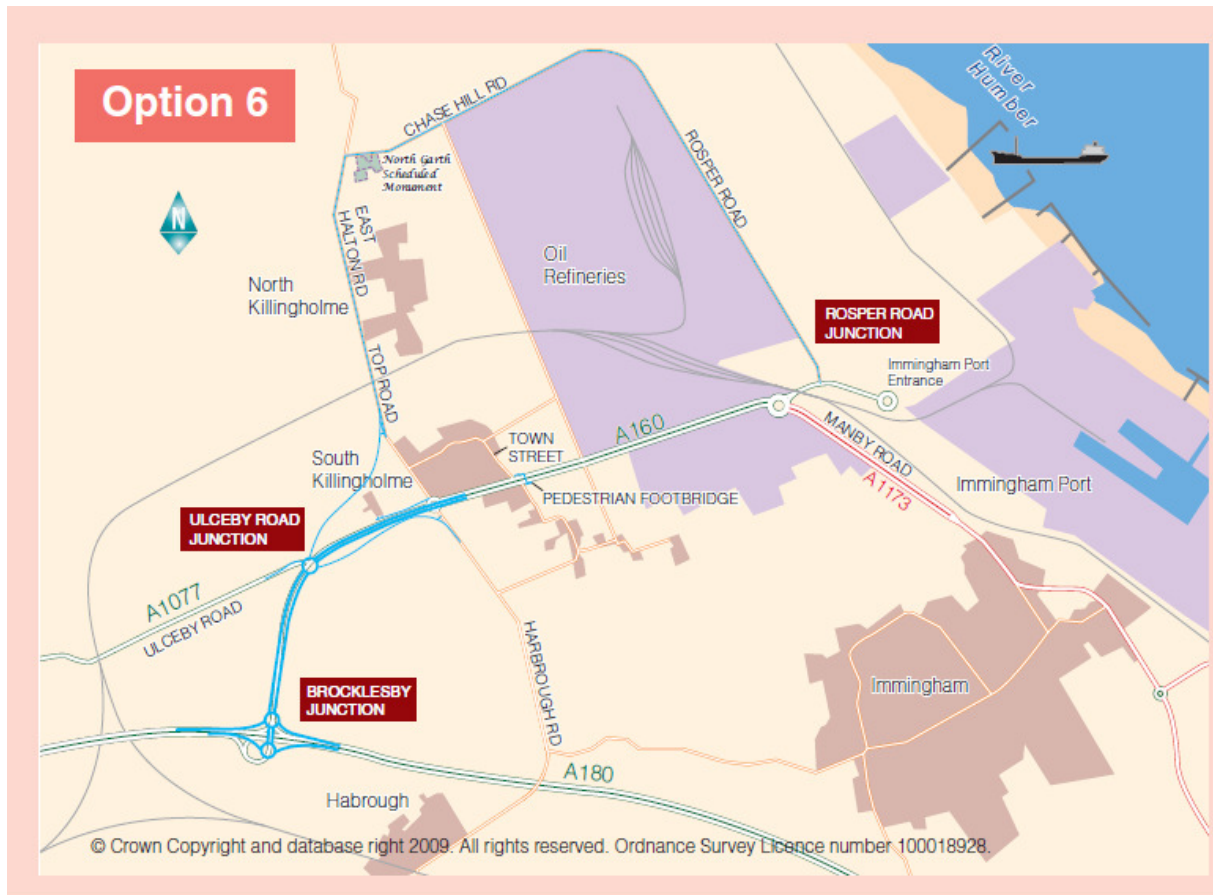
Reasons for not being recommended

- Most expensive of all the options as a result of the more extensive grade separated junctions
- Has the highest environmental impact
- Lowest BCR of all options as a result of its relatively high construction costs.

Cost Range Estimate	£167m to £248m
Environmental Impact rank (1 = lowest impact)	8 th
Safety Benefit rank (1 = highest accident saving)	7 th
Economic Benefit (expressed as Benefit to Cost Ratio (BCR) - highest is best)	2.3

Notes

- 1 Scheme Budget is £140m
- 2 Further information on how the assessment of options was carried out will be available at the public exhibition or on request from the HA as detailed on back page.
- 3 A grade separated junction is a junction built at different levels to avoid the need for traffic flows to cross one another.



Option 6: Non-Recommended Option

Following assessment of the environmental and economic impact of the options, the four non-recommended options are Options 3, 5, 6 and 8.

Option 6 is considered as the "off-line" option as it utilises local routes away from the A160 and provides:

- Exactly the same improvements as Option 2 but only as far as Top Road with no further improvements along the A160
- East Halton Road, Chase Hill Road and Rosper Road are improved to a consistent single carriageway 2 way all-purpose standard.

Reasons for not being recommended

- Conflicts with the nationally important North Garth scheduled monument near East Halton, which is considered to be a very significant environmental impact.

Cost Range Estimate	£96m to £147m
Environmental Impact rank (1 = lowest impact)	6 th
Safety Benefit rank (1 = highest accident saving)	3 rd
Economic Benefit (expressed as Benefit to Cost Ratio (BCR) - highest is best)	5.1

Notes

- 1 Scheme Budget is £140m
- 2 Further information on how the assessment of options was carried out will be available at the public exhibition or on request from the HA as detailed on back page.

Option 8: Non-Recommended Option

Following assessment of the environmental and economic impact of the options, the four non-recommended options are Options 3, 5, 6 and 8.

Option 8 is the "low cost" option providing the minimum essential improvements of:

- New A160 westbound carriageway between Habrough roundabout and the A180
- Existing Brocklesby Junction layout retained as much as possible but -
 - A180 eastbound exit sliproad being a dedicated link into the A160 inner lane of the eastbound carriageway
 - A180 westbound exit sliproad running into the A160 outer lane of the eastbound carriageway
 - Outer lane of the new A160 westbound carriageway runs into the A180 westbound sliproad
 - Inner lane of the new A160 westbound carriageway runs into the A180 eastbound entry sliproad
- A160 central reserve crossings are closed at Town Street and at the refinery entrance. A street level pedestrian crossing but with no footbridge at Town Street.

Reasons for not being recommended

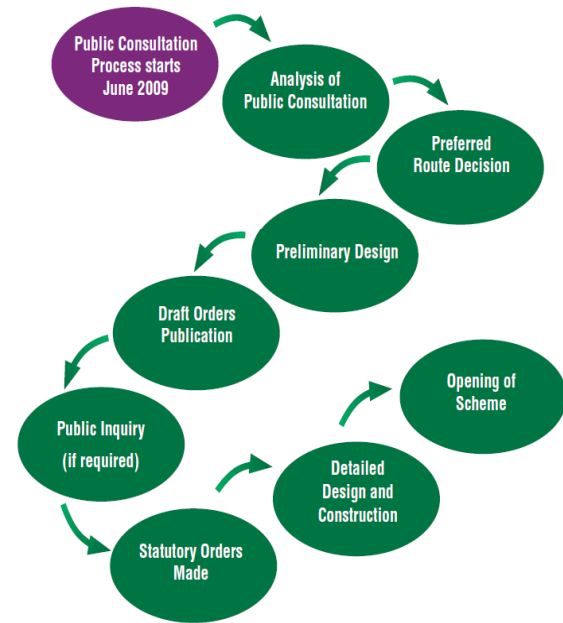
- Option 8 is the "low cost" option but its low construction cost is countered by loss of much of the user benefits (congestion and safety improvements) achieved by the other options, which means the overall economic benefit expressed by the BCR is lower.

Cost Range Estimate	£32m to £56m
Environmental Impact rank (1 = lowest impact)	1 st
Safety Benefit rank (1 = highest accident saving)	8 th
Economic Benefit (expressed as Benefit to Cost Ratio (BCR) - highest is best)	2.2

Notes

- 1 Scheme Budget is £140m
- 2 Further information on how the assessment of options was carried out will be available at the public exhibition or on request from the HA as detailed on back page.

Current programme



A Public Exhibition will be held at:

**South Killingholme Community Centre,
 Moat Lane,
 South Killingholme,
 Immingham,
 South Humberside DN40 3EU**

**on FRIDAY 3 JULY
 from 2pm to 8pm
 and SATURDAY 4 JULY
 from 10am to 4pm**

**Further scheme details can be obtained from
 the Highways Agency scheme website at
[www.highways.gov.uk/
 A160-A180improvements](http://www.highways.gov.uk/A160-A180improvements)**

**Scheme Email address :
A160immingham@highways.gsi.gov.uk**

CODE OF PRACTICE ON CONSULTATION

This consultation is being conducted in line with the Government's Code of Practice on Consultation. The seven criteria are listed below:

1. When to consult: Formal consultation should take place at a stage when there is scope to influence the policy outcome.
2. Duration of consultation exercises: Consultations should normally last for at least 12 weeks with consideration given to longer timescales where feasible and sensible.
3. Clarity of scope and impact: Consultation documents should be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals.
4. Accessibility of consultation exercises: Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.
5. The burden of consultation: Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees' buy-in to the process is to be obtained.
6. Responsiveness of consultation exercises: Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.
7. Capacity to consult: Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.

A full version of the Code of Practice on Consultation is available on the Better Regulation Executive web-site at: <http://www.berr.gov.uk/files/file47158.pdf>

If you have any comments about the extent to which the criteria have been observed and any ways for improving the consultation process, or any complaints about the consultation process (rather than the consultation itself) please contact

Monica Brown, Consultation Co-ordinator, Highways Agency, Zone 2/09K, Temple Quay, Bristol, BS1 6HA • e-mail: monica.brown@highways.gsi.gov.uk • phone: 0117 372 8220

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory code of practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties.

Confidential responses will be included in any statistical summary of number of comments and views expressed.

Summary

The main results with recommended options highlighted green are summarised below

Option	Cost Estimate Range (£m) (Min to Max)	Environmental Impact Rank (1 = lowest impact)	Safety Benefit Rank (1 = highest accident saving)	Economic Benefit Benefit to Cost Ratio (BCR) (Highest = Best)
1	86 to 131	2	6	4.7
2	86 to 131	3	5	2.9
3	125 to 189	7	4	3.2
4	91 to 137	4	2	4.4
5	167 to 248	8	7	2.3
6	96 to 147	6	3	5.1
7	76 to 114	5	1	7.3
8	32 to 56	1	8	2.2

Notes

- 1 Scheme Budget is £140m
- 2 Further information on how the assessment of options was carried out will be available at the public exhibition or on request from the HA as detailed on back page.

How you can be involved



You can let us have your comments on the proposal by completing the attached questionnaire. The questionnaire can also be handed in at the exhibition. Please return your completed questionnaire by **Friday 28th August 2009**.

Please try and visit the exhibition where the scheme details will be on display. The Highways Agency and consultants will be available to discuss the proposals and answer your questions.

You will have further opportunity to comment for or against future detailed proposals when they are published under the Highways Act. Proposals will be on display as part of the publications of the Draft Orders currently programmed for late 2012.

What happens next

Following these exhibitions, the Highways Agency will analyse the feedback and returns from the stakeholders and customers.

Your views are important to us and we will carefully consider them, together with those of our stakeholders and other bodies, during the development of the proposals.

A Public Exhibition will be held at:

South Killingholme Community Centre,
Moat Lane,
South Killingholme, Immingham,
South Humberside DN40 3EU

on **FRIDAY 3 JULY**
from 2pm to 8pm
and
SATURDAY 4 JULY
from 10am to 4pm

Further scheme details can be obtained from the Highways Agency scheme website at
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Scheme Email address : A160immingham@highways.gsi.gov.uk

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- Be alert for works' traffic leaving or entering roadworks.
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C3 Preferred Route Announcement (2010)

Safe roads, Reliable journeys,
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HIGHWAYS
AGENCY

Port of Immingham | A160

Improvements

Preferred Route Announcement

Preferred Route Announcement



Building Britain's Future

An Executive Agency of the
Department for
Transport

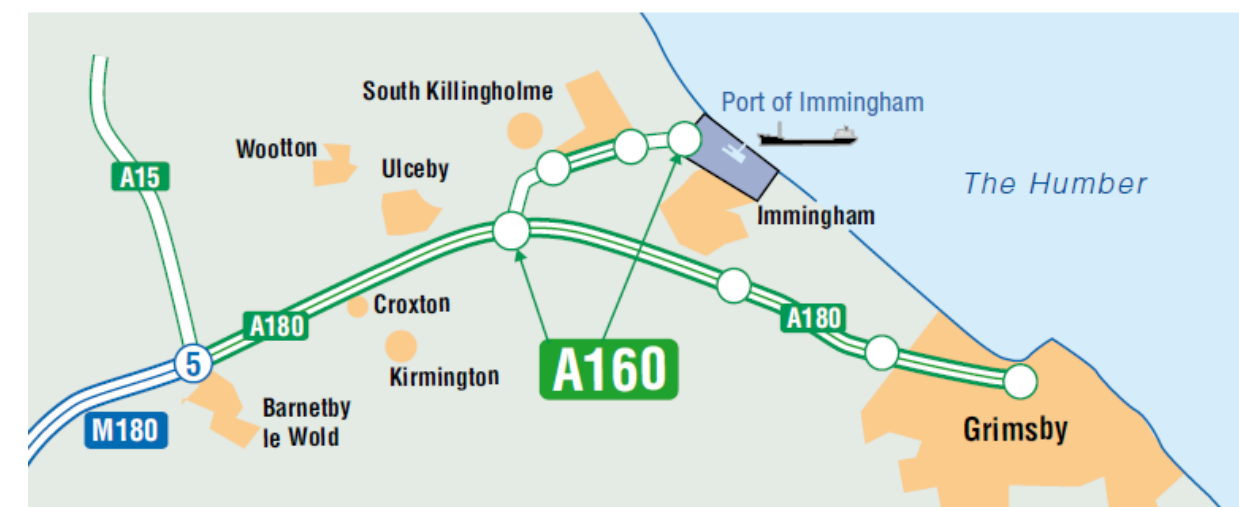
Introduction

During Summer 2009 a Public Consultation exercise was held to seek the views of local residents, businesses and other key stakeholders on the Highways Agency's proposals to improve the A160 between the A180 Brocklesby Junction and the Port of Immingham.

This leaflet summarises the results of the Public Consultation and presents the Preferred Route announced by the Secretary of State for Transport.

Scheme Objectives

The objectives of this scheme are to improve access to the Port of Immingham, relieve congestion and improve journey time reliability on the A160. In addition, the project seeks to improve safety for both road users and local residents by upgrading the existing single carriageway to modern dual carriageway standards, including improvements to the junctions along the A160.



Public Consultation

Public Consultation ran for a 12 week period from 8 June to 28 August 2009.

At the beginning of June 2009 a public consultation leaflet and questionnaire was distributed to approximately 7,000 local residents and businesses in the locality. An additional 17,500 leaflets were distributed to deposit points such as local shops, post offices and public buildings. In addition, a dedicated website for the scheme allowed on-line completion and return of the questionnaire.

Views were also sought from other consultees, including Parish, District and County Councils, national environmental protection bodies, local and national non-motorised user groups and other key stakeholders. Eight options were presented to the public with options 1, 2, 4 and 7 being recommended whilst options 3, 5, 6, and 8 were not recommended.

A Public Exhibition was held on 3 and 4 July 2009 at the South Killingholme Community Centre on Moat Lane, South Killingholme.



Response to the Public Consultation

A total of 316 people attended the 2-day Public Exhibition. The Highways Agency received 460 completed questionnaires. The responses indicated an overall preference for Option 7, although the majority of responses highlighted concerns about access to South Killingholme.

- 87% of local residents were against the proposed central reserve gap closure of the A160 at Town Street junction, as it would reduce access to the village;
- There was strong support for the proposed footbridge over the A160 near Town Street, as it would improve safety for road users and pedestrians;
- A significant number of people stated that Habrough Roundabout should be retained in order to maintain the current standard of access provision to South Killingholme and remove the potential for vehicles to take a shortcut through the village.

Amendments following Public Consultation

In response to the comments and concerns that were raised by the public during the Public Consultation, 2 amendments were made to Option 7, resulting in a revised option now referred to as Option 9.

The first amendment was to move the proposed new roundabout nearer to the current position of Habrough Roundabout. This has been proposed to improve access to the village following concerns raised that previously the location of the new roundabout was too far from the village.

Preferred Route (Option 9) Aerial view of New Habrough Roundabout



The second amendment was to provide a new road bridge linking the two halves of South Killingholme, instead of a footbridge. It is still proposed to close the central reserve gap at Town Street for safety reasons; however the proposed road bridge will now be designed to maintain vehicular access to both parts of South Killingholme at this location.

Preferred Route (Option 9) Aerial view of new road bridge at Town Street



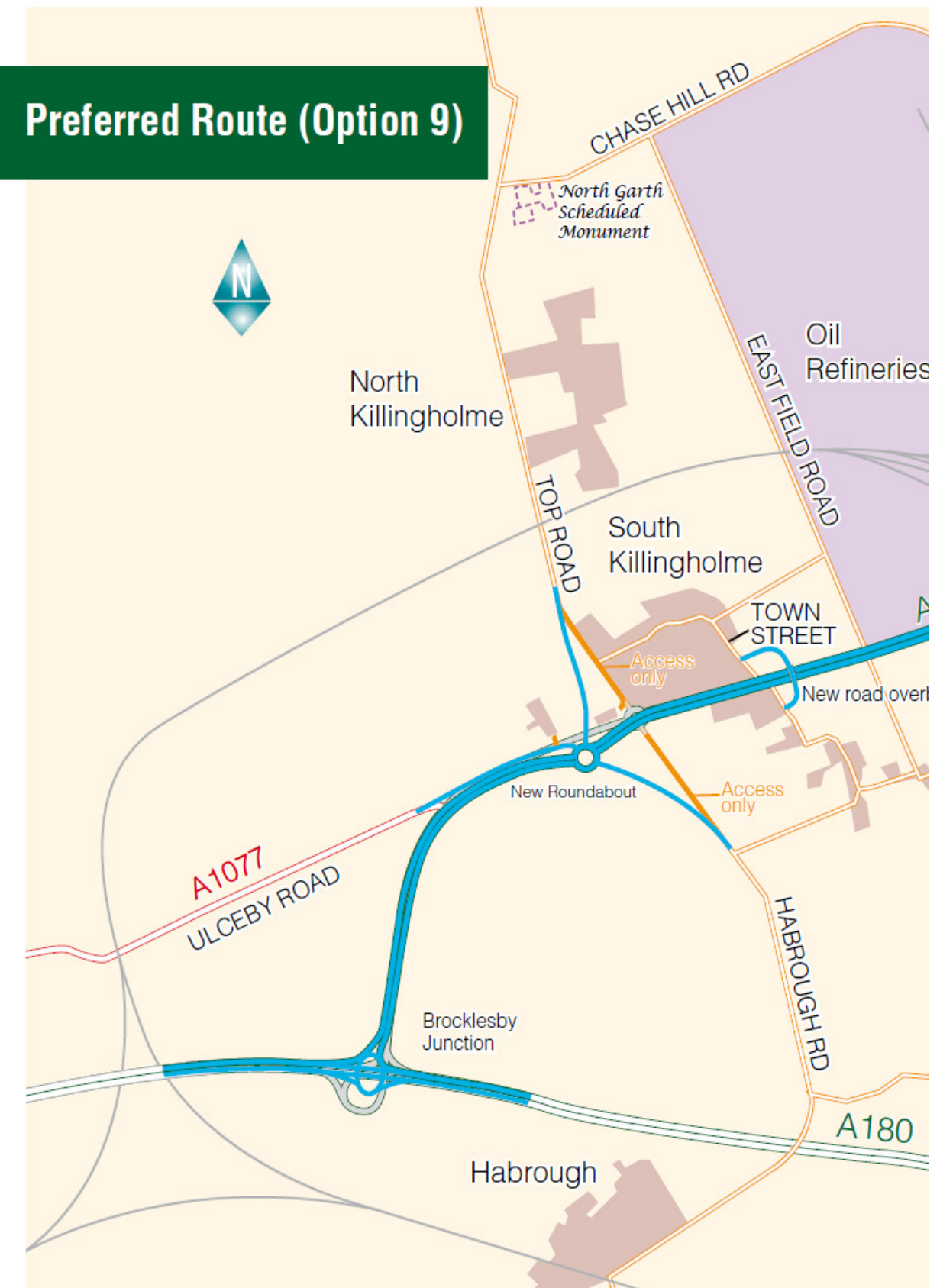
Decision of the Secretary of State for Transport

The Secretary of State for Transport has considered the views expressed by the public and agrees that Option 9, as shown on the plan overleaf, should be the preferred route.

The preferred route includes the following improvements:

- Upgrading of Brocklesby Junction to an oval roundabout layout
- Improving the single carriageway section of the A160 to dual carriageway standard
- Relocating Habrough Roundabout to the west of its current position, with new links provided from the A160 to Ulceby Road, Top Road and Habrough Road.
- Closure of the central reserve gaps at the Town Street junction and the entrance to the oil refinery
- Provision of a new road bridge at Town Street to provide vehicle and pedestrian access between the two parts of South Killingholme
- Improvement of Manby Road roundabout to a signal controlled roundabout, with a new link directly to Rosper Road

Preferred Route (Option 9)



What happens next?

Option 9 will be designated as the Preferred Route for upgrading the A160. Land in the vicinity of the Preferred Route will be protected from development.

As the A160 forms part of the strategic road network, the scheme is considered to be a Nationally Significant Infrastructure Project and will therefore be considered by the newly established Infrastructure Planning Commission (IPC).

Further consultation with stakeholders will take place aiding the design of the Preferred Route which will be developed in more detail to identify the land that will need to be acquired to construct the scheme. The Preferred Route development will involve the design of junction layouts, drainage requirements and appropriate environmental mitigation measures such as landscaping and planting.

Once this further consultation and Preferred Route development work has been completed the new IPC procedure requires the preparation and publication of a draft Development Consent Order and a draft Environmental Statement. A further round of consultation will then take place on these published documents. This consultation will give the public and key stakeholders a further opportunity to consider and comment on the more detailed proposals. The IPC will then consider all comments before coming to its final decision.



As the scheme is funded from the Yorkshire and Humber Regional Funding Allocation (RFA), it is hoped that, subject to successful approval by the IPC and funding availability, construction work on the scheme could commence in or around 2013.

Further Information

Copies of the plan showing the Preferred Route will be given to the Local Authorities for planning and development purposes. We have also prepared two reports:

- Report on Public Consultation which summarises the responses to the Public Consultation
- Scheme Assessment Report which explains the factors that determined the choice of route.

Both of these are available for viewing on the A160 Port of Immingham Improvements webpage (address shown overleaf)

Further scheme details can be obtained from the Highways Agency scheme website at
www.highways.gov.uk/A160-A180improvements
Scheme Email address : A160immingham@highways.gsi.gov.uk

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Appendix D Design Proposals Consultation – List of Consultees

D1 Introduction

D.1.1 The tables below provide a list of the organisations consulted under the various strands of the Planning Act 2008 as well as the non-statutory stakeholders who were also consulted. The stakeholders consulted under the follow-up Land Requirements Consultation can be found in Appendix G.

D2 Prescribed Consultees as set out in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

D.2.1 Please note that any variation from the list of organisations set out in schedule 1 of the Applications: Prescribed Forms and Procedures Regulations 2009 (APFP) is justified within the table.

Appendix Table 1: Prescribed Consultees

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Letter with Consultation details
The Welsh Ministers	Proposed application unlikely to affect land in Wales – not included in S42 list.	N/A	N/A
The Scottish Executive	Proposed application unlikely to affect land in Scotland – not included in S42 list.	N/A	N/A
The relevant Northern Ireland Department	Proposed application unlikely to affect land in Northern Ireland – not included in S42 list.	N/A	N/A
The relevant Regional Planning Body	No longer applicable as a result of the Localism Act.	N/A	N/A
The Health and Safety Executive	None.	The Health and Safety Executive	✓

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Letter with Consultation details
The relevant Strategic Health Authority	SHAs were abolished in 2013, replaced by Clinical Commissioning Groups	North Lincolnshire Clinical Commissioning Group	✓
		North East Lincolnshire Clinical Commissioning Group	✓
The relevant Health Board	Proposed application unlikely to affect land in Scotland – not included in S42 list.	N/A	N/A
Natural England	None.	Natural England	✓
The Historic Buildings and Monuments Commission for England	None.	English Heritage	✓
The relevant fire and rescue authority	None.	Humberside Fire & Rescue	✓
		Lincolnshire Fire & Rescue	✓
		North East Lincolnshire CPU	✓
		North Lincolnshire CPU	✓
The relevant police authority	None.	Police & Crime Commissioner for Humberside	✓
		Police & Crime Commissioner for Lincolnshire	✓
The relevant parish council	None.	Barrow upon Humber Parish Council	✓

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Letter with Consultation details
		Brocklesby Parish Meeting	✓
		East Halton Parish Council	✓
		Goxhill Parish Council	✓
		North Killingholme Parish Council	✓
		Stallingborough Parish Council	✓
		Thornton Curtis Parish Council	✓
		Wootton Parish Council	✓
		Great Limber Parish Council	✓
		Keelby and Brocklesby Parish Council	✓
		Immingham Town Council	✓
		Habrough Parish Council	✓
		South Killingholme Parish Council	✓
		Ulceby Parish Council	✓
		Kirmington with Croxton Parish Council	✓
The Environment Agency	None.	The Environment Agency	✓

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Letter with Consultation details
The Scottish Environment Protection Agency	Proposed application unlikely to affect land in Scotland – not included in S42 list.	N/A	N/A
The Commission for Architecture and the Built Environment	None.	CABE at Design Council	✓
The relevant Regional Development Agency	Abolished in July 2012 – not included in S42 list.	N/A	N/A
The Equality and Human Rights Commission	None	Equality and Human Rights Commission	✓
The Scottish Human Rights Commission	Proposed application unlikely to affect land in Scotland – not included in S42 list.	N/A	N/A
The Commission for Sustainable Development	Abolished in March 2011 – not included in S42 list.	N/A	N/A
AONB Conservation Boards	None.	Lincolnshire Wolds Countryside Service	✓
Royal Commission on Ancient and Historical Monuments of Wales	Proposed application unlikely to affect land in Wales – not included in S42 list.	N/A	N/A
The Countryside Council for Wales	Proposed application unlikely to affect land in Wales – not included in S42 list.	N/A	N/A

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Letter with Consultation details
The Homes and Communities Agency	None.	The Homes and Communities Agency	✓
The Joint Nature Conservation Committee	None.	The Joint Nature Conservation Committee	✓
The Commission for Rural Communities	None.	The Commission for Rural Communities	✓
Scottish Natural Heritage	Proposed application unlikely to affect land in Scotland – not included in S42 list	N/A	N/A
The Maritime and Coastguard Agency	None.	The Maritime and Coastguard Agency	✓
The Marine and Fisheries Agency	None.	Marine Management Organisation	✓
The Scottish Fisheries Protection Agency	Proposed application unlikely to affect land in Scotland – not included in S42 list	N/A	N/A
The Civil Aviation Authority	None.	Civil Aviation Authority	✓
The Highways Agency	None.	The Highways Agency	✓

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Letter with Consultation details
Integrated Transport Authorities and Passenger Transport Executives	No PTE / ITA affected by proposed applications – not included in S42 list. (Transport Managers included instead – see non-statutory stakeholders list).	N/A	N/A
The relevant Highways Authority	None.	North Lincolnshire Council	✓
		North East Lincolnshire Council	✓
		West Lindsey District Council	✓
Transport for London	Proposed application unlikely to affect transport within, to or from Greater London – not included in S42 list	N/A	N/A
The Rail Passengers Council	None.	Passenger Focus	✓
The Disabled Persons Transport Advisory Committee	None.	Disabled Persons Transport Advisory Committee	✓
The Coal Authority	None.	The Coal Authority	✓
The Office of Rail Regulation and approved operators	None.	Network Rail	✓

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Letter with Consultation details
The Gas and Electricity Markets Authority	None.	OFGEM	✓
The Water Services Regulation Authority	None.	OFWAT	✓
The Water Industry Commission of Scotland	Proposed application unlikely to affect land in Scotland – not included in S42 list	N/A	N/A
The relevant waste regulation authority	None.	The Environment Agency	✓
The relevant internal drainage board	None.	North East Lindsey Internal Drainage Board	✓
The British Waterways Board	None.	Canals and Rivers Trust - North East Waterways	✓
Trinity House	Proposed application unlikely to affect navigation in tidal waters – not included in S42 list	N/A	N/A
The Health Protection Agency	None.	Health Protection Agency	✓
The relevant local resilience forum	None.	Emergency Planning Services	✓
		Joint Emergency Management Service (JEMS)	✓
		East Midlands Ambulance Service NHS Trust	✓

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Letter with Consultation details
Relevant statutory undertakers	None.	BRB Residuary Limited	✓
		Humber Sea Terminal	✓
		Associated British Ports Immingham	✓
		NATS En-Route (NERL) Safeguarding	✓
		Royal Mail Group	✓
		Anglian Water	✓
		British Gas Pipelines Limited	✓
		GTC Pipelines Limited	✓
		LNG Portable Pipeline Services Limited	✓
		SSE Pipelines Ltd	✓
		Drax Biomass (Immingham) Limited	✓
		Northern Powergrid (Yorkshire and North East) plc	✓
		ES Pipelines Ltd	✓
		Fulcrum Pipelines Ltd	✓
		Energetics	✓
National Grid Electricity Transmission Plc	✓		
National Grid Plc	✓		
The Electricity Network Company Ltd	✓		

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Letter with Consultation details
		The Crown Estate	✓
The Crown Estate Commissions	None.	The Crown Estate	✓
The Forestry Commissions	None.	The Forestry Commission	✓

D3 Relevant Local Authorities (S42) Consulted:

D.3.1 Section 42 consultation also relates to the host local authorities whose land the proposed application falls within, as well as their neighbouring local authorities. Host local authorities for the Project refer to:

- North Lincolnshire Council; and
- North East Lincolnshire Council.

Appendix Table 2: Local Authority Consultees

Local Authority	Role / Department
North East Lincolnshire Council	Development Management Services Democratic Services Cabinet Member for Regeneration and Environment Immingham Ward Councillors Leader of the Council
North Lincolnshire Council	Head of Development Management Chief Executive Cabinet Member for Highways and Neighbourhoods Ferry Ward Councillors Leader of the Council
Lincolnshire County Council	Head of Planning and Development Control Executive member for Economic Development Executive member for Highways and Transport Leader of the Council North Wolds Ward Councillors
West Lindsey District Council	Chairman of the Council Planning Committee Chairman Democratic Services Yarborough Ward Councillors Head of Planning and Development Control
East Lindsey District Council	Head of Planning and Development Control
Nottinghamshire County Council	Head of Planning and Development Control
Doncaster District Council	Head of Planning and Development Control
East Riding of Yorkshire Council	Head of Planning and Development Control
Bassetlaw District Council	Head of Planning and Development Control

D.3.2 Several other local authorities, not classed as neighbouring authorities under Section 42, were also consulted. These local authorities, detailed below, were consulted for consistency, as during the initial Environmental Impact Assessment scoping, they had been identified as consultees and issued with the Scoping Report. However, prior to the Design Proposals Consultation the Project boundary was confirmed to only incorporate NLC and NELC as host authorities.

- City of Lincoln Council
- City of Peterborough Council
- Rutland County Council
- Cambridgeshire County Council
- Leicestershire County Council
- Norfolk County Council
- Northamptonshire County Council
- North Kesteven District Council
- Newark and Sherwood District Council

D4 Non-Statutory Stakeholders Consulted:

D.4.1 While the majority of the contacts on this database were prescribed consultees as required by the Planning Act 2008, other stakeholders were also included who the Highways Agency felt may have an interest in the Project or are traditionally contacted by the Highways Agency during consultation on major improvement projects. Table 3 provides a list of the non-statutory stakeholders.

Appendix Table 3: Non Statutory Stakeholders

Affiniti Integrated Solutions Ltd	Airwave Solutions Ltd.
Alliance of British Drivers	A-One+
Arqiva	Associated Petroleum Terminals (Immingham)
Atkins Telecom	BBC Travel News
Ben George Travel Ltd	BOC Gases Ltd
British Gas	British Geological Survey
British Horse Society	British Motorcyclists Federation
British Pipelines Agency	BT Openreach
Byways & Bridleways Trust	Campaign to Protect Rural England
Centrica Storage	City Fibre
Clark Weightman	Colt Telecom
Confederation of British Industry	Confederation of Passenger Transport UK
Council for British Archaeology	Country Land & Business Association
Cyclists Touring Club	Defence Infrastructure Organisation
Department for Transport	Disabled Motoring UK
Driving Standards Agency	Driver and Vehicle Licensing Authority (DVLA)

Easynet Group Plc	EDF Energy (IDNO) Ltd
English Tourist Board	E-ON UK Plc
Fields in Trust	Fisher German Chartered Surveyors
Freight Transport Association	Friends of the Earth
Fussey Engineering Ltd	G.I. Barnett & Son Ltd
Gamma Telecom	Geo Networks Ltd
Geographers A-Z Map Company Ltd	Greater Lincolnshire LEP
Green Lane Association	Greystar
Harper Collins Cartographic	Headley Marshall Needler
Heart of England Tourist Board	Hull & Humber Chamber of Commerce
Humber INCA	Humber Local Enterprise Partnership
Humberside Federation of Women's Institutes	Humberside International Airport Ltd
IAM Motoring Trust	In Focus Public Networks Limited
Inexus Group	Inland Waterways Association
Institute of Road Safety Officers	Internal Communication Systems Limited
Interoute	Jet Filling Station
KCom	KPN International
Land Access and Recreation Association	Level 3 Communications Ltd
Lincolnshire Badger Group	Lincolnshire Bat Group
Lincolnshire Wildlife Trust	Mainline Pipelines Ltd & Esso Petroleum Co Ltd
Members of European Parliament	Members of Parliament
Michelin Maps and Guides	Mid-Lincolnshire Local Access Forum
Mobilise Organisation	National Express Group
National Farmers Union	National Road Telecommunications Service
National Traffic Control Centre	Neos Networks
North Lincolnshire Local Access Forum	North Lincolnshire Strategic Partnership
Northern Gas Networks	NTL: Plant Protection
Oil and Pipelines Agency	Open Spaces Society
Orange Personal Communications Services	Ordnance Survey (Mapping Intelligence)
Oxbow Coal Ltd	PD Ports
RAC Foundation for Motoring Ltd	Ramblers Association
Richard Beeching Chartered Surveyors	Road Haulage Association
RSPB	RWE npower

SABIC UK Petrochemicals	Safer Roads Humber
Serco	Severn Trent Water
Sport England North	SSM Coal Ltd
Stagecoach East Midlands	Sustrans
Synthite Ltd	Telefonica UK Ltd
TeliaSonera International Carrier UK Ltd.	Thales Transport and Security Limited
The Badger Trust	The Garden History Society
The Georgian Group	The National Trust
The Vodafone Group	T-Mobile (UK) Ltd
Total UK Ltd	Trade Union Congress
Trafficmaster Plc	Tycom Telecom
Vehicle Inspectorate Division VOSA	Verizon Communications Inc
Virgin Media	Vtesse Networks Ltd
VTL WaveNet	Wharnccliffe Road Fish Docks
Wynns Limited	Yorkshire Water

Appendix E Design Proposals Consultation – Statistical Analysis

E.1.1 271 responses were received on the A160 / A180 Port of Immingham Improvement proposals. These included a range of letters, emails and supporting documents, however the majority of responses (80%) were received by questionnaire. The 219 questionnaire responses included demographic information which provided an understanding of the respondents that have been reached. This Appendix provides a full statistical analysis of the questionnaire respondents.

E.1.2 Respondents were asked to identify the nature of their interest in the consultation and in the Project. Table 4 below demonstrates the various interests outlined (please note that respondents often provided several interests per questionnaire). A residential perspective appears to be most prominent, with 156 respondents stating this to be the nature of their interest. Leisure purposes also appear high in relation to the interest points with a count of 89. Other responses included enforcement purposes and 'occasional commercial user'.

Appendix Table 4: Nature of Interest of Questionnaire Respondents

Nature of Interest	Count
Business	46
Local Business	38
Residential	156
Agricultural	10
Public Rights of Way	35
Leisure	89
Other	7

E.1.3 Respondents were also asked whether they were regular users of private or commercial vehicles on the A160. Table 5 below demonstrates that numerous respondents to this question (194) stated they were regular users of private vehicles (such as cars, vans or motorcycles). A much smaller number (39) stated they were regular users of commercial vehicles.

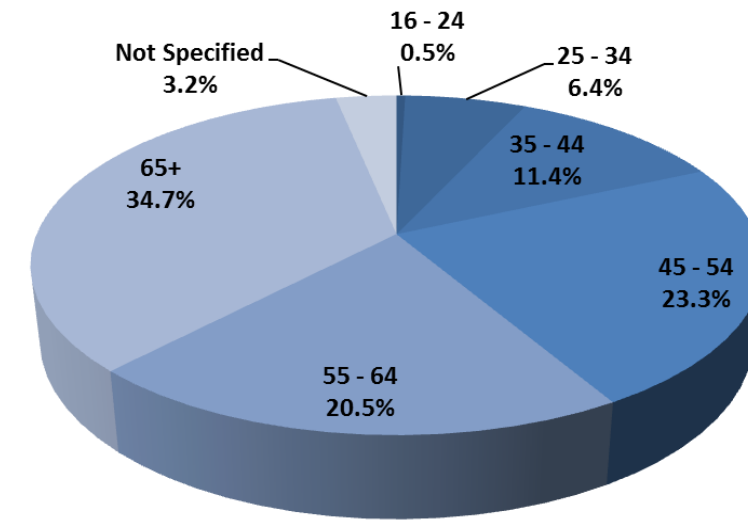
Appendix Table 5: Vehicle Types of Regular Users

Regular User of:	Count
Private Vehicle	194
Commercial Vehicle	39

E.1.4 Of the 219 questionnaire respondents, 90% stated they approved of the proposed improvements. Furthermore, an equal 90% stated that they understood the benefits of the proposal.

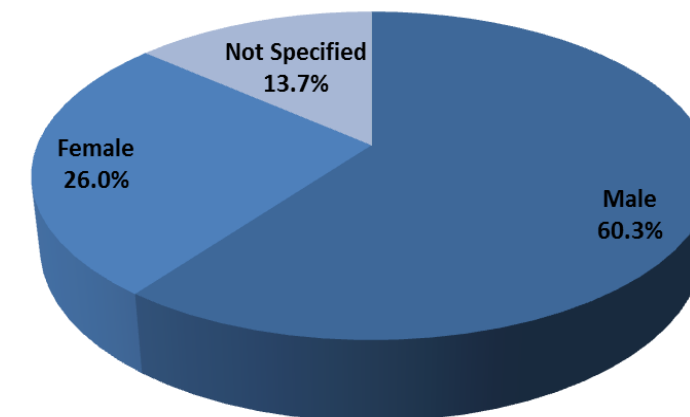
E.1.5 A majority of the respondents are over 45 years old, with the highest number of responses (34%) being over 65 years old. Responses from those below the ages of

34 were relatively low, with less than 1% being between the ages of 16-24. Appendix Figure 1 below provides an outline of the varying age ranges of respondents.



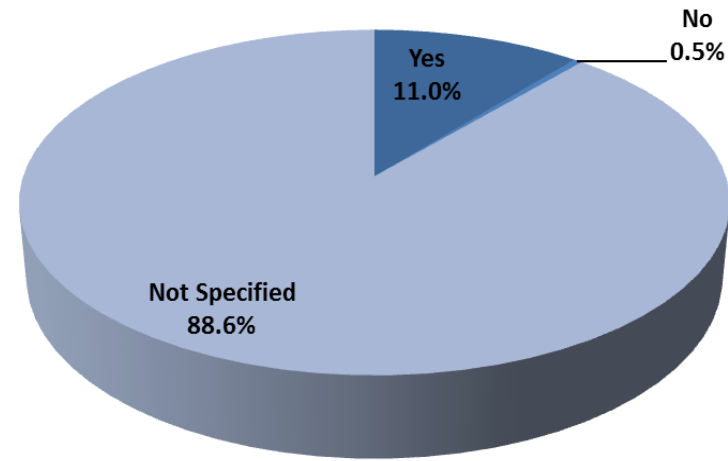
Appendix Figure 1: Age Range of Questionnaire Respondents

E.1.6 A majority of respondents were male (60%), with 26% being female and the remaining preferring not to specify gender (see Appendix Figure 2). Although real values are made unclear by the unspecified respondents, the data does show a strong bias towards toward male responses.



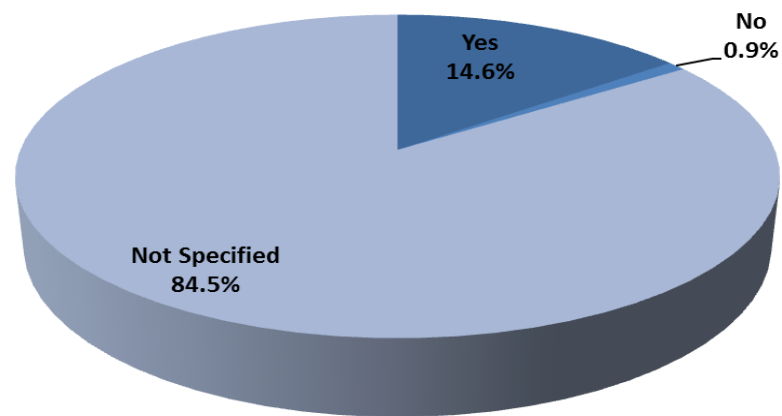
Appendix Figure 2: Gender of Questionnaire Respondents

E.1.7 Appendix Figure 3 below also notes that 11% of respondents stated they had a disability (with a majority preferring not to specify).



Appendix Figure 3: Respondents with Considered Disability

E.1.8 Appendix Figure 4 shown below demonstrates the percentage of people who attended the consultation event from the overall questionnaire sample. 14% stated that they did take part in the event. Less than 1% stated they did not attend the event. Given the majority who chose not to specify their attendance, this data remains inconclusive as to the range of respondents who took part in the consultation event (and therefore who may have spoken and discussed issues with members of the team). The Highways Agency counted a total of 61 attendees across both days at the consultation event in South Killingholme (19 and 20 April 2013) and a further 34 attendees at the follow-up consultation event in Ulceby (9 May 2013).



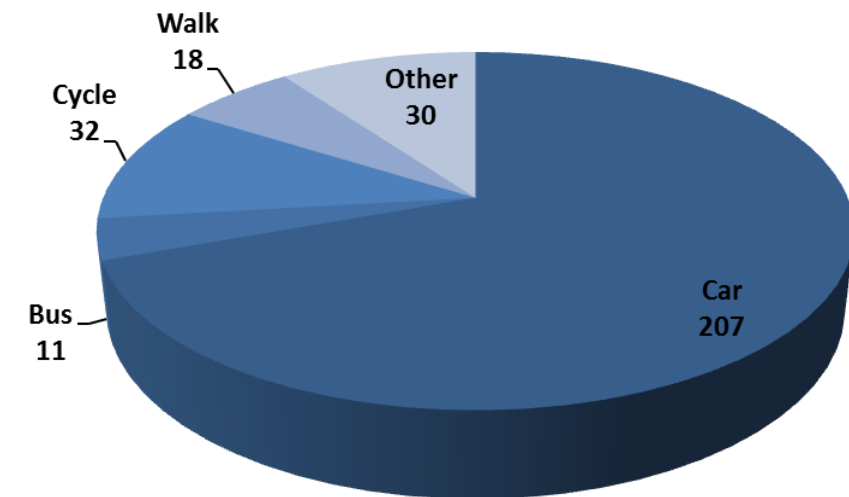
Appendix Figure 4: Respondents who attended the Consultation Event

E.1.9 To understand how the A160 is used and for what purposes, respondents were asked to rank whether they use the road for business, residential, leisure or other purposes. A count of each time a purpose was selected is shown in Appendix Table 6. This shows that most respondents use the A160 for residential purposes, followed by leisure and business purposes. Other uses stated included road traffic enforcement and medical purposes.

Appendix Table 6: Use of road

Use of Road	Count
Business	106
Residential	138
Leisure	133
Other	29

E.1.10 In terms of mode of transport, Appendix Figure 5 below demonstrates the percentage of respondents who use the road by car, public transport, walking, cycling or other. A majority use the road by car (207). The next most popular modes of transport were cycling and other specified methods including Heavy Goods Vehicles (HGVs), tractors, motorcycle and horse. A small number used the bus (11) and used the road as pedestrians (18).



Appendix Figure 5: Mode of Transport

Appendix F Design Proposals Consultation – Comments and Responses

F.1.1 This Appendix provides a list of all comments and responses received, categorised by the area of proposed improvements (Brocklesby interchange, Habrough Road roundabout, Town Street road bridge, Manby Road roundabout and Rosper Road) as well as all general comments received not specific to a proposed area. Within each area, responses have been further categorised by consultation strand. It is important to note that the Section 47 (Local Community) and Section 48 (Duty to Publicise) consultations were undertaken at the same time and that it is therefore difficult to ascertain which consultee strand responses came from. Section 48 responses have therefore been integrated into Section 47 groupings.

F.1.2 The tables provide a summary of the comments and a justification for how regard has been had to the comments, including if the response has led to a change in the proposal).

Area 1: Brocklesby Interchange

Area 1: Brocklesby Interchange				
Section 42 – Prescribed Consultees				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
National Grid	National Grid Electricity Transmission has a high voltage electricity overhead transmission line that crosses Brocklesby Interchange shown on page 5 of the Public Consultation documents. This line forms an essential part of the electricity transmission network in England and Wales: 4KG line – 400kV route from Keadby to South Humber Area National Grid has a high pressure gas transmission pipeline which is located within close proximity to the Brocklesby Interchange area of the proposal.	N	Engagement with National Grid is ongoing. Topographical survey information for the power lines has been received and overlaid onto the design. This information has been returned to National Grid to confirm that the proposed road levels fall outside the minimum clearances to lines and therefore no works are required. In relation to gas transmission lines, engagement with National Grid is well advanced and design studies have been commissioned in order to determine the locations of the diversion and any cost and programme requirements.	N/A
Associated British Ports	The scheme will much improve the junction with the A180 (which has been the source of several incidents) and ensure a more rapid smooth flow of traffic along the A160.	N	Thank you for your response. Your comment has been noted.	N/A

Area 1: Brocklesby Interchange				
Section 42 – Local Authorities				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
North East Lincolnshire Council (Origin Way)	North East Lincolnshire Council would support the provision of substantial landscaping within the Brocklesby interchange area of works given its location at a major entrance to North East Lincolnshire. The Authority would request that consideration be given to the planting of Pine copse in this area which would reinforce the existing and proposed Pine copses along the A180/railway corridor."	N	Landscape planting at Brocklesby is part of the design, although it is proposed to be more indigenous species and not pine woodland as suggested. This has been discussed through ongoing engagement with North East Lincolnshire Council.	N/A

Area 1: Brocklesby Interchange				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	Agreement with proposals in this area (Y/N)
Land Interest (Phillips 66)	Having travelled the route frequently the improvements will make the access A160 to A180 safer in that the on/off ramp will no longer be a "two way" slip road and reduce the potential for accidents from casual users mistaking the slip for a dual carriageway.	N	The poor accident record on this slip road is recognised, and hence the design removes the two direction loop in favour of a more standard junction arrangement encompassing separate merge and diverge slip roads.	Y
Land Interest (School Road)	Westbound traffic from A180 will now have to slow and be ready to stop at the new roundabout - longer journey time and possible delays. Southbound traffic from A160 will now have to slow and be prepared to stop at roundabout - longer journey time and possible delays and even more fuel usage from mainly "loaded" HGVs. This new roundabout will only achieve a longer journey time and more fuel consumption.	N	Upgrading the current interchange to a roundabout configuration greatly increases driver safety due to the removal of the existing shared merge/diverge loop. This loop has a particularly poor accident record, and has resulted in numerous head on collisions. Journey times will be significantly reduced due to the higher standard of layout proposed. Assessment work using forecast traffic flows does not predict that the proposed project will suffer from congestion in 2031 (15 years from opening).	N
Land Interest (Chandos, Kingsway)	Due to the back log of traffic from the refineries, docks etc. early mornings can prove to be a bit of a hazard as traffic can back up to the interchange when approaching from Grimsby to Killingholme/Immingham	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Kings Road)	Approaching from west on A180 advance warning signs for left slip road recommending maximum speed.	N	Consideration will be given to advance warning signage during detailed design stage.	Y
Community Member (Pelham)	Layout looks ok	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Church Lane)	Local knowledge and expect to see lighting at this interchange	N	Consideration has been given to the introduction of lighting at the Interchange. The existing two-way loop slip road has a particularly poor accident record, and has resulted in numerous head on collisions. However, upgrading the current interchange to a roundabout configuration greatly increases driver safety due to the removal of the existing shared merge/diverge loop. Street lighting is visually intrusive and would introduce adverse environmental impacts. The provision of lighting has therefore been minimised as far as is deemed reasonably practicable in accordance with current published guidance. Based on this, it is not proposed to provide lighting at Brocklesby Interchange. Warning signage will be considered at detailed design stage and will be subject to an independent Road Safety Audit at that time.	Y
Community Member (Newark Walk)	I believe the new proposals will greatly increase traffic safety as the current design seems to me to be a little dangerous having western bound traffic exiting and entering the carriageway on the same sharp bend. The new proposal will eliminate this and is a much better/safer design	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Advent Court)	My wife was hit in her car while turning out Ulceby truck road junction on to A160 from A1077 (not her fault).	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	This will significantly improve road safety. On a number of occasions I have encountered vehicles on the wrong side of the road as they have not realised the junction is two way traffic. One time was almost a head on collision with a lorry.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Chapel Road)	Much better layout than existing layout. Dedicated Lane very good.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Magnolia Rise)	Not much difference to existing but would speed up flow.	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Alderney Way)	Does not impact on residential area and when complete would not have much (if any) impact on wildlife, the drainage pond may even encourage wildlife.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Yes but not the closure of the lay-bys	N	<p>The closures will avoid confusion and improve safety of the A160 and A180. It is appreciated that the area has a high percentage of HGV traffic and also suffers from illegal HGV parking. The design therefore seeks to retain existing lay-by facilities where possible, hence the retention of the A180 westbound lay-by on the approach to Brocklesby Interchange, and the A160 eastbound lay-by at Town Street.</p> <p>The westbound lay-by, east of the interchange, will be closed due to its close proximity to the proposed westbound diverge from the A180. It is less than the required safe distance from the new interchange, which will potentially cause confusion to road users, who may mistake it for the exit to the slip road. The lay-by on the A160 heading south to Brocklesby Interchange will also be closed for similar reasons. There will also be an issue of visibility from the southbound A160 to the lay-by, standards require full Stopping Site Distance (SSD) to the lay-by to allow road users to see vehicles entering and exiting the lay-by and react appropriately. As it is not possible to achieve full SSD on the current design, it would be unsafe to include provision of a lay-by, allowing slow moving HGVs to pull out into fast moving traffic.</p>	Y
Community Member (Golygfa'r, Dyffryn)	It should ease access to docks. Access and capacity of the truck stop facility should be improved.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Town Street)	This would improve road safety access to and from the A180	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Staple Road)	Illustrated Map provided	N	<p>The illustration provided suggested providing a new route for the A160 from Brocklesby interchange to the A1173 Manby Road on a direct line between Immingham and South Killingholme.</p> <p>The scope of the A160/A180 project has been developed from initial options which were refined and those considered feasible were consulted upon in 2009. This led to the announcement of a preferred route. This consultation exercise was undertaken to present on the design developments undertaken on the preferred route and seek feedback. Therefore, as this alternative would differ significantly from the design being consulted on, it is considered to be out of the scope of the project, and therefore has not been considered further</p>	Y
Community Member (James Place)	Much safer way of managing traffic entering and leaving A180. Dual carriageway on A160 will be a much needed improvement	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Immingham Storage Co. Ltd	Primarily road safety. Exit from A160 to w bound A180 can be confusing to foreign HGV driver and have seen HGVs attempt to turn E onto A180 against flow of traffic. Exit from A180 to A160 again has seen a number of accidents and near miss.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Pilgrim Avenue)	As HGVs are a real problem in the area and use Immingham as a cut through. So speeding up traffic would reduce the need for these vehicles to use Immingham (Pelham Road as a cut through)	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Vicarage Lane)	The improvement to the junctions at Brocklesby Interchange and Ulceby truck stop will be much safer to negotiate. Town Street flyover will make a safer connection between the halves of Killingholme divided by the A160.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Muirfield Croft)	Stop messing around and let's get on with it. What says you?	N	The project is part of a pilot programme designed to accelerate the delivery of major road improvements. It is currently anticipated that the project will be completed in Autumn 2016 subject to passing through the DCO process and other approvals.	Y
Community Member (Staple Road)	Junction will be safer - dangerous currently with the large quantities of heavy goods vehicles merging onto A160 as a single lane. A160 has needed to be a dual carriageway for a long time due to the amount of traffic. Also helpful to get back onto A180/A160 by going round roundabout.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	will make a much safer interchange	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Brocklesby Road)	Waiting times for access to A160 from Ulceby direction are horrendous, creating a dangerous junction which encourages risk takers.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Guernsey Grove)	None	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Hawkins Way)	It would keep a lot of heavy traffic clear of the village; reduce considerable noise for those living on Top road.	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Pelham Road)	Safer roundabout with not so acute turns onto junctions - plans should be and will be better for road safety than existing layout.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Willow View)	It would be a safer option- less accidents	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Ulceby Grange)	less queuing better for the environment	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Alderney Way)	improve traffic flow	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Abbey Road)	A160/Ulceby Road junction, when turning into Ulceby Road from A160- always felt like sitting duck as lorries passed both sides if you couldn't turn in immediately so new proposal will be so much safer.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Manby Road)	cannot see the reasons for changing the current layout	N	Upgrading the current interchange to a roundabout configuration will greatly increase driver safety due to the removal of the existing shared two-way merge/diverge loop. This loop has a particularly poor accident record, and has resulted in numerous head on collisions. Journey times will be significantly reduced due to the higher standard of layout proposed. Assessment work using forecast traffic flows predicts that the proposed project will not suffer from congestion in 2031 (15 years from opening).	N
Community Member (Worsley Road)	Should have been done years ago	N	The project is part of a pilot programme designed to accelerate the delivery of major road improvements. It is currently anticipated that the project will be completed in Autumn 2016 subject to passing through the DCO process and other approvals.	Y
Community Member (Spinney Close)	Should be more safe	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Clyfton Crescent)	ease the bend on the approach from A180 to A160 from Scunthorpe to Immingham (this may have been considered) numerous accidents at this bend (tankers)	N	The segregated left turn is designed in accordance with published guidance, and will be signed appropriately. Personal Injury Accident data for the period January 2008 to December 2012 suggests that no injury accidents have occurred in this location. The poor accident record on the existing slip road is recognised, and hence the design removes the two-way loop in favour of a more standard junction arrangement encompassing separate merge and diverge slip roads. Warning signage will be considered at detailed design stage and will be subject to an independent Road Safety Audit at that time.	Y
Community Member (High Street)	Road safety will be better due to my general belief of people's bad driving habits. i.e. the existing junction does not allow for mistakes people break the law	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Highfield Road)	During shut downs at Conoco I have seen traffic backed up from Scunthorpe so any widening of the road is for the better	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Chapel Road)	No	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Clark Road)	Definitely needs altering.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Church Lane)	Easier access and depart for all vehicles	N	Thank you for your response. Your comment has been noted.	Y
Community Member (St Andrews Way)	Reduce bottlenecks should reduce safer traffic flows	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	The change here is long overdue as the current lay out leads to numerous accidents.	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Abbey Road)	A road from the roundabout to Kirmington would make things easier for LGVs driving to Caistor and Horncastle		The scope of the A160/A180 project has been developed from initial options which were refined and those considered feasible were consulted upon in 2009. This led to the announcement of a preferred route. This consultation exercise was undertaken to present on the design developments undertaken on the preferred route and seek feedback. Therefore, as this alternative would differ significantly from the design being consulted on, it is considered to be out of the scope of the project, and therefore has not been considered further. Should this proposal be developed in future, this would be promoted by the relevant local authority as this would be unlikely to fall within the strategic road network operated by the Highways Agency.	Y
Community Member (Abbots Way)	I dislike leaving the motorway at this interchange as larger vehicles feel very intimidating when joining the A160. It is difficult to judge other vehicles speed and vision is awkward.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Oakroyd Westend)	As long as the environment is taken into consideration as stated. I see no great problems with any of these proposals.	N	The Environmental Statement outlines how the environment has been taken into account for the A160 / A180 Port of Immingham Improvement.	Y
Community Member (College Road)	I use this road network weekly to access to work - also with living in a village also gives me good access to other areas re days off. Maintain better road safety due to amount of traffic using this road - consider planting trees re environmental.	Y	Following consultation with the local authority, landscape planting at Brocklesby will be part of the design. Furthermore, as raised in the Environmental Statement, trees will be retained and added where possible.	Y
Community Member (Mullway)	It will improve the traffic flow	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Swales Road)	A defined left turn only lane onto the A180 in the direction of Grimsby would make sense.	N	Traffic surveys and forecast modelling has identified that the predominant movement is from the A180 eastbound to A160 northbound, and from the A160 southbound to A180 westbound. Assessment work using forecast traffic flows does not predict that the proposed A160 southbound would suffer from congestion on the approach to the proposed roundabout in 2031 (15 years from opening). The addition of a segregated left turn lane from A160 southbound to A180 eastbound is therefore not justified.	Y
Anonymous	Road improvements need urgently	N	The project is part of a pilot programme designed to accelerate the delivery of major road improvements. It is currently anticipated that the project will be completed in Autumn 2016 subject to passing through the DCO process and other approvals.	Y
Anonymous	road safety	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Sonja Crescent)	seldom used only by coach or car	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Church Lane)	Improved road safety	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Advent Court)	improve lighting and signage	N	Consideration has been given to the introduction of lighting at the Interchange. This existing two-way loop has a particularly poor accident record, and has resulted in numerous head on collisions. However, upgrading the current interchange to a roundabout configuration greatly increases driver safety due to the removal of the existing shared merge/diverge loop. Street lighting is visually intrusive and would result in adverse environmental impacts. The provision of lighting has therefore been minimised as far as is deemed reasonably practicable in accordance with current published guidance. Based on this, it is not proposed to light Brocklesby Interchange. Warning signage will be considered at detailed design stage and will be subject to an independent Road Safety Audit at that time.	Y
Community Member (Chapel Lane)	Personally I see no problem with this but consider this a waste of money. As so far I can remember there has only been 1 accident here	N	The existing two directional loop slip road at Brocklesby Interchange has a particularly poor accident record, and has resulted in numerous head on collisions. Personal Injury Accident data suggests that there have been a total of 16 injury accidents on the loop and its approaches for the period January 2008 to December 2012	Y
Community Member (Abbey Road)	Road safety should be improved	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Killingholme Road)	We are pleased for local companies but have serious concerns on the impact it will have on us as traffic is redirected past our home. We are also concerned about the noise of construction as we live near the top road.	N	A noise assessment has been undertaken to understand predicted noise levels from traffic and from construction in the short term (proposed year of opening) and long term (15 years after road opening). Overall the noise nuisance assessment indicates the project provides a benefit. The assessment will be used to inform the detailed design, including low noise surfacing. The noise impact assessment has shown that sound barriers are not required.	Y
Community Member (High Street)	The new interchange will be safer as I have always thought the present one is unsafe	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Willow Close)	The existing road layout from the A160 to join the A180 westbound is particularly dangerous as some road users think it is already a dual carriageway- I personally have had at least 3 near misses when leaving the A180 to join the A160	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Front Street)	Mainly safety. A dedicated on/off ramp is absolutely necessary due to foreign drivers becoming confused and crossing lanes	N	The poor accident record on the existing two-way loop slip road at Brocklesby Interchange is recognised, and hence the design removes the two direction loop in favour of a more standard junction arrangement encompassing separate merge and diverge slip roads.	Y
Community Member (Garola Carr Road)	Safer for exiting and entering the A180 and preventing foreign drivers getting on the wrong side of the slip	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Brian Close)	Broadly agree but think there may be some problems with vehicles travelling at high speeds leaving the A180 and then filtering onto the A160	N	Thank you for your response. Your comment has been noted. The segregated left turn is will be signed appropriately and in accordance with design standards. Personal Injury Accident data for the period January 2008 to December 2012 suggests that no injury accidents have occurred in this location. Warning signage will be considered at detailed design stage and will be subject to an independent Road Safety Audit at that time.	Y
Community Member (Stansfield Gardens)	The current system especially westbound entry to A180 is very tight and has caused many HGVs to misjudge and overturn.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Will give extra safety especially when joining A180 travelling west bound.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Top Road)	Local knowledge	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Safer and better flow of traffic	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	safer way to get on off the A180	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Laurels Close)	Sound barriers to protect Habrough. Tree planting	N	A noise assessment has been undertaken to understand predicted noise levels from traffic and from construction in the short term (proposed year of opening) and long term (15 years after road opening).The noise impact assessment has shown that sound barriers are not required. The landscape masterplan includes tree planting.	Y
Community Member (Clyfton Crescent)	Safety	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Bearing in mind this country is asked to make savings this seems to be an unnecessary expense.	N	An economic assessment has been undertaken which considers costs and benefits if the project is constructed compared to the existing situation. This assessment shows that constructing the project would deliver high value for money.	N
Community Member (Model Farm Lane)	Dangerous junctions and very busy at peak times	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Wellington Close)	Will release HGV and hopefully reduce the congestion coming from the village at Brocklesby Interchange.	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Anonymous	Like the idea of a dedicated left turn lane. Will surely be a safer option if traffic flowing more freely	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Kesteven Court)	local knowledge	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Marlin House Ulceby)	What contingency plans do you have if there is a road closure on the A180? Currently diversions are re-routed through Ulceby village. This leads to lengthy delays (due to the railway crossing) increased danger for the residents just accessing in and out and pedestrians	N	<p>Ulceby Road is required to be used as a signed diversion route in the event that the A180 is closed for maintenance or if an accident occurs. The improvements to the A160 as part of the project, particularly the improvement of Brocklesby Interchange and removal of Ulceby Road Junction would significantly reduce the likelihood of incidents on the A160 causing traffic to use alternative routes via local roads. Furthermore, the proposal to widen the A160 to dual carriageway would increase the resilience of the network, meaning that traffic is more likely to be able to flow on the A160 in an incident or during maintenance works on the A160. This would also ensure that access for emergency services is improved to reduce the time it would take to react to an incident and restore full capacity to the road.</p> <p>The A160 project would improve traffic flows and reduce journey times on the A160, therefore reducing the desire for Ulceby Road to be used as an alternative route linking A180 and A160. The forecast traffic flows along Ulceby Road are estimated to remain similar to if the project were not to be built, therefore this issue is not considered to be worsened by this project.</p> <p>Ulceby Road is part of the local road network maintained by North Lincolnshire Council, who are seeking to better understand the issue through traffic surveys to consider where improvements could be made, such as speed restrictions, etc.</p>	Y
Community Member (Parks Close)	It will improve traffic flow and overall safety	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Kinloch Way)	It will improve on vehicle movement from the port	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	We want by-pass for Immingham	N	A separate project is being developed by North East Lincolnshire Council to link Stallingborough Road (south of the A180) to the A180/A1173 roundabout junction east of Brocklesby Interchange to route traffic away from Pelham Road in Immingham. The project is planned to commence construction April/May 2014 and should open to traffic in April/May 2015.	N
Community Member (Lucas Court Healing)	safer road use	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Clyfton Crescent)	straight forward changes	N	Thank you for your response. Your comment has been noted.	Y
Community Member (St. Margarets Crescent)	This area does need improvement	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Greengate Lane)	Brilliant idea will ease traffic congestion and queues	N	Thank you for your response. Your comment has been noted.	Y
Community Member (William Drive)	It will help the traffic to flow more safely	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Front Street)	Big accident spot, needed to be altered	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Front Street)	Road safety, as too many accidents on sweeping bend including my husband and his two sons who were hit on the turn off by someone overtaking, thinking it was already a dual carriageway. Nasty accident but all 3 recovered.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Pilgrim Avenue)	The two bridge oval design is good. The first time I exited the A180 at the Great Cotes interchange, I nearly crashed as I didn't realise it wasn't two bridge like the Stallingborough interchange.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Station Road)	The correct slip road has always been inadequate for HGVs and difficult to negotiate the roundabout seems the best way to handle traffic ex A180	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Carr Road)	Peak period traffic already having contended with waits and train track for times of up to 20 mins. Travel along A1077 at speed to then have trucks pulling out from truck stop. 25 + vehicles then travelling to roundabout are still having to contend with non stop traffic to enter the roundabout. A slip road onto carriageway would be better suited to assist traffic flow.	N	Traffic leaving the roundabout after diverging from the A180 westbound, and wanting to use a dedicated exit slip road to link to Ulceby Road would have to negotiate across the heavily trafficked nearside lane, predominantly used by slower moving HGVs, within a very short distance from Brocklesby Interchange. Vehicles trying to change lanes would be required to slow to try to join between HGV's, potentially resulting in nose to tail type accidents. Alternatively, this could cause traffic to back up in the outside lane, thereby negating the improved capacity that the proposed dual carriageway would provide. Capacity assessment does not forecast that congestion will not occur on the approach to the proposed Habrough Road Roundabout from the A160 eastbound in 2031 (15 years from opening). In summary, a new link in this location is not deemed to be value for money and would introduce safety concerns due to traffic changing lanes over a relatively short length.	N
Community Member (Station Road)	would prefer if the fort truck stop had direct access to A160 rather than using the A1077	N	Traffic leaving the roundabout after diverging from the A180 westbound, and wanting to use a dedicated exit slip road to link to Ulceby Road would have to negotiate across the heavily trafficked nearside lane, predominantly used by slower moving HGVs, within a very short distance from Brocklesby Interchange. Vehicles trying to change lanes would be required to slow to try to join between HGV's, potentially resulting in nose to tail type accidents. Alternatively, this could cause traffic to back up in the outside lane, thereby negating the improved capacity that the proposed dual carriageway would provide. Capacity assessment does not forecast that congestion will not occur on the approach to the proposed Habrough Road Roundabout from the A160 eastbound in 2031 (15 years from opening). In summary, a new link in this location is not deemed to be value for money and would introduce safety concerns due to traffic changing lanes over a relatively short length.	Y
Community Member (Cravens Lane)	As the vast majority of traffic flows A160 West or A180 East to A160 a roundabout is not best proposal. A dual carriageway version of current layout will allow best flow of traffic. Traffic Westbound A180 wanting to go A160 will get held at roundabout due to large volume of traffic leaving Immingham	N	Assessment work using forecast traffic flows does not predict that the proposed A180 westbound diverge would suffer from congestion on the approach to the proposed roundabout in 2031 (15 years from opening). Upgrading the current shared merge diverge loop to a dual carriageway is not considered feasible as the existing structure would require replacement, requiring closure of the entire interchange until construction of the bridge and carriageway was complete. Retention of a two directional slip road would also fail to improve the existing hazardous situation which has been proven to contribute to numerous personal injury accidents.	N
Community Member (West End Road)	I think the present Westbound slip road is too short and it should not be contraflow	N	Traffic surveys and forecast modelling has identified that the predominant movement is from the A180 eastbound to A160 northbound, and from the A160 southbound to A180 westbound, hence the inclusion of the segregated left turn lane. The A180 eastbound slip road and segregated left turn are designed in accordance with published guidance.	Y
Community Member (Top Road)	This will help make the exit and entrance onto the A180 much safer	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Church Lane)	Less stop and start and therefore more environmentally friendly	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Woods Lane)	Whilst broadly agreeing with the plans I do have reservation about the road bridge. I am one of the residents who will be affected by this.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Wellington Close)	This proposal should have been implemented when the A180 was constructed	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Ronan Chase)	improvement re safety issues	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Use low noise road surface as close to Habrough and already noise issues from concrete road. Tarmac up to existing tarmac which is half way past Habrough to reduce noise to village.	N	Resurfacing the A180 is not part of this project, and will be picked up as part of a rolling programme of maintenance works by the maintaining agent for the Highways Agency. For this project, a noise assessment has been undertaken to understand predicted noise levels from traffic and from construction in the short term (proposed year of opening) and long term (15 years after road opening). Overall the noise nuisance assessment indicates the project provides a benefit. The assessment will be used to inform the detailed design, including the use of low noise surfacing where considered necessary	Y
Community Member (Mill Lane)	One concern, the slip-road from the A160 going onto the west bound carriageway of the A180. At that point the A180 rises slightly and as lorries leaving Immingham docks have slowed to negotiate the junction etcetera some of them then find it difficult to accelerate into the moving traffic. Consequently following vehicles sometimes move across to the second lane, this blocks the whole A180 for users already on it and in the case of left-hand foreign drivers, they can sometimes move out without seeing others almost crushing others into the central barrier. Therefore, can the slope of the slip road be modified to allow lorries to accelerate and can the slip road be extended or a crawler lane be incorporated.	N	The proposed merge layout has been selected and designed is in accordance with current published guidance which makes allowance for uphill gradients and the presence of HGVs.	Y
Community Member (Greenbank Station Road)	The existing is taken at too high a speed for road design; poor driver behaviour evident, especially on joining A160 from A80 west when little account is taken of traffic coming from east. Area litter strewn, barren and scruffy. Speed differential at southbound lay-by on A80 a safety hazard given single carriageway. Poor example of gateway / departure point.	N	Thank you for your response. Your comment has been noted.	N

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Anonymous	1 Typical interchange layout 2 Avoids tight continuous radii 3 A160 made dual	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Selbourne)	Is a complete roundabout necessary? Only if it is intended that traffic can make a U-turn on the A180.	N	The proposed arrangement provides a more standard arrangement, similar to the Stallingborough Interchange further east along the A180. It is acknowledged that the primary movements are between the A180 west of the junction and the A160, and therefore flows on the other arms are likely to be significantly lower. The current proposal is predicted to provide sufficient future capacity without congestion, whilst remaining a compact layout that reduces the need to acquire adjacent private land as far as possible.	Y
Community Member (Mill Lane)	Brocklesby interchange is long overdue an upgrade. Hopefully the bend on the new interchange won't be so sharp; there have been a number of overturned vehicles...and near misses...due to drivers being caught out by its severity. I know it's down to speed but coming off a dual carriageway onto such a sharp bend catches people out especially when their loaded.	N	Upgrading the current interchange to a roundabout configuration will greatly increase driver safety due to the removal of the existing shared two-way merge/diverge loop. This loop has a particularly poor accident record, and has resulted in numerous head on collisions.	Y
Community Member (Newmarket Lodge)	It keeps the roads safe and the traffic moving.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (St. Margarets Crescent)	The Brocklesby interchange needs improvement - a proper roundabout would solve the problem there - then there would not be any problems for the lorries to filter onto the Immingham road.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Kings Road)	I feel the current Junction layout it sufficient. Possibly the only improvement required would be the widening of the east bound exit and the west bound entrance.	N	Upgrading the current interchange to a roundabout configuration greatly increases driver safety due to the removal of the existing shared merge/diverge loop. This loop has a particularly poor accident record, and has resulted in numerous head on collisions, therefore minor upgrades to improve the capacity of the current interchange layout are not considered feasible.	N
Community Member (Weelsby Street)	I use all the roads affects, and a more free flowing/faster through put can only be to my business and personal advantage	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Highfield Avenue)	Will be a road safety improvement	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Wakefield)	2 Bridge Roundabout' junctions don't work when they are used to connect dual carriageways to dual carriageways. There are 40-50 examples around the country. The Pinch Point programme is mainly attempting to minimise the damage of these poor designs e.g. M1 j24, M42 j9&10, M40 j9. Just look at the M18/M180 junction blighted by HGV rollovers. Even Scotch Corner 13,000 vehicles has regular HA layout tinkering because it doesn't work properly. At Brocklesby you'll have high HGV use = regular HGV rollovers + traffic conflict at top of westbound A180 off slip during am peak. What would I like to see? A development of existing free-flow design. Keep the existing west to north off slip road single lane (lower volume of use)with lane gain after the initial 270 loop & dual the south to west (which I assume will be the major flow).		Upgrading the current interchange to a roundabout configuration greatly increases driver safety due to the removal of the existing shared two-way merge/diverge loop. This loop has a particularly poor accident record, and has resulted in numerous head on collisions. Journey times will be significantly reduced due to the higher standard of layout proposed. Assessment work using forecast traffic flows predicts that the proposed project will not suffer from congestion in 2031 (15 years from opening). Upgrading the current shared merge / diverge loop to a dual carriageway is not considered feasible as the existing structure would require replacement, requiring closure of the entire interchange until construction of the bridge and carriageway was complete. Retention of a two directional slip road would also fail to improve the existing hazardous situation which has been proven to contribute to numerous personal injury accidents.	N
Anonymous	Very dangerous at the moment so should be a lot safer when exiting the A180	N	Thank you for your response. Your comment has been noted.	Y
Community Member (St. Margarets Crescent)	Needs improvement if interchange closed there is not enough notice to traffic therefore the needs is to go on to Barnetby to get back to where you want to be	N	Thank you for your response. Your comment has been noted.	Y

Area 1: Brocklesby Interchange				
Other Consultees				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
VOSA	An observation point raised for our enforcement vehicles and police vehicles between A180 and Habrough roundabout. To enable safe stopping of vehicles into our checksite at Manby Road roundabout.	N	<p>As the lay-by on the A160 eastbound carriageway at Town Street is to be retained, it is considered that there may be an option for this to be used by VOSA as a refuge before detaining A160 eastbound vehicles. Discussions have taken place with VOSA, and subsequent assessment work has confirmed that a police type platform in accordance with current design guidance cannot be provided as part of the project due to required visibility standards.</p> <p>The inclusion of a lay-by/hard-standing is considered more appropriate than a police platform, however, care would need to be taken in its design to remove the risk of it being used as refuge for HGV parking, which is a known issue in the area. The preferred location for a waiting facility be on new A160 eastbound carriageway, in the redundant area of existing road close to the truck stop. It is considered that a facility on the westbound A160 is less appropriate due to difficulties in identifying a safe location.</p> <p>Engagement with VOSA will continue during the detailed design process in order to establish whether a suitable facility can be introduced as part of the project.</p>	Y
VOSA	I propose that there should be raised observation platforms for Police/VOSA/and HA vehicles on both sides of the A160 one sided close to the junction with the A180 on the Immingham docks bound carriageway. The second on the A160 close to the Manby road roundabout on the A180 bound carriageway.	N	<p>The Highways Agency has held meetings with VOSA and understands the importance of the area for the survey of vehicles on their approach to the port. Consideration is being given to the inclusion of a hard-standing area which will be considered as part of the detailed design along with any measures to avoid unauthorised use (for example, being used as a refuge for parking).</p> <p>Engagement with VOSA will continue during the detailed design process in order to establish whether a suitable facility can be introduced as part of the project.</p>	N

Area 2: Habrough Rd Roundabout

Area 2: Habrough Rd Roundabout				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Land Interest (Phillips 66)	Will make the access from the two minor roads safer to join the main dualled A160. Also eliminate the potential unsafe access/egress from the truck stop. Some issues will arise in that the route to the "truck stop" is longer and may deter trucks or others from stopping.	N	Thank you for your response. Your comment has been noted.	Y
Land Interest (School Road)	Because side roads will be inaccessible creating problems for residents let alone inconvenience	N	The location of the new Habrough Road Roundabout has been designed with the residents of South Killingholme in mind. Moving the roundabout west increases the distance to the junction from South Killingholme, which in turn reduces noise, vibration and pollution impacts, especially to the properties located on Top Road and Ulceby Road. The new location also means the roundabout can be made larger, creating improved exit arm radii, which will increase traffic capacity, resulting in better traffic flow and less congestion. As a consequence, traffic forecasting suggests that journey times will be reduced, and environmental assessment has indicated that environmental effects will be positive. It also facilitates the inclusion of a proposed Toucan crossing, located in the vicinity of the existing roundabout. The inclusion of a crossing requires a reduction in the speed limit of the road, hence reduced vehicle speeds through the village along this length of the A160.	N
Land Interest (School Road)	Moving the roundabout (and adding an extra junction to it) will not solve the delays caused by all the HGVs having to slow and stop for all the traffic on the roundabout from the north and south. HGVs - mostly east-west. Dual carriageway needs to fly over or under the roundabout. Solution - look at Blythe junction on the A1 near Bawtry this solution solves nothing.	N	The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken which forecast that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	N
Land Interest (Humber Road)	We understand the reasoning for the Habrough Road roundabout, to reduce the number of accidents experienced at the Ulceby junction. We do have concerns though that by moving the roundabout from its current location to the planned one will allow vehicles to use the dual carriageway which passes through our village as a speedway (particularly workers going to and from Conoco and LOR) as the length of the road is being stretched and will encourage vehicle to travel at higher speeds.	N	The location of the new Habrough Road Roundabout has been designed with the residents of South Killingholme in mind. Moving the roundabout west increases the distance to the junction from South Killingholme, which in turn reduces noise, vibration and pollution impacts, especially to the properties located on Top Road and Ulceby Road. It also facilitates the inclusion of a proposed Toucan crossing, located in the vicinity of the existing roundabout. The inclusion of a crossing requires a reduction in the speed limit of the road, hence reduced vehicle speeds through the village along this length of the A160	Y
Land Interest (Phillips 66)	Westbound traffic on the A160 already tails back at the Habrough roundabout due to vehicles joining from Top Road. This remains unchanged with the new layout unless there is some form of peak hours traffic control. If HGVs and other vehicles from the North Killingholme Haven heading for the A180 use the new link road rather than Eastfield Road then this is likely to make the situation worse.	N	The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. A capacity assessment has been undertaken and indicates that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening). There is a weight restriction on Top Road/East Halton Road and part of Chase Hill Road west of its junction with Eastfield Road. It is proposed to extend this restriction onto the new Top Road Link as part of the A160/A180 project.	Y

Area 2: Habrough Rd Roundabout				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Anonymous	I am representing [redacted] of [redacted] who is the owner of [redacted] which is located to the north west of the proposed new Habrough Road roundabout as part of the A160 improvement scheme. My client is in the process of bringing together a planning application submission for the site, a former pig farm, to develop this as a recycling centre. Initial dialogue has occurred with the Planning Department of North Lincolnshire Council and my client has attended your public consultation sessions held recently at South Killingholme. I am in the process of commissioning highway consultancy support for the project to be carried out the necessary Transport Assessment work to support a planning application. I would therefore like to agree any input that the Agency would wish to see in the scope of the TA work at the earliest opportunity and develop a working relationship between the two projects to ensure that there are no issues that could impact on my client successfully achieving planning permission	Y	Representatives of the A160/A180 met with the developers of Poplar Farm at a joint meeting with North Lincolnshire Council in relation to scoping of a traffic appraisal as part of their planning application. The A160/A180 project team have raised concerns in relation to the safety of retaining the existing access to Poplar Farm which would be in very close proximity to the proposed Habrough Roundabout. The main concern was the risk of vehicles waiting to turn right into the farm across traffic disrupts the flow of the roundabout as well as the associated operational safety concerns. The proposal has been developed to close the existing accesses and provide a new access further west at a safer distance from the roundabout. This proposal considered the site development plans for the site that were made available ensuring that adequate access was provided and all proposed building structures would not be affected. The preferred layout was put forward as part of the Lands Requirements Consultation and further meetings with the developer were requested at that time.	N/A

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Kings Road)	Agree with B link road, slip road for west bound traffic on A160 to access directly onto Ulceby Road preferably to west of truck stop.	N	Traffic leaving the roundabout after diverging from the A180 westbound, and wanting to use a dedicated exit slip road to link to Ulceby Road would have to negotiate across the heavily trafficked nearside lane, predominantly used by slower moving HGVs, within a very short distance from Brocklesby Interchange. Vehicles trying to change lanes would be required to slow to try to join between HGV's, potentially resulting in nose to tail type accidents. Alternatively, this could cause traffic to back up in the outside lane, thereby negating the improved capacity that the proposed dual carriageway would provide. Capacity assessment does not forecast that congestion will occur on the approach to the proposed Habrough Road Roundabout from the A160 eastbound in 2031 (15 years from opening). In summary, a new link in this location is not deemed to be value for money and would introduce safety concerns due to traffic changing lanes over a relatively short length.	N

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Church Lane)	Local knowledge and expect to see lighting at this interchange	N	The proposed Habrough Road Roundabout approach roads will be lit in accordance with current design standards.	Y
Community Member (Newark Walk)	This one becomes extremely congested by cars and HGVs at numerous points of the day due to the lack of traffic flow and reduced congestion an extremely necessary modification in this area also the current roundabout is far too tight for this and is very dangerous.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	The east to west dual routes should have priority with an overhead roundabout similar to area 1 traffic leaving the truck stop to join the A180 will make the roundabout more complex than necessary	N	The alternative provision of a grade separated junction incorporating a roundabout similar to Brocklesby Interchange is not considered to be required and would carry significant cost and environmental impacts. It has therefore been discounted. The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments predict that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	N
Community Member (Washdyke Lane)	A small road linking the East-bound A160 to Ulceby Road between the two drainage ponds could reduce traffic at the roundabout and thus the likelihood of accidents. Traffic doubling back could have their own turn off, helping the flow.	N	Capacity assessments do not predict that congestion will occur on the approach to the proposed Habrough Road Roundabout from the A160 eastbound in 2031 (15 years from opening). Furthermore, locating an additional junction from the A160 so close to the new Habrough Roundabout would be unsafe and very difficult to adequately sign to make the layout clear to road users. A new link in this location is therefore not deemed to be a viable option.	N
Anonymous	It is often difficult / dangerous for vehicles especially lorries trying to get out of the Ulceby Junction to join the A160 westbound. This proposal will address the issue. Consider traffic management roundabout to help traffic flow at busy times and ensure lorries slow for roundabout, currently they fly round.	N	Capacity assessments do not predict that congestion will occur on the approach to the proposed Habrough Road Roundabout from the A160 eastbound in 2031 (15 years from opening). The new roundabout is designed to current design standards and adequately sized to ensure adequate entry deflection of vehicles seeking to join the roundabout from each of the connecting arms. The purpose of deflection is to slow drivers down to an appropriate speed to safely negotiate the roundabout. This will also assist those joining the roundabout from the Top Road, Habrough Road and Ulceby Road connections.	Y
Anonymous	I regularly use the road from Immingham to Ulceby and feel very vulnerable turning right into Ulceby from the A160 with the heavy lorries thundering past. It's only a matter of time before a very bad accident occurs while the road is as it is now. It needs the new changes.	N	Thank you for your response. Your comment has been noted	Y
Community Member (Magnolia Rise)	Better access for Ulceby, Habrough and Immingham residents	N	Thank you for your response. Your comment has been noted.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Alderney Way)	Not happy with new road link 'D'. Will it be access / weight restricted. I know there is plenty of industry at North Killingholme but already large amounts of commercial vehicles use this to access HST ect and there is supposed to be a weight limit on part of Chase Hill Road	Y	A weight restriction currently exists on Top Road/East Halton Road commencing from the existing Habrough Roundabout. This has been introduced by North Lincolnshire Council to mitigate the issue of HGV traffic seeking to access the Humber Sea Terminal via local roads (particularly Top Road/East Halton Road and Chase Hill Road) rather than staying on the A160 and using either Eastfield Road or Rosper Road. The weight restriction does permit HGVs that are accessing sites within the restricted zone such as Lancaster Approach Industrial Estate. It is the intention that the current weight restriction will be applied to the new Top Road Link, as well as Greengate Lane. The local highway authority (North Lincolnshire Council) are in support of this proposal and this will be included as part of the projects application for a Development Consent Order. The A160 / A180 project would improve the junctions along the route, which would reduce the desire for HGVs looking to access HST to seek alternative routes.	Y
Community Member (Golygfa'r, Dyffryn)	It should ease access to docks. Access and capacity of the truck stop facility should be improved.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Town Street)	This would become redundant if the road for all industrial areas were to be located off the A180 directly to the airfield industrial estate down Rosper Road which would link both areas and bypass the villages	N	The scope of the A160/A180 project has been developed from initial options which were refined and those considered feasible were consulted upon in 2009. This led to the announcement of a preferred route in March 2010. The most recent consultation exercise was undertaken to present the design developments undertaken on the preferred route and seek feedback. Therefore, as this alternative would differ significantly from the design being consulted on, it is considered to be out of the scope of the project, and therefore has not been considered further.	N
Community Member (Stable Road)	This is not going to alter amount of traffic using the A160. Killingholme residents will suffer more from future increase in traffic.	N	Future development in the area will inevitably result in increased traffic flows on the road network. Whilst it is acknowledged that impacts will occur within South Killingholme associated with the trunk road, the scope of the A160/A180 project is to improve the existing route between Brocklesby Interchange and the access to the Port of Immingham. The project design seeks to utilise the existing infrastructure where possible.	N
Community Member (James Place)	The access for Ulceby desperately needs improving. Can see roundabout backing up by trucks from the truckstop. Maybe separate access for truckstop and residents of Ulceby?	N	The proposed roundabout provides a significantly higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessment predicts that the proposed roundabout will not be congested at peak times in 2031 (15 years from opening).	Y
Community Member (Westriverside)	Traffic headed to A180 on A160 should be allowed 2 lanes and a filter left turn lane provided to Habrough road to reduce queues.	N	Traffic surveys and forecast modelling has identified that the predominant movement is from the A160 eastbound to A160 westbound, and vice versa. Assessment work using forecast traffic flows does not predict that the proposed A160 westbound would suffer from congestion on the approach to the proposed roundabout in 2031 (15 years from opening). The addition of a segregated left turn lane from A160 westbound to Habrough Road is therefore not justified.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Pilgrim Avenue)	This again would stop HGVs using this small rural road as it is now becoming very dangerous to use as it is not wide enough for this type of vehicle.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Vicarage Lane)	A much safer junction for motorists to negotiate in a controlled order.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Coronation Road)	Unhappy exit from truck stop is further away from A180/A160 encouraging trucks to travel through Ulceby. Weight limit limited access to our village.	N	Although the access to the truckstop would be slightly further away from the A160, it is would be a much safer connection and could be quicker at peak times when re-joining the A160 at the roundabout rather than joining at the current Ulceby Road junction. Consideration is being given to introduction of temporary signage following construction to ensure road users understand how to access the truck stop. The forecast traffic flows are estimated to be similar with or without the project in place. Introduction of weight limits or other mitigation measures along Ulceby Road is beyond the scope of the A160/A180 project, and would need to be considered by North Lincolnshire Council as the relevant highway authority. Other consultation feedback has been received that identify Ulceby Road as an access route to Singleton Birch and Goxhill Industrial estate, therefore HGV access is likely to be required to be maintained in future.	N
Community Member (Staple Road)	Great as the truck stop junction won't be an issue anymore - queues and trucks pulling out in front of you. New roundabout much more capable of dealing with the volume of traffic and as a Killingholme resident. I like the fact there's still easy access to Greengate Lane but nice for the village also in that the road is further away from the houses- no longer running alongside the pub.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Front Street)	potentially damaging to truck stop business	N	Journey times to and from the truck stop may be increased slightly due to the entry of Ulceby Road being moved further along the A160 to Habrough Road Roundabout. Entry back onto the highway network from Ulceby Road will be easier and safer than the current layout, resulting in less queuing time, which would counteract the slightly longer journey time. Ulceby Truck Stop have been consulted and are generally content with the project proposals, however, further consideration is to be given to whether additional temporary or permanent signage from the trunk road can be introduced.	Y
Anonymous	should be ok	N	Thank you for your response. Your comment has been noted	Y
Anonymous	A lot safer coming from Ulceby at truck stop	N	Thank you for your response. Your comment has been noted	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Guernsey Grove)	None	N	Thank you for your response. Your comment has been noted	Y
Community Member (Hawkins Way)	Dual carriageway obviously improves driving conditions and movement of traffic is increased.	N	Thank you for your response. Your comment has been noted	Y
Community Member (Pelham Road)	Road safety	N	Thank you for your response. Your comment has been noted	Y
Anonymous	Cycle access to be considered for access to refinery areas. Chase Hill road must be reopened to HGV or the scheme will be badly affected. Eastfield Road North needs traffic reducing it is a bottle neck	N	<p>The design seeks to provide generally off carriageway links for cyclists between the adjacent local road network serving Ulceby Skitter, Habrough and North / South Killingholme. Access is also provided to Humber and Lindsey Oil Refineries along Eastfield Road via Staple Road in South Killingholme.</p> <p>It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. Repair works are planned by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights will operate successfully. The existing weight restriction on East Halton Road and part of Chase Hill Road (west of its junction with Eastfield Road) has been introduced by North Lincolnshire Council for environmental reasons. Any amendments to weight restrictions on local roads beyond the limits of the A160 / A180 project would be need to be promoted by North Lincolnshire Council.</p>	Y
Community Member (Front Street)	safer- easier movement of traffic	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Ulceby Grange)	Again this will enable the flow of traffic and less queuing from Ulceby	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Alderney Way)	improve traffic flow	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Abbey Road)	A160/Ulceby Road junction, when turning into Ulceby Road from A160- always felt like sitting duck as lorries passed both sides if you couldn't turn in immediately so new proposal will be so much safer.	N	Thank you for your response. Your comment has been noted.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Manby Road)	This junction is a death trap waiting to happen	N	Thank you for your response. Your comment has been noted.	N
Community Member (Worsley Road)	looks good to me	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Spinney Close)	should be much better	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Clyfton Crescent)	It needed a decent approach for two lane traffic as other was too small	N	Thank you for your response. Your comment has been noted.	Y
Community Member (High Street)	It will reduce road traffic noise for the S.K residents and remove the bad junction	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Highfield Road)	The best feature to me is the Killingholme new link road. The old 30mph road caught so many people out the moving the traffic away especially the [illegible] will move traffic quicker.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Kinloch Way)	There are no cycle lanes to get from Habrough to Killingholme	N	The design seeks to provide links between the adjacent local road network serving Ulceby Skitter, Habrough and North / South Killingholme. Access is also provided to Humber and Lindsey Oil Refineries along Eastfield Road via Staple Road in South Killingholme. Several of the existing footways are in poor condition and will be replaced with additional footways to improve routes for non-motorised users in the area. In order to provide a crossing point between Habrough Road and the old Top Road, a Toucan Crossing for use by cyclists and pedestrians will cross the A160 in the old Habrough Roundabout location. On the north side of the A160 the Toucan Crossing will join a combined cycleway/footway to link to School Road to the east and Ulceby Road to the west. To the south, there are currently no off carriageway facilities for non-motorised users along Habrough Road. Improvement to these local roads is beyond the scope of the project and would need to be considered by North Lincolnshire Council as the local highway authority in future if considered appropriate.	N
Community Member (Chapel Road)	Traffic leaving the A180 will have to give way to the lights at the roundabout causing a tail back onto the A180 at peak times without traffic lights onto the roundabout.	N	The proposed roundabout design is not signalised. This new layout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments do not predict that congestion will occur at the proposed roundabout peak times in 2031 (15 years from opening).	N

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Clark Road)	This roundabout should stay and dual carriageway continues from here. There is no need to alter this roundabout.	N	<p>The existing roundabout is significantly smaller than that proposed. Retention of the existing roundabout would not provide adequate capacity and would not be large enough to accommodate the A160 being widened to dual carriageway as well as the introduction of the new Ulceby Road connection from the truck stop. Increasing the size of the roundabout in its current location could not be accommodated without demolition of private property.</p> <p>The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken and indicate that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).</p>	N
Community Member (Church Lane)	Looks ok on the plan see 14 for our main concerns	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Copse Close)	One concern if the traffic flow from the docks to the right of the Habrough Road will make access to the A160 difficult	N	The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been completed and predict that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	Y
Community Member (St Andrews Way)	As above and should ease access to all routes from new roundabout.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	The closure of lay bys is a bad idea as there is not enough parking along this section for HGV. The government require by law that driver take breaks.	N	<p>The closures will avoid confusion and improve safety of the A160 and A180.</p> <p>It is appreciated that the area has a high percentage of HGV traffic and also suffers from illegal HGV parking. The design therefore seeks to retain existing lay-by facilities where possible, hence the retention A160 eastbound lay-by at Town Street.</p> <p>The westbound lay-by which currently lies to the east of the interchange will be closed due to its close proximity to the proposed westbound diverge from the A180. It is less than the required safe distance from the new interchange, which will potentially cause confusion to road users, who may mistake it for the slip road exit.</p> <p>The lay-by on the A160 heading south towards Brocklesby Interchange will also be closed for similar reasons. There will also be an issue of visibility from the southbound A160 to the lay-by, standards require full Stopping Site Distance (SSD) into the lay-by to allow road users to see vehicles entering and exiting the lay-by and react appropriately. As it is not possible to achieve full SSD on the current design, it would be unsafe to include provision of a lay-by, allowing slow moving HGVs to pull out into fast moving traffic.</p>	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Abbots Way)	During the morning rush hour it often takes many minutes to turn left towards Killingholme as lorries waiting to turn right block the road, there isn't enough room to pull up alongside them in the left hand lane.	N	The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken which does not predict that the proposed roundabout will suffer congestion at peak times in 2031 (15 years from opening). The roundabout will be significantly larger than the existing, and the circulatory carriageway will consist of two wide lanes. Each local road connection will be locally widened out to two lanes on the approach to the roundabout; therefore the opportunity to run alongside other vehicles would be significantly increased. The exact details of the extent of this widening will be confirmed at detailed design.	Y
Community Member (Oakroyd Westend)	I presume that part of the road will remain open for vehicles driving the construction period so there will be continued access.	N	During construction a single lane in each direction will be available as a minimum on the A160 during peak periods. Short term closures of the A160 are likely to be required (e.g. to lift bridge beams into place), but these are planned to be at non-peak times such as weekends and evenings.	Y
Community Member (College Road)	As above and ensure the Ulceby Road is main well due and traffic using the truck stop. Need good access road to East Halton - other villages. Good lighting near new roads and well signed posted.	N	The pavement construction for Ulceby Road and all other roads will be designed based on forecast traffic flows (including the proportion of HGV) in order to minimise maintenance requirements. Where possible. The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken and predict that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening). Street lighting and signage will be designed in accordance with current standards and consultation with relevant stakeholders to ensure an appropriate and safe provision.	Y
Community Member (Mullway)	I will improve the traffic flow and stop delays	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Anglesey Drive)	Not entirely convinced that this will reduce traffic on Pelham Road in Immingham.	N	A separate project is being developed by North East Lincolnshire Council to link Stallingbrough Road (south of the A180) to the A180/A1173 roundabout junction east of Brocklesby Interchange to route traffic away from Pelham Road in Immingham. The project is currently planned to commence construction in April/May 2014 and should open to traffic in April/May 2015.	Y
Anonymous	Road safety and less heavy traffic using village as a short cut	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Sonja Crescent)	as above [<i>seldom used only by coach or car</i>]	N	Thank you for your response. Your comment has been noted.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Manby Road)	Roundabout not adequate for lorries and volume of traffic	N	The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken and predict that the proposed roundabout will not be congested at peak times in 2031 (15 years from opening). The roundabout has been designed and checked to ensure that HGVs can circulate the carriageway safely.	Y
Community Member (Church lane)	Well overdue greatly improved safety for Ulceby residents accessing A160	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Advent Court)	removal of the junction of A1077 and A160 will improve road safety	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Baptist Chapel Lane)	Moving this roundabout will increase the number of people using Faulding Lane and Baptist Chapel lane as a shortcut to get to oil refinery etc. These lanes are too small for the use of a large volume of traffic.	N	The provision of a high capacity roundabout, in addition to improvements to Eastfield Road and Rosper Road junctions would reduce the desire for vehicles to leave the A160 to use local roads as alternative route. North Lincolnshire Council are responsible for the network of local roads adjacent to the A160. Traffic patterns will be reviewed once the improvements to the A160 are completed and mitigation measures will be considered by North Lincolnshire Council where appropriate.	N
Community Member (Abbey Road)	Truck stop access would be improved	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Killingholme Road)	We agree on the changes but again we are concerned about the stress re-direction causes on the house and on home life. It becomes very stressful for us when traffic is diverted past our home.		The provision of a higher capacity roundabout, in addition to improvements to Eastfield Road and Rosper Road junctions would reduce the desire for vehicles to leave the A160 to use local roads as alternative routes. Traffic flows have been modelled for scenarios with and without the A160/A180 project. This shows that the flow on Ulceby Road at 15 years after the new A160 would open would remain similar to the existing situation. North Lincolnshire Council is responsible for the network of local roads adjacent to the A160. Traffic patterns will be reviewed once the improvements to the A160 are completed and mitigation measures will be considered by North Lincolnshire Council where appropriate.	Y
Community Member (High Street)	I think it is a good improvement	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Willow Close)	Broadly speaking it should reduce potential accidents when lorries pull out from the Ulceby junction across the traffic. It might also deter lorries from coming through Ulceby when there is no need.	N	Thank you for your response. Your comment has been noted.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Station Road)	What about the impact on Ulceby village with the expected amount of increase in traffic if the road A160 is closed there will be more traffic through our village especially HGVs our village is not	N	The provision of a higher capacity roundabout, in addition to improvements to Eastfield Road and Rosper Road junctions would reduce the desire for vehicles to leave the A160 to use local roads as alternative routes. Traffic flows have been modelled for scenarios with and without the A160/A180 project. This shows that the flow on Ulceby Road at 15 years after the new A160 would open would remain similar to the existing situation. North Lincolnshire Council is responsible for the network of local roads adjacent to the A160. Traffic patterns will be reviewed once the improvements to the A160 are completed and mitigation measures will be considered by North Lincolnshire Council where appropriate.	N/A
Community Member (Front Street)	Easier access to M180 from Ulceby	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Carr Road)	Better for getting from Ulceby with heavy traffic, can sometimes be sat waiting to get out of Ulceby fort and risky getting out between vehicles. Concerns for truck stop losing trade.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Brian Close)	Again broadly agree but feel Greengate lane may become something of a rat run to the new road layout.	N	Capacity assessment at the proposed Habrough Road Roundabout indicates that there will be no congestion in 2031 (15 years from opening), and hence the desire to use Greengate Lane to avoid traffic is unlikely to occur. North Lincolnshire Council will review flow patterns once the project has been implemented, and consider mitigation measures if deemed necessary. It is proposed to retain the existing weight restriction currently along Top Road/East Halton Road and apply this to the new Top Road Link and also Greengate Lane.	Y
Community Member (Stansfield Gardens)	A larger roundabout should improve traffic flow.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	No issues to this one	N	Thank you for your response. Your comment has been noted.	Y
Community Member (West End Road)	I would prefer to see HGV traffic on the A1077 from Habrough Road roundabout limited to providing access to the truck stop only. Currently HGV traffic is permitted to travel through Ulceby where it provides a danger to both pedestrians and property.	N	Introduction of weight limits or other mitigation measures along Ulceby Road is beyond the scope of the A160/A180 project, and would need to be considered by North Lincolnshire Council as the relevant highway authority. Other consultation feedback has been received that identify Ulceby Road as an access route to Singleton Birch and Goxhill Industrial estate, therefore HGV access is likely to be required to be maintained in future.	Y
Community Member (Pelham Road)	We use the truck stop and getting out is very dangerous. We welcome this	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Better quality road thus making it safer	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	safer way to get to A180 from Ulceby that what is there at present	N	Thank you for your response. Your comment has been noted.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Laurels Close)	Consideration of cycle tracks or other provision for cyclists		The design seeks to provide links between the adjacent local road network serving Ulceby Skitter, Habrough and North / South Killingholme. Access is also provided to Humber and Lindsey Oil Refineries along Eastfield Road via Staple Road in South Killingholme. Several of the existing footways are in poor condition and will be replaced with additional footways to improve routes for non-motorised users in the area. In order to provide a crossing point between Habrough Road and the old Top Road, a Toucan Crossing for use by cyclists and pedestrians will cross the A160 in the old Habrough Roundabout location. On the north side of the A160 the Toucan Crossing will join a combined cycleway/footway to link to School Road to the east and Ulceby Road to the west. To the south, there are currently no off carriageway facilities for non-motorised users along Habrough Road. Improvement to these local roads is beyond the scope of the project and would need to be considered by North Lincolnshire Council as the local highway authority in future if considered appropriate.	Y
Community Member (Clyfton Crescent)	safety	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	<i>As above [bearing in mind this country is asked to make savings this seems to be an unnecessary expense]</i>	N	An economic assessment has been undertaken which considers costs and benefits if the project is constructed compared to the existing situation. This assessment shows that constructing the project would deliver high value for money.	N
Community Member (Model Farm Lane)	Road safety and local knowledge	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Like the removal of side roads and new link road	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Kesteven Court)	Enables traffic to flow much easier	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Parks Close)	<i>As above [It will improve traffic flow and overall safety]</i>	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Middlegate Close)	Avoids the right turns that are difficult to turn across at busy periods	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Lucas Court)	<i>As above [safer road use]</i>	N	Thank you for your response. Your comment has been noted.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Clyfton Crescent)	clearer access from Habrough Road safer route towards Ulceby	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Measures to stop HGV entering and parking in village. Safe cycle link- to link Top road and Habrough Road as HGVs as now don't give way	Y	<p>Weight restrictions will be implemented along the new section of Top Road linking to East Halton Road. This will replicate the existing situation to control HGV use of these roads and those within South Killingholme.</p> <p>The design seeks to provide links between the adjacent local road network serving Ulceby Skitter, Habrough and North / South Killingholme.</p> <p>Several of the existing footways are in poor condition and will be replaced to improve routes for non-motorised users in the area.</p> <p>In order to provide a crossing point between Habrough Road and the old Top Road, a Toucan Crossing for use by cyclists and pedestrians will cross the A160 in the old Habrough Roundabout location. On the north side of the A160 the Toucan Crossing will join a combined cycleway/footway to link to School Road to the east and Ulceby Road to the west.</p> <p>To the south, there are currently no off carriageway facilities for non-motorised users along Habrough Road. Improvement to these local roads is beyond the scope of the project and would need to be considered by North Lincolnshire Council as the local highway authority in future if considered appropriate.</p>	Y
Community Member (St. Margarets Crescent)	Not sure that moving the roundabout gives a significant advantage	N	<p>The location of the new Habrough Road Roundabout has been designed with the residents of South Killingholme in mind. Moving the roundabout west increases the distance to the junction from South Killingholme, which in turn reduces noise, vibration and pollution impacts, especially to the properties located on Top Road and Ulceby Road.</p> <p>The new location also means the roundabout can be made larger, creating improved exit arm radii, which help to achieve an increased traffic capacity, resulting in better traffic flow and less congestion. Consequently, traffic forecasting indicates that journey times will be reduced, and environmental assessment has indicated that environmental effects will be positive.</p> <p>It also facilitates the inclusion of a proposed Toucan crossing, located in the vicinity of the existing roundabout. The inclusion of a crossing necessitates a reduction in the speed limit of the road, hence reduced vehicle speeds through the village along this length of the A160.</p>	N/A

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Greengate Lane)	No objection See attached map - Is the junction at Top Rd / East Halton Rd to be made into a dead end - needs to be. Is there still going to be access to the dual carriageway from Top Road where the existing roundabout is?	N	There would be no access for vehicles between the existing Top Road and East Halton Road at the point in which they would cross to the north of Greengate Lane (Point 1 on the map included in the comment). It is proposed to retain access for cyclists at this location. Vehicles wishing to access Top Road from the new Top Road link would need to use the new Greengate Lane link. There would be no access to the new dual carriageway from the existing Top Road (Point 2 on the map included within the comment).	Y
Community Member (William Drive)	It will make life easier getting onto the A160 when I have used this junction in the past to get to work I sometimes used to have to turn left to go up to the roundabout as a way of doubling back on myself to get onto the A180 due to sheer volume of traffic.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Front Street)	To stop right turn from A1077 junction	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Front Street)	As I travel to Grimsby from Ulceby for work and leisure. I will be pleased to not have to turn right near fork truck stop, it will be much better for the HGVs too.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Pilgrim Avenue)	I accept roundabout needs to be moved to better link with Ulceby Road, however I would like a pedestrian and cycle underpass where the Habrough road roundabout is at the moment.	N	The design seeks to provide links between the adjacent local road network serving Ulceby Skitter, Habrough and North / South Killingholme. Several of the existing footways are in poor condition and will be replaced to improve routes for non-motorised users in the area. In order to provide a crossing point between Habrough Road and the old Top Road, a Toucan Crossing for use by cyclists and pedestrians will cross the A160 in the old Habrough Roundabout location. On the north side of the A160 the Toucan Crossing will join a combined cycleway/footway to link to School Road to the east and Ulceby Road to the west. To the south, there are currently no off carriageway facilities for non-motorised users along Habrough Road. Improvement to these local roads is beyond the scope of the project and would need to be considered by North Lincolnshire Council as the local highway authority in future if considered appropriate.	Y
Community Member (Station Road)	It should be made future proof for possible link roads being built to e.g. New Holland. In the future to relieve Ulceby, Wootton and Thornton of HGV traffic.	N	The design has been based on forecast traffic flows which consider likely future developments which would lead to increased traffic demand. The design is checked for capacity at 15 years after the proposed road would be opened to traffic in line with current guidance. All locations specified are currently served by local roads. Any future improvement projects would be proposed by North Lincolnshire Council as the local highways authority and are therefore beyond the scope of the A160/A180 project.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Carr Road)	A bigger roundabout with slip road access from A1077 Immingham bound would be more suitable as above.	N	The alternative provision of a grade separated junction incorporating a roundabout similar to Brocklesby Interchange is not considered to be required and would have a significant impact on cost and the local environmental impacts and has therefore been discounted. The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments indicate that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	N
Community Member (St Crispins Close)	Would like to know what the speed limit will be for traffic leaving the roundabout towards North Killingholme, Don't understand why the need to build new roundabout, updating roundabout already there and making truck stop junction left turn only would minimise cost and have same effect.	N	It is proposed to implement a 40mph speed restriction along Top Road on the approach to and exit from the proposed roundabout. The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken and indicate that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	N
Community Member (Cravens Lane)	Could a slip road from Eastbound A160 onto Ulceby Road west of the service station be added for local traffic to relieve congestion on new roundabout?	N	Traffic leaving the roundabout after diverging from the A180 westbound, and wanting to use a dedicated exit slip road to link to Ulceby Road would have to negotiate across the heavily trafficked nearside lane, predominantly used by slower moving HGVs, within a very short distance from Brocklesby Interchange. Vehicles trying to change lanes would be required to slow to try to join between HGV's, potentially resulting in nose to tail type accidents. Alternatively, this could cause traffic to back up in the outside lane, thereby negating the improved capacity that the proposed dual carriageway would provide. Capacity assessment does not forecast that congestion will occur on the approach to the proposed Habrough Road Roundabout from the A160 eastbound in 2031 (15 years from opening). In summary, a new link in this location is not deemed to be value for money and would introduce safety concerns due to traffic changing lanes over a relatively short length.	Y
Community Member (West End Road)	My complaint about the present roundabout is that when approached from Habrough the view to the right is very restricted and the speed of traffic from right can be surprising	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Station Road)	A well explained booklet. When work is completed it will be a vast improvement. Turning from Immingham to go to Ulceby is lethal at present (Harborough Road roundabout) In a small car one feels so vulnerable parked in the centre of the road with big lorries tearing past on both sides. Mrs Mathews explained that when she returns from Immingham she turns north up Top Road and follows back roads to Ulceby to avoid the dangerous right turn.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Top Road)	I did not initially but after attending the meeting I can now see why the need	N	Thank you for your response. Your comment has been noted.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Church Lane)	Less stop and start and much better for the environment	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Wellington Close)	Hopefully the re-routing of Top Road will finally stop the pounding of residents by HGVs which shouldn't even be on that road.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Ensure clear visibility across roundabout and that enough space on roundabout for HGV and cars. Cars currently get side smacked from lorries cutting straight across if turning towards Habrough from A180	N	The design of the roundabout is in accordance with current published standards, and has been checked to ensure compliance with visibility criteria. The roundabout has been designed and checked to ensure that HGVs can circulate the carriageway safely.	Y
Community Member (Mill Lane)	Firstly, all local know the roundabout near the Cross Keys pub as the Cross Keys roundabout, the Habrough roundabout is known locally as the mini-roundabout at Habrough church. For clarity you might want to discuss this with locals, as I know a lot of people do not like the Cross Keys pub and anything associated to its name. If I was travelling from East Halton to Ulceby I would need to take a very circuitous route, can this be shortened by having an inner loop and traffic lights that only operate when vehicles are present? Secondly, lorries are the biggest problem at the roundabouts; if they have to stop they need several car lengths to get onto the roundabout both because of their length but also slow acceleration. Considering the number of lorries using this route it is the single biggest factor in creating tailbacks etcetera. Would you consider a single lane fly-over where the central land in each direction if used for through traffic? This is already used on the A6 into the north of Leicester very successfully. It would also be great if such a single-lane, central fly-over could be considered for the A160 Humber Road / Eastfield Road junction.	N	The alternative provision of a grade separated junction incorporating a roundabout similar to Brocklesby Interchange is not considered to be required and would have a significant impact on cost and the local environmental impacts and has therefore been discounted. The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments indicate that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Station Road)	Over engineered for its purpose and seems poor value for money for little gain given traffic levels. Gains a few seconds for A160 traffic which are near end of journey and where next major junction is a traffic signal. It increases journey times to from truck stop and for drivers to / from Habrough Road. Purpose of new link road seems a sop to residents along Greengate Road and avoidance of 30mph allows infilling and encourages speeding towards East Halton. Layout will encourage high speed approach on A160 and size of circulatory space suggests speed on roundabout, weaving and a little gap for other arms and risk of overturning vehicles. Turning vehicles to from truck stop and morning peak gap acceptance on existing Habrough Road roundabout are main safety concerns along this section. Surely gas pipe line should have been identified straight away-its way marked. Reconsider with great deflection, quality landscaping needed.	N	Capacity assessment at the proposed Habrough Road Roundabout indicates that there will be no congestion in 2031 (15 years from opening), and hence the desire to use Greengate Lane to avoid traffic will not be present. North Lincolnshire Council will review flow patterns once the project has been implemented, and consider traffic calming measures if deemed necessary. The design of the roundabout is in accordance with current published standards, and has been checked to ensure compliance with visibility criteria. The roundabout has been designed and checked to ensure that HGVs can circulate the carriageway safely. The environmental masterplan for the project shows areas of proposed landscape planting, and has been developed through liaison with both NLC and NELC.	N
Community Member (Station Road)	Although the proposals to Habrough Roundabout are an integral part of the improvement plan, we are of the opinion that insufficient changes appear to have been considered to improve the safety of traffic attempting to enter the roundabout with a view to crossing from New Link Road to Habrough Road and vice-versa. This is a very dangerous roundabout with HGV's making every attempt not to stop as they travel to & from the Port on the A160 and it appears that the proposals only "move" the problem from the old roundabout to the new location. Is it not possible to include some traffic control - particularly at peak times - to assist traffic to "cross" the A160. This is an accident waiting to happen!!	N	The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken and indicate that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	N
Anonymous	Not before time very dangerous junction, too many accidents or near misses occurring at this very busy junction	N	Thank you for your response. Your comment has been noted.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (St. Margarets Crescent)	No need to remove this roundabout - no point in installing a roundabout and then removing another one!!!!	N	The existing roundabout is significantly smaller than that proposed. Retention of the existing roundabout would not provide adequate capacity and would not be large enough to accommodate the A160 being widened to dual carriageway as well as the introduction of the new Ulceby Road connection from the truck stop. Increasing the size of the roundabout in its current location could not be accommodated without demolition of private property. The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken and indicate that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	N
Anonymous	Safer due to: 1 Better access from Ulceby Road (should avoid some delays & reduce incidence of people losing patience & taking risks) 2 New link road D allows industrial traffic to bypass residential area 3 Link road C to Habrough avoids existing tight radii near roundabout	N	Thank you for your response. Your comment has been noted.	N/A
Community Member (Selbourne)	Access to truck stop will be safer	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Mill Lane)	It's a wonder there hasn't been a serious accident from vehicles pulling out of the a1077/truck stop junction, especially when it's quiet as the traffic on the a160 is passing the junction at speed. A mandatory left turn coming out of the junction sending traffic up to the roundabout would be a good idea, but this new roundabout will illuminate the problem. Possibly a case for temporary traffic light to help traffic onto the roundabout from the a1077 in rush hour, just to stop "pull-outs".	N	The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken and indicate that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	Y
Community Member (Newmarket Lodge)	Again it keeps the road safe for the extra traffic that will hopefully use the new road.	N	Thank you for your response. Your comment has been noted.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Kesteven Court)	My main area of concern is that the proposal to relocate the roundabout merely moves the "problem". Currently, particularly at peak times, it is extremely difficult (and dangerous) for traffic from Habrough Road to cross the roundabout to access the road to East Halton and beyond. HGV's barely slow down at the roundabout and the situation is "an accident waiting to happen".	N	The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken and indicate that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	Y
Community Member (St. Margarets Crescent)	Why cannot this roundabout stay where it is then there is access to North and South Killingholme from Habrough & access between North and South Killingholme - the access at Town Street could be blocked off but the roundabout would still give access and remove the need for an expensive over the road bridge.	N	<p>The existing roundabout is significantly smaller than that proposed. Retention of the existing roundabout would not provide adequate capacity and would not be large enough to accommodate the A160 being widened to dual carriageway as well as the introduction of the new Ulceby Road connection from the truck stop. Increasing the size of the roundabout in its current location could not be accommodated without demolition of private property.</p> <p>The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken and indicate that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).</p> <p>The over bridge at Town Street ensures that the two sides of South Killingholme are not segregated for vehicular traffic, but is also proposed to provide a safe means for pedestrians, cyclists and equestrians to cross the A160.</p>	N
Community Member (Kings Road)	The roundabout should be big enough and wide enough to ensure two vehicles side by side can travel around it safely as this is not the situation with the current roundabout.	N	The design of the roundabout is in accordance with current published standards. The roundabout has been designed and checked to ensure that HGVs can circulate the carriageway safely.	Y
Community Member (Highfield Avenue)	Will be a road safety improvement	N	Thank you for your response. Your comment has been noted.	Y

Area 2: Habrough Rd Roundabout				
Section 47 –Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Top Road)	<p>Greengate road link,</p> <p>We need this to be HGV free unless deliveries or pick up, the signage "except for access" is of no use as it is too broad, this being the problem now on Top Road, The signage should be "except for delivery or pick up" or something similar.</p> <p>As if not then we will have the same problem as in Immingham along Manby Road, where the junction was altered, and now HGV drivers park their vehicles and sleep overnight.</p> <p>Also the shop on Top Road attracts HGV's so this is also why we want to make sure that it is an HGV free village road.</p> <p>Where the new link road crosses in front of my property we will need some sort of sound screening due to our houses sitting low.</p>	N	<p>Thank you for your response. Your comment has been noted.</p> <p>The existing weight restrictions are 'except for access' to ensure that access to areas such as Lancaster Industrial Estate can remain serviced by Top Road / East Halton Road. It is proposed to extend the existing weight restriction to include the new Top Road diversion and Greengate Lane to reduce the risk of inappropriate usage along Top Road and within South Killingholme.</p> <p>Details of landscaping proposed as part of the design are shown on the Environmental Masterplan, within the Environmental Statement.</p>	Y

Area 2: Habrough Rd Roundabout				
Other Consultees				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Humberside Police	Humberside Police noted their support for the proposed new roundabout and closure of the existing junction between the A160 and Ulceby Road. They also support the re-alignment of Top Road further west of South Killingholme as they consider this would improve compliance with speed and weight restrictions in the area.	N	Thank you for your response. Your comment has been noted.	N/A

Area 3: Town Street Rd Bridge

Area 3: Town Street Rd Bridge				
Section 42 – Local Authorities				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
North Lincolnshire Council	<p>North Lincolnshire Highways will also continue to discuss the design elements of the Town Street area, particularly Town Street South. We anticipate that this will be carried out as part of the ongoing Liaison meetings.</p> <p>"The submitted aerial photos show the Town Street Road Bridge affecting ridge and furrow grassland and a number of hedgerows. These areas would merit detailed habitat survey, with species list for vascular plants and consideration of declining farmland birds."</p>	N	<p>We have continued to liaise with North Lincolnshire Council as the project has progressed. Comments received at the Environmental Impact Assessment scoping stage have been addressed in the EIA.</p> <p>The approach to our ecological surveys has been agreed with Natural England, and we are applying for the appropriate letters of non-impediment in relation to protected species licences.</p> <p>Biodiversity enhancements cannot be justified as part of this project, as the justification for land-take has to be based on need.</p> <p>A screening assessment for the effects on European sites has been prepared and submitted to Natural England for acceptance.</p>	N/A

Area 3: Town Street Rd Bridge				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	Agreement with proposals in this area (Y/N)
Land Interest (Phillips 66)	<p>The design will make the crossing of the present dual A160 safer; however the visual impact to nearby residential units will be severer. The bridge height may require close consideration some loads to and from the docks and from the local fabrication yard may have to deviate around the bridge via Rosper Road. There will be need to ensure that an adequate height warning system is in place.</p>	N	<p>There would be a significant change in view for properties on Humber Road where it runs parallel to the A160. Landscape planting would help to reduce this impact in the long term, although it is acknowledged within the Environmental Statement that this impact would remain of moderate adverse significance, 15 years after opening.</p> <p>The A160 is not a high load route, and so the headroom over the trunk and local roads has been designed in accordance with current published standards for a new overbridge. Appropriate warning signage will be considered at detailed design stage.</p>	Y

Area 3: Town Street Rd Bridge				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	Agreement with proposals in this area (Y/N)
Land Interest (School Road)	I do not agree with closing the access into Town Street. This is our village access! And a bridge will be awful to look out on from our home and raises traffic noise issues!!!! Lay-by closing is good, to stop lorries using it as a toilet.	N	<p>The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision for able bodied pedestrians is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches for all other types of non-motorised user.</p> <p>The design proposes to retain the existing A160 eastbound lay-by at Town Street, although closures would be required during construction. A review of accident data in this location has concluded that retaining the lay-by is not considered to be a concern in terms of user safety. Any substandard features associated with the lay-by have been risk assessed and are considered to be acceptable given that it is located in a semi-urban area with street lighting and good visibility. The area has a high percentage of HGV traffic and also suffers from illegal HGV parking. Design standards require a minimum provision of lay-bys on all-purpose trunk roads, and as it is necessary to close two lay-bys elsewhere on the project, it is considered that removing this well used facility would exacerbate this existing problem.</p> <p>The visual impact for properties on School Road will change from moderate adverse during construction to slight beneficial, 15 years after opening, once the landscape planting has matured. The noise impact assessment has identified construction activities that are likely to require hoarding around them in order to reduce noise impacts. During operation, no noise mitigation is required. Traffic on the A160 would be moved further away from properties on School Road.</p>	N
Land Interest (Homelands, Humber Road)	Bridge footings are in the lay by which is the main source of my income as the lorries park in it and stop in it to use my fish and chip shop. Access to the village could be via Eastfield Road as there is a road behind the refinery linking to the village. Expensive option not needed.	Y	<p>The design proposes to retain the existing A160 eastbound lay-by at Town Street as a result of inadequate provision in the area and the need to close two other existing lay-bys as a result of the project. It is noted however that closure of the lay-by will be required during the construction works to allow the new Town Street overpass to be constructed. Exact timescales are still to be developed.</p> <p>The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment for able bodied pedestrians, and a maximum gradient of 5% on the overbridge approaches for all other forms of non-motorised user.</p>	N

Area 3: Town Street Rd Bridge				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	Agreement with proposals in this area (Y/N)
Land Interest (Primitive Chapel Lane)	For us to go to the Doctors or Post Office or to catch a bus instead of a less than five minutes walk, it will now take at least 15 minutes. Because we have to walk up Town Street to go over this bridge. Also there is a slip road which we can use to come off the A160 but mostly this has lorries parked for the chip shop.	N	<p>Issues concerning journey times and accessibility of local services have been considered in the development of the non-motorised user strategy. In accordance with current design guidance the preliminary proposals have been audited for their acceptability and any recommendations have been considered and implemented where feasible.</p> <p>An informal pedestrian crossing to replicate the existing provision is not considered to be a safe solution to provide links between local residences and businesses, and will become less safe in the future as traffic flows on the A160 increase. Provision of an at grade signalised crossing in this location has been discounted on behalf of the conflict points presented by the junctions of Town Street (north and south) with the A160.</p> <p>The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment for able bodied pedestrians, and a maximum gradient of 5% on the overbridge approaches for all other non-motorised users.</p> <p>HGV parking in the A160 westbound deceleration lane is recognised as an existing problem. This layout is however designed in accordance with current published standards, and so is proposed to be retained as part of the project. It is acknowledged that the current road markings to define the hard strip is not present, giving the impression of additional width and inviting vehicles to park. This will be reinstated as part of the project and further consideration of appropriate signage and lining will be given to deter HGVs from parking in the deceleration lane</p>	N
Land Interest (School Road)	Total waste of time and money, close the gap build a footbridge if you must. Motor traffic uses new Habrough road roundabout.	N	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both NMUs and vehicles. This junction is used for local vehicle access for South Killingholme that joins or leaves the A160 at the Town Street junction. Provision of the over bridge alongside the closure of the central reserve gap allows this access to be retained.	N
Land Interest (Pelham Road)	I strongly object closure of the lay-by on the eastbound carriageway because I have a takeaway/café business on Town Street South Killingholme. This is a vital source of my business; lorry drivers use my services (which includes a toilet). There is no services stop on the A160 to the docks. Truck stop is dangerous for drivers to go in and out of the dual carriageway for a short visit.	N	<p>It is proposed to retain the existing lay-by, along with the addition of steps up the embankment of the new overbridge. The lay-by will require closure during the construction period. Exact timescales are still to be determined.</p> <p>Concerns have been raised regarding litter being left in the lay-by and in other areas. North Lincolnshire Council are responsible for local litter collection and have been made aware of this issue.</p>	Y

Area 3: Town Street Rd Bridge				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	Agreement with proposals in this area (Y/N)
Land Interest (Town Street)	The new junction on Town Street needs to be looked at further as it's already a fast street and it will just make it faster. Also the hedge that is between our property and what will be the new road needs to be taken out and a stone wall of about 2.5-3 meters tall. The proximity of the new junction needs to be properly arranged as if too close to our drive it will make it hazardous for us to enter and exit our drive. We have lived at this property for thirteen and a half years and never had problems with parking privacy or noise and we hope that any further development will have my and other people's issues in mind. I would be grateful if we could have a meeting at the site of this junction so we can show you what we mean and where we are all coming from.	N	<p>The junction will be re-prioritised to allow the free flow of traffic running north-south along the line of the existing Town Street. The design team deem this to be the most practicable solution based upon forecast traffic flows, and it has also been recommended within a Road Safety Audit.</p> <p>The design seeks to retain existing vegetation wherever possible to provide screening to new and existing features and minimise impact upon existing habitats. Removal of this hedge and provision of a wall in this location is therefore not deemed appropriate.</p> <p>The design is constrained in this location by the existing corridor available within which to locate the new road on its approach to the new junction with Town Street. Visibility to the right from the proposed driveway along Town Street has been assessed and meets current design standards. Visibility to the left from the proposed driveway remains unaltered, and the closure of the central reserve gap and introduction of the new overbridge will result in reduced flows in this direction. A Road Safety Audit has been undertaken on the project, specifically relating to the Town Street area. No issues were raised by the audit team with respect to the safety of the proposed driveway arrangement.</p>	N
Land Interest (Town Street)	At the consultation meeting Graham Dakin informed me that there would be little traffic using the road bridge, therefore this would be very costly and disruptive for minimal benefit. As a resident near the proposed bridge we are totally opposed in view of the noise level of vehicles travelling under the bridge day and night. We are concerned about drainage issues in relation to this bridge. We are concerned about young people gathering, anti-social behaviour, littering, graffiti, "scramble bikes" are using it like a race track and the potential for people to drop items from the bridge onto traffic on the dual carriageway. We do not want pedestrian access to this bridge near our home. We do not want an unsafe and threatening area for our young son.	Y	<p>The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. Steps have been provided up the western embankment slopes to assist able bodied pedestrian journeys across the A160, but also to separate them from residences on Humber Road. There will be no footway and a narrowed road verge on the eastern side of the bridge to deter use by pedestrians on that side of the bridge.</p> <p>Noise assessment has been undertaken and has shown that any changes in noise levels would not be significant enough to require mitigation.</p> <p>The drainage has been designed in accordance with current published standards to mitigate the risk of flooding occurring on the carriageway or in surrounding pipes and attenuation ponds. More road runoff will be attenuated than is currently the case, so there would be benefits in terms of slowing down flows before they enter the surrounding drainage channels.</p> <p>Concerns have been raised regarding litter being left in the lay-by and in other areas. North Lincolnshire Council are responsible for local litter collection and have been made aware of this issue.</p> <p>The provision of a high sided equestrian parapet will go some way to discouraging antisocial behaviour in this location.</p> <p>It is considered that the reduced forward visibility and relatively tight horizontal curvature will deter excessive driver speeds along the new link, particularly on the approaches to the bridge.</p>	N

Area 3: Town Street Rd Bridge				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	Agreement with proposals in this area (Y/N)
Land Interest (Town Street)	<p>The local knowledge of vehicles that currently use this road i.e. Carnaby, Northern Energy, Phillips 66, Killingholme Animal Feeds etc. all use HGVs up and down and the road is not wide enough now let alone when more traffic will be using part of it to overpass. Also Carnaby has a licence to carry 150T at AMT wide loader so I cannot see how the traffic is not going to flow both ways without widening the road in front of my property. Also the footpath is not at a satisfactory width for safety. I felt at the meeting that the advisors had not properly looked to the impact this will have on our lives i.e. noise, extra cars and all other vehicles, buses every hour, delivery vehicles etc. The dust will be horrendous as it will be brought around into Town Street. The view from my house will be blocked by the overpass we will have not privacy, it will spoil evenings and weekends sitting on decking etc. I personally think it will be a very dangerous corner of the A160 onto Town Street when I am coming out of my drive at the moment as cars will be going fast it is bad at the moment but if this goes ahead it will be an accident spot! At present this road is only a narrow road for basically access and it is not up to what you req. I would like to know how you plan to make it wider within its boundaries. I know things need to be updated but I feel you haven't looked at it from my point of view. I await your reply.</p>	Y	<p>The cross-section of the existing Town Street carriageway does not meet the standard width and cross-fall requirements as set out in current design guidance, and in some areas reduces to as narrow as 4.8m. The carriageway cross-section reconfiguration proposes a consistent 6m width is therefore a significant improvement on the existing provision; therefore all existing manoeuvres can still be undertaken.</p> <p>Discussions with NLC have resulted in the proposal to implement a 6m wide carriageway as opposed to the standard 6.75m, as this would assist in reducing vehicle speeds, and would deter HGV parking along Town Street, which would effectively narrow the road. This has been submitted as a departure from standards and is considered acceptable by NLC.</p> <p>Forward visibility for vehicles leaving the A160 westbound carriageway turning into Town Street south is impeded by an existing hedge and the boundary of the Crossways property. Visibility is also impeded for vehicles looking to turn out of Humber Road onto Town Street for the same reasons. It is not possible to provide adequate visibility and a compliant cross-section standard without encroaching on these physical constraints. This was raised as a safety concern in light of the traffic re-routing that would come from closing the central reserve gap and constructing the overpass as a replacement to the central reserve gap. Therefore, following feedback received and a follow-up meeting with the owners of the property and their agent, it is now proposed to acquire some of the private garden in front of the property. This land would form part of the new highway verge and allow existing visibility obstructions to be cleared. This would also allow the standard minimum width of footway (2m) to be constructed along the full length of the improved Town Street south leading to the same provision along the new Town Street overbridge.</p> <p>During construction, there would be views towards construction works for the new road bridge, which would be open. On completion of construction, the effect on views from these properties would reduce. Establishment of shrub vegetation along the embankments of the new road bridge would help to blend it into the surrounding landscape, as well as filtering views of traffic travelling along. Landscape planting proposals are shown on the environmental masterplan included within the Environmental Statement.</p> <p>Personal Injury Accident data for the period January 2008 to December 2012 suggests that no accidents have occurred in this location. Discussions have taken place between the project team and Highways Agency's Safe Roads Design Team and the NLC Highways Team, and although it is appreciated that existing constraints result in a situation that departs from design standards in certain areas, overall safety at the junction is being improved by the provision of a consistent and generally widened Town Street cross-section and channelising island at the junction. It is also considered that drivers would travel at a slower speed when travelling around the corner, to suit the alignment and reduced visibility conditions, reducing the likelihood of a collision.</p>	N

Area 3: Town Street Rd Bridge				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	Agreement with proposals in this area (Y/N)
Land Interest (Phillips 66)	<p>We would like access from the town street bridge to the land coloured green on sheet 7 of 10. We would be willing to discuss the sale of this land if it can be guaranteed that it will only be used for environmental mitigation purposes.</p> <p>There already appears to be a lack of HGV layup facilities in the area and the loss of the lay-by at Town Street along with the 2 others that are being considered for closure is likely to make matters worse. A considerable number of vehicles already park on the former H&L Garages site because of the lack of local facilities.</p>	N	<p>The land on the south side of the new Town Street overbridge is proposed for environmental mitigation, and the Highways Agency would therefore need to be satisfied that this mitigation would be maintained in future if returned to the original owner. This proposal has been discussed during ongoing engagement between Phillips 66 and the Highways Agency.</p> <p>The lack of HGV parking facilities is an issue that has been fed back through the consultation on the A160/A180 project. This feedback has been relayed to the relevant local authorities. Since the consultation the truck stop in Immingham has re-opened.</p> <p>H&L Garages has now been secured by North Lincolnshire Council and is no longer being used by HGVs for parking.</p>	N/A

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Kings Road)	Closure of lay-by is essential	N	The design proposes to retain the existing A160 eastbound lay-by at Town Street. A review of accident data in this location has concluded that retaining the lay-by is not considered to be a concern in terms of user safety. Any substandard features associated with the lay-by have been risk assessed and are considered to be acceptable given that it is located in a semi-urban area with street lighting and good visibility. The area has a high percentage of HGV traffic and also suffers from illegal HGV parking. Design standards require a minimum provision of lay-bys on all-purpose trunk roads, and as it is necessary to close two lay-bys elsewhere on the project, it is considered that removing this well used facility would exacerbate this existing problem. It is noted however that closure of the lay-by will be required during the construction works to allow the new Town Street overpass to be constructed. Exact timescales are still to be developed.	Y
Community Member (Kingsway Cleethorpes)	From a safety aspect I realise there has to be some form of entry back into the village from the north to south side. From a selfish point of view I am also very worried about how this will affect my business in the village itself.	N	Thank you for your response. Your comment has been noted.	N/A
Community Member (St. Margarets Crescent)	Anti-social behaviour aspect and would this make certain properties unsellable!!!	N	Thank you for your response. Your comment has been noted. The design of the Town Street road bridge will include higher parapets on both sides that will go some way to address anti-social behaviour.	N
Community Member (Church Lane)	Local knowledge and expect to see lighting at this interchange	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Newark Walk)	In my eyes seems a necessary upgrade in conjunction with the other areas with it access from the villages would be difficult and dangerous a simple bridge solves this issue.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Advent Court)	Lot safer crossing main road	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Chapel Road)	I think an underpass road would be a better option (visually).	N	An underpass in this location has been considered and discounted on engineering grounds. An underpass would be significantly more difficult to construct, and would therefore result in long periods of disruption on the highway network. Due to the level of the existing A160, an underpass would need to be significantly below sea level, thereby requiring pumping to drain the carriageway which would be an undesirable solution. Concerns have been raised at consultation regarding anti-social behaviour in the area, which would be exacerbated by the inclusion of a secluded underpass.	N

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Washdyke Lane)	No opinion	N		N/A
Anonymous	Will improve safety by reducing the need for vehicles to cross the A160	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Chapel Road)	I would think that this is more of interest to the local residents.	N	Thank you for your response. Your comment has been noted.	N/A
Community Member (Magnolia Rise)	Without upgrading the access roads around area 3 it is still restricted to what it can cope with.	Y	Upgrades to local roads have discussed with NLC and improvements are proposed where considered necessary. An example includes the realignment and carriageway reconfiguration of Town Street (south) up to and including the junction with Woods Lane, which has been implemented as a result of the consultation.	N
Community Member (Alderney Way)	This would extend the route beyond use for elderly and younger people. There is no bus service on the 'South' side and this route would cut off some residents from this important service. The extra distance and incline of the bridge particularly in winter would make this route almost (if not completely) impossible for some. Would it not be possible to construct a wide, well lit (with CTV to combat mis-use) underpass for pedestrians where the current junction is? You may also consider the residents close to the proposed bridge - what a gorgeous view! Along with all the other industry which has grown up around them. These properties must already be almost impossible to sell. Remember the flyover at Ulceby - have no lessons been learnt?	N	<p>The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised and vehicles. This provision is also assisted by the addition of steps up the embankment for able bodied pedestrians, and a maximum gradient of 5% on the overbridge approaches for all other non-motorised users. It is acknowledged that this represents an increase in distance, but this is required based on existing physical constraints, such as residential property and the requirement to restrict the gradient of the overpass approaches to 5% whilst still providing sufficient vertical clearance to the A160 and Humber Road at the crossing point.</p> <p>An underpass in this location has been considered but discounted on engineering and environmental grounds. An underpass would be significantly more difficult to construct, and would therefore result in long periods of disruption on the highway network. Due to the level of the existing A160, an underpass would need to be significantly below sea level, thereby requiring pumping to drain the carriageway which would be an undesirable solution. Concerns have been raised at consultation regarding anti-social behaviour in the area, which would be exacerbated by the inclusion of a secluded underpass.</p> <p>During construction, there would be views towards construction works for the new road bridge from properties along Town Street, which would be open or filtered by vegetation, depending on the property. On completion of construction, the effect on views from these properties would reduce. Establishment of shrub vegetation along the embankments of the new road bridge would help to blend it into the surrounding landscape, as well as filtering views of traffic travelling along it and reducing the impact of increased lighting. In addition, the bridge structure and vegetation along it would help to screen some of the Humber Oil Refinery building for those properties with the most direct views of the new road bridge from the west.</p>	N
Anonymous	A pedestrian access from the lay-by on the eastbound carriage way may help trade for the fish and chip shop opposite side of the road and of course pedestrian access the west side lay-by road best the fish and chip shop.	Y	To reduce the distance travelled to cross the bridge, steps up the embankment have been added on either side of the road, which connect the footway alongside the A160 on the north side, and the Humber Road on the south side. Consideration will be given on any further preventative measures that could be introduced to discourage direct crossing of the A160 on foot.	N

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Eastfield Road)	Will there be a staircase from A160 up to Town Street Road bridge so that pedestrians do not have to walk up/down the bridge ramps off town Street.	Y	To reduce the distance travelled to cross the bridge, steps up the embankment have been added on either side of the road, which connect the footway alongside the A160 on the north side, and the Humber Road on the south side. Consideration will be given on any further preventative measures that could be introduced to discourage direct crossing of the A160 on foot.	Y
Community Member (Golygfa'r, Dyffryn)	Not relevant to me but should improve local facility	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Town Street)	This would become the main access to and from the north side of the village making Town Street south a rat run for vehicles and not suitable for large amounts of traffic.	N	It is considered unlikely that drivers would seek to use Town Street (south), the new bridge and South Killingholme as a cut through, as the distance travelled would exceed the distance travelled by using the new Habrough Roundabout. A 30mph speed restriction would be imposed on the bridge, through South Killingholme and along Greengate Lane, which would also increase the journey time. As Habrough Road roundabout has been designed to have a greater capacity, the amount of congestion will be reduced resulting less queuing traffic, and therefore a reduced desire to use other routes. The existing weight restriction that currently is in place on Town Street north and south of the A160 would be extended to cover the new Town Street overpass, Greengate lane and Top Road links. This would assist in reducing the likelihood that HGV traffic would enter the village.	N
Community Member (Stable Road)	This is not going to alter amount of traffic using the A160. Killingholme residents will suffer more from future increase in traffic.	N	Alternative options have been considered for the project and consulted on previously leading to the announcement of a preferred route which is similar in principle to the current design proposals. The preferred route was developed based on the feedback received during the earlier consultation on options. Whilst it is acknowledged that impacts will occur within South Killingholme associated with the trunk road, the scope of the A160/A180 project is to improve the existing route between Brocklesby Interchange and the access to the Port of Immingham. The project design seeks to utilise the existing infrastructure where possible.	N
Immingham Storage Co. Ltd	Exit filter to Town Street is often used by HGVs as a stop to call at local chippie. Provide lay-by (in order to maintain local business)	Y	HGV parking in the A160 westbound deceleration lane is recognised as an existing problem. This layout is however designed in accordance with current published standards, and so is proposed to be retained as part of the project. Appropriate signage and lining will be considered to deter HGVs from parking in the deceleration lane. The inclusion of a lay-by on the A160 westbound carriageway is not feasible; however the design proposes to retain the existing A160 eastbound lay-by at Town Street, along with the addition of steps up the embankment of the new overbridge to facilitate easy access to both sides of the A160.	Y
Community Member (Pilgrim Avenue)	This will make it much safer for people crossing this road, as in the years I have lived here a few tragedies have occurred.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Vicarage Lane)	A much safer means of travelling between the two halves of Killingholme, not having to directly cross the two lanes of the A160	N	Thank you for your response. Your comment has been noted.	Y

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Staple Road)	Fantastic as can still access village when travelling from Immingham but dangerous central reserve gap gone. Great for pedestrian access to both sides as my children often go see friends on the other side of the carriageway.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	as will link areas	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Guernsey Grove)	Eliminates a hazard of foot user and cars crossing between the two halves of Killingholme	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Hawkins Way)	There's been quite a few accidents over the years at this junction- so safety again is improved for traffic crossing but a footbridge should be built for pedestrians to cross	Y	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches.	Y
Community Member (Pelham Road)	Road safety/local knowledge - dangerous junction at present	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	A160 central reservation gap Phillips 66 to tanks should be closed - safety. Jet fuel station to improve its access, lorries park on inside lane of carriageway - safety	Y	An alternative proposal has since been developed at the entrance to the refinery which allows right turns in into the 11th Street access, but disallows right turns for A160 eastbound vehicles, and also the straight ahead movement which was deemed unsafe. The reconfiguration of this gap, as opposed to its full closure, is justified due to a lack of existing accidents in the area, and also its distance from any other areas of conflicting traffic and good forward visibility for drivers.	Y
Community Member (Front Street)	safe to cross road for local people	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Ulceby Grange)	Too costly for the benefits	N	Thank you for your response. Your comment has been noted.	N
Community Member (Alderney Way)	Gives safe access to both sides of the village	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Abbey Road)	Again road safety a very difficult junction at present to cross- judging speed etc.	N	Thank you for your response. Your comment has been noted.	Y

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Manby Road)	no comment	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Worsley Road)	In my opinion it would make for further access	N	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches.	Y
Community Member (Clyfton Crescent)	Two parts of village do require link road to shops etc.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (High Street)	Traffic lights would be a cheaper option. The bridge beams would be enormous - loss of village character	N	The provision of a signalised junction have been considered and discounted due to the distance to current signals at Eastfield Road Junction and therefore interrupt traffic flow along the length of the A160. The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. During construction, there would be views towards construction works for the new road bridge from properties along Town Street, which would be open or filtered by vegetation, depending on the property. On completion of construction, the effect on views from these properties would reduce. Establishment of shrub vegetation along the embankments of the new road bridge would help to blend it into the surrounding landscape, as well as filtering views of traffic travelling along it and reducing the impact of increased lighting. In addition, the bridge structure and vegetation along it would help to screen some of the oil refinery building for those properties with the most direct views of the new road bridge from the west.	N
Community Member (Killingholme Road)	But I do think pedestrian and cycle bridge is necessary	N	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment for able bodied pedestrians, and a maximum gradient of 5% on the overbridge approaches for all other non-motorised users.	Y
Community Member (Highfield Road)	It will keep the village united	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Chapel Road)	none	N	Thank you for your response. Your comment has been noted.	Y

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Clark Road)	Definitely not, what a waste of money and extra interference with the village. This needs a de-acceleration lane for this exit to the village	N	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment for able bodied pedestrians, and a maximum gradient of 5% on the overbridge approaches for all other non-motorised users. The A160 westbound deceleration lane on the approach to Town Street is designed in accordance with current published standards, and so is proposed to be retained as part of the project. A new deceleration lane will be provided to meet current standards on the A160 eastbound approach to Town Street.	N
Community Member (Church Lane)	Closure of X road good thing. Road bridge required to link South Killingholme(N) South Killingholme (S)=ok	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Copse Close)	If you take away the traffic lights at the current junction it will take away the "natural" breaks in the traffic which gives traffic from Habrough the chance to enter the roundabout and join the A160	N	It is proposed to retain the signals at Eastfield Road. It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. Repair works are planned, and traffic modelling work has confirmed that once this is undertaken, the traffic lights will operate successfully. The proposed Habrough Road Roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessment has confirmed that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	N
Community Member (St Andrews Way)	safety	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	This seems a great expense when just past the dog kennels on Habrough Road is an existing road that could be upgraded and traffic travel round. The closure of the gap is good.	N	Primitive Chapel Lane is not a continuous through route, and an upgrade to provide this would result in a long diversion, thereby failing to keep both sides of the village accessible.	N
Community Member (Abbots Way)	As an overbridge would be beneficial to ease having to wait at lights amongst heavy vehicles to cross A160 to visit local shops	N	Thank you for your response. Your comment has been noted.	Y
Community Member (College Road)	As above important to have a bridge due to linking areas Killingholme both for formers and villagers etc. Local accessibility.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Swales Road)	Seems a huge expense for little benefit.	N	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles.	N

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Anonymous	road safety	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Manby Road)	Often see school children trying to cross this busy road	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Advent Court)	closing of gaps in central reserve will improve road safety (pedestrian access removed)	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Baptist Chapel Lane)	This will cut off my access to the other side of the village with my horse as I will not feel secure riding over a very busy road with traffic running underneath. It will also increase the traffic coming across to the south side of the village.	Y	<p>The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment for able bodied pedestrians, and a maximum gradient of 5% on the overbridge approaches for all other non-motorised users. It is proposed to include high sided equestrian parapets to facilitate safe passage of equestrians over the bridge. Feedback from the consultation was that higher parapets were preferable to dismount blocks.</p> <p>It is not intended that the new Town Street Overbridge accommodates high traffic flows, rather it facilitates access to both sides of the village for non-motorised users and vehicles. Upgrades to local roads will be undertaken as necessary, including the realignment and carriageway reconfiguration of Town Street (south).</p>	N
Community Member (Abbey Road)	Feel that moving bridge further East may cause problems for residents and business on south side	N	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment for able bodied pedestrians, and a maximum gradient of 5% on the overbridge approaches for all other non-motorised users. Moving the junction further west would increase the gradient of the new road, making it less suitable for non-motorised users.	N
Community Member (Killingholme Road)	No views as not in our immediate vicinity.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (High Street)	I think it is necessary for access for residents to get from one side to the other.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Willow Close)	This should reduce potential for accidents when vehicles enter or leave South Killingholme across the existing dual carriageway	N	Thank you for your response. Your comment has been noted.	Y

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Woods Lane)	1) Already people in vans and cars drive down Woods Lane, not knowing it is a block end. 2) Dead end sign needed at start of Woods Lane.	N	Appropriate signage and lining will be considered at detailed design stage.	Y
Community Member (Front Street)	Road Safety	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Carr Road)	Just think a little OTT to link a village that realistically has been cut into two for years. A pedestrian bridge (yes) but traffic could go to roundabout and back like Ulceby residents will have to do to join A180	N	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles.	Y
Community Member (Brian Close)	This again I have some reservation - leaving Brian close to get to A180 would either have to go over bridge to opposite side A160 or travel along Greengate Lane - this would increase traffic on both routes - Greengate Lane and town street.	N	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both NMUs and vehicles. The closure of the central reserve gap is required to meet current design standards. Traffic flows are proposed to remain low on the local roads within South Killingholme as capacity will be increased and journey times reduced as a result of the improvements to the A160 and its junctions. North Lincolnshire Council are the local highway authority responsible for the local roads adjacent to the A160. They will review traffic patterns after road opening and consider appropriate mitigation measures as necessary.	Y
Community Member (Stansfield Gardens)	It will be a big safety improvement	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	no issues to this one	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	seems a bit extreme and costly	N	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles.	N
Community Member (Clyfton Crescent)	Safety	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	<i>As above [bearing in mind this country is asked to make savings this seems to be an unnecessary expense].</i>	N	An economic assessment has been undertaken which considers costs and benefits if the project is constructed compared to the existing situation. This assessment shows that constructing the project would deliver high value for money.	N
Community Member (Model Farm Lane)	Should improve local peoples quality of life i.e. environment	N	Thank you for your response. Your comment has been noted.	Y

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Wellington Close)	A very good safety element as long as centre barriers are closed off	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Kesteven Court)	not used - no comment	N	Thank you for your response. Your comment has been noted.	N/A
Community Member (Parks Close)	As above <i>[It will improve traffic flow and overall safety]</i>	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Lucas Court Healing)	As above <i>[safer road use]</i>	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Clyfton Crescent)	Will a bridge be high enough to allow very large equipment to be transported along the carriageway	N	The carriageway cross-section and headroom beneath the new overbridge are designed in accordance with applicable design standards, and will not permit abnormally high vehicles. The existing weight restriction applied to Town Street will also be applied to the new overbridge.	N/A
Anonymous	measures to stop HGVs entering village also using bridge as a short cut	N	The existing weight restriction applied to Town Street will also be applied to the new overbridge.	Y

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (St. Margarets Crescent)	This will be a BIG mistake the properties around the bridge will be unsellable. The outlook from the surrounding properties will be ruined. The echo of noise as vehicles go under the bridge will cause a sound pollution problem. The bridge on -over and under it will encourage vandalism and anti-social behaviour and graffiti and littering and potential danger of objects being dropped from the bridge onto passing vehicles. The bridge will be used as a race track by local youths who have those annoying noisy motocross style motorbikes. Also we believe that Eastfield Road, Faulding Way will be used by people more who want to by-pass the new Habrough roundabout, plus it is so so narrow around the lanes plus the wild life will be disturbed. Why cannot a light assisted crossing join both sides of the village?	Y	<p>The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. Steps have been provided up the western embankment slopes to assist able bodied pedestrian to cross the A160, but also to separate them from residences on Humber Road.</p> <p>During construction, there would be views towards construction works for the new road bridge from properties along Town Street, which would be open or filtered by vegetation, depending on the property. On completion of construction, the effect on views from these properties would reduce. Establishment of shrub vegetation along the embankments of the new road bridge would help to blend it into the surrounding landscape, as well as filtering views of traffic travelling along it and reducing the impact of increased lighting. In addition, the bridge structure and vegetation along it would help to screen some of the oil refinery building for those properties with the most direct views of the new road bridge.</p> <p>Noise assessment has been undertaken and has shown that any increases in noise will not be significant enough to require mitigation measures.</p> <p>Concerns have been raised regarding litter being left in the lay-by and in other areas. North Lincolnshire Council are responsible for local litter collection and have been made aware of this issue. The provision of a high sided equestrian parapet will go some way to discouraging antisocial behaviour in this location.</p> <p>It is considered that the reduced available visibility and relatively tight horizontal curvature will deter excessive vehicular speeds along the new link, particularly on the approaches to the bridge which are on an up gradient.</p> <p>The provision of a high capacity roundabout, in addition to improvements to Eastfield Road and Rosper Road would remove the desire for vehicles to leave the A160 to use local roads as alternative routes. It is considered that speed and weight restrictions on side roads would further deter vehicles from using these. North Lincolnshire Council are the local highway authority responsible for the local roads adjacent to the A160. They will review traffic patterns after road opening and consider appropriate mitigation measures as necessary.</p> <p>The provision of a signalised junction was considered at an early design stage, and discounted as it would be close to the traffic signals at Eastfield Road Junction and would interrupt traffic flow along the length of the A160.</p> <p>Impacts on nature conservation have been assessed in the Environmental Impact Assessment, and mitigation measures have been included in the project where necessary.</p>	N

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Greengate Lane)	By putting up a bridge you will create a rat run through South Killingholme people will use it to cut through the village and avoid the traffic at the roundabout. You don't need a bridge (apart from maybe a footbridge) See attached map. The traffic will still queue at the new roundabout. By putting in this bridge you give an easy "left turn/left turn" no waiting cut through to any / all the traffic heading out to East Halton, Goxhill, Barton and Barrow. You will turn our road into a rat run for people cutting through. I have a 9 year old son and cats and dogs, this will put them at risk.	N	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain easily accessible for both non-motorised users and vehicles. It is not considered that drivers would use Town Street (south), the new bridge and South Killingholme as a cut through, as the distance travelled would exceed the distance travelled by using the new roundabout. As the speed restrictions imposed on the bridge, through South Killingholme and along Greengate Lane (part) will be 30mph, this will also increase the journey time. As Habrough Road roundabout has been designed to have a greater capacity, the amount of congestion will be reduced resulting less queuing traffic, and therefore a reduced desire to use other routes.	N
Community Member (Front Street)	Safer than crossing dual carriageway at minute	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Front Street)	It must be a nightmare for Killingholme residents getting across such a busy dual carriageway (A160)	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Pilgrim Avenue)	The bridge is a very good idea though I am concerned about local morons dropping objects on the A160. I suggest CCTV is installed. Closing central reservation is a good idea, ignore opponents.	N	The provision of a high sided equestrian parapet will go some way to discouraging antisocial behaviour in this location.	Y
Community Member (Rosedale Station Road)	has no particular opinions	N	Thank you for your response. Your comment has been noted.	N/A
Community Member (St Crispins Close)	This road bridge will increase traffic at an already part of the village. Will it be for light vehicles or will the HGVs who access [Carnaby's] be able to use, this was not clear at meeting. In winter this will be an accident blackspot due to the village not being gritted.	N	Traffic flows are considered unlikely to increase significantly on Town Street as a result of the gap closure and new overpass construction. The existing weight restriction applied to Town Street will also be applied to the new overbridge; however this will exclude those using the bridge for access. The structure will be designed to cater for the maximum weight road vehicles.	N
Community Member (Cravens Lane)	However Eastfield road junction should become a roundabout. Traffic lights lead to large groups of lorries travelling in convoy causing congestion along route and onto A180	N	It is proposed to retain the signals at Eastfield Road. It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. Repair works are planned by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights will operate successfully.	Y

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (West End Road)	I think a link over the dual carriageway is essential to keep the two parts of village as one community	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Greenacres Station Road)	It is vital to consider wildlife especially migrating birds. Now slipped in the middle of the green bit on page 9 is noise and vibration. This cannot be lightly passed off on the roadside of possibly diverted traffic whilst work is being done. Local people are extremely concerned about this possibility	N	The environmental impact assessment for the project has included consideration of nature conservation, including surveys that were carried out in agreement with Natural England. Mitigation measures have been included in the project where necessary. Similarly, a noise impact assessment has been carried out. During construction a single lane in each direction will be available as a minimum on the A160 during peak periods. Short term closures of the A160 are likely to be required (e.g. to lift bridge beams into place), but these are planned to be at non-peak times such as weekends and evenings. Prolonged diversions of A160 traffic along the A1077 Ulceby Road are not planned.	Y
Community Member (Top Road)	Worried that the bridge may force more traffic into the village.	N	Traffic flows are considered unlikely to increase significantly on Town Street as a result of the gap closure and new overpass construction. The overpass is proposed to facilitate access to both sides of the village for non-motorised users and vehicles. It is not considered that drivers would use Town Street (south), the new bridge and South Killingholme as a cut through, as the distance travelled would exceed the distance travelled by using the new roundabout. As the speed restrictions imposed on the bridge, through South Killingholme and along Greengate Lane (part) will be 30mph, this will also increase the journey time. As Habrough Road roundabout has been designed to have a greater capacity, the amount of congestion will be reduced resulting less queuing traffic, and therefore a reduced desire to use other routes	N/A
Community Member (Church Lane)	Much safer for cars and pedestrians	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Woods Lane)	4. Would you be updating the width and footpaths between Road bridge and A160 (towards the dual carriageway) at present there is only one path on the opposite side (RH towards A160). 5. We have a problem already existing with lorries parking for the fish shop; they park in our run off and our run in to town street. Our view is blocked to the right and we have to often pull straight into the dual carriageway West. Could this be stopped? All of us have had near misses this is an ongoing major problem certain times of the day. i.e. after 4pm and before 9am it is sometimes difficult to access both West and East due to traffic volume. Especially lorries.	Y	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain easily accessible for both non-motorised users and vehicles. The overpass would have a continuous footway running along the eastern side of the new road on the inside of the bends. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches. The proposed steps would link to the proposed overbridge via footways along the eastern side of the existing Town Street on the north and south sides of the A160. It is proposed to realign Town Street south of the A160 to improve the standard of the cross-section and the visibility available from its junction with Woods Lane. Part of this improvement will see the introduction of a new footway which would be a minimum of 2m wide. HGV parking in the A160 westbound deceleration lane is recognised as an existing problem. This layout is however designed in accordance with current published standards, and so is proposed to be retained as part of the project. Appropriate signage and lining will be considered to deter HGVs from parking in the deceleration lane	Y

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Wellington Close)	I remain unconvinced of the need to close the control reservation crossing. As it is now policy then the proposed road bridge is the only viable alternative to maintain the integrity of the village.	N	Thank you for your response. Your comment has been noted.	N/A
Community Member (Ronan Chase)	safety issues	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Ensure road surface is horse friendly as this will now be main route between the villages.	Y	Road surfacing is still to be determined. An equestrian parapet is to be placed on the bridge which will allow mounted horses to cross.	Y
Community Member (Mill Lane)	Hugely disappointed that the dualling of the A160 Humber Road doesn't extend to the West Gate of Immingham docks. This could be included within the gyratory system. Can the Highways Agency work together with North and North East Lincolnshire Councils and make sure there is good cycling provision from South Killingholme and Immingham. There is currently rarely used foot-path following the north side of A1173 Manby Road to the Manby Road/A160 Humber Road roundabout. This path could easily and cheaply be changed to a cycle route of one sort or another. However this still needs for cycling provision to be included in the A160 Humber Road / Rosper Road gyratory system and into Immingham docks. It would be even better if cycling provision could be included alongside the A160 Humber Road so that people working on Immingham docks and North Killingholme Haven could cycle to work safely. Considering the numbers of HGVs and left-hand drive vehicles, it is highly dangerous to cycle along the A160 to work. I'm sure that some form of simple cycling provision could be included for people workers from as far afield as Ulceby, Immingham and Habrough.	Y	<p>The dualling of this section of Humber Road is beyond the project extents. This section of the A160 is not part of the strategic road network and therefore falls under the responsibility of NLC. Any improvement would need to be promoted by NLC if required in future.</p> <p>Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.</p>	Y

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Greenbank Station Road)	Environmentally intrusive. Needs further value engineering exercise Severance overcome for greater journey length and time especially for pedestrians and cyclists who face a climb? Could the A160 be tunnelled along this section? Quality landscaping needed	N	<p>During construction, there would be views towards construction works for the new road bridge from properties along Town Street, which would be open or filtered by vegetation, depending on the property. On completion of construction, the effect on views from these properties would reduce. Establishment of shrub vegetation along the embankments of the new road bridge would help to blend it into the surrounding landscape, as well as filtering views of traffic travelling along it and reducing the impact of increased lighting. In addition, the bridge structure and vegetation along it would help to screen some of the oil refinery building for those properties with the most direct views of the new road bridge.</p> <p>An underpass in this location has been considered but discounted on engineering grounds. An underpass would be significantly more difficult to construct, and would therefore result in long periods of disruption on the highway network. Due to the level of the existing A160, an underpass would need to be significantly below sea level, thereby requiring pumping to drain the carriageway which would be an undesirable solution affecting the sustainability of the project as a whole. Concerns have been raised at consultation regarding anti-social behaviour in the area, which would be exacerbated by the inclusion of a secluded underpass.</p> <p>Landscape planting has been included in the environmental masterplan for the project, and has been developed through liaison with both local authorities.</p>	N
Anonymous	Safer as all turns when leaving or joining A160 is to the left and closed gap means no traffic will be turning right. Bridge joins two halves of South Killingholme without needing to make staggered crossing of A160. Not so easy for eastbound traffic to access chip shop.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Southfield Mill Lane)	Any traffic (and pedestrians) not crossing a dual carriageway is a brilliant idea.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Newmarket Lodge)	Again it's all about safety. Keep the big lorries away from residential houses and keeps locals safe on the road.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (St. Margarets Crescent)	As above this is a very expensive project when the problem could be solved easily another way. The bridge will be too close to residents living in North and South Killingholme. This will create problems such as vibration and constructional damage to the properties. Anti-social behaviour on and around the footpath on the bridge and a possibility of objects being dropped/thrown at passing vehicles as has been experienced in other areas of North East Lincolnshire when a bridge has been put over a road.	Y	<p>During construction, there would be views towards construction works for the new road bridge from properties along Town Street, which would be open or filtered by vegetation, depending on the property. On completion of construction, the effect on views from these properties would reduce. Establishment of shrub vegetation along the embankments of the new road bridge would help to blend it into the surrounding landscape, as well as filtering views of traffic travelling along it and reducing the impact of increased lighting. In addition, the bridge structure and vegetation along it would help to screen some of the Humber Oil Refinery for those properties with the most direct views of the new road bridge.</p> <p>The provision of a high sided equestrian parapet and street lighting will go some way to discouraging antisocial behaviour in this location.</p>	N

Area 3: Town Street Rd Bridge				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Kings Road)	This will make the area much safer.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Top Road)	Again signage so that HGV's do not use to enter village.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Woods Lane)	My elderly neighbour who can just about walk to the post office would not be able to walk the gradient or length of the Road bridge. My Conclusion - although recognising the need to update A160 I am concerned about the exit of the road bridge on the South side of S Killingholme and as a resident of Woods Lane the exit for us. Obviously if this project goes ahead our side of the village will become far busier also our view to the right when exiting Woods lane is already dangerous. Our lane is single traffic road and we sometimes have to reverse out onto Town Street	Y	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches. The proposed steps link to the proposed overbridge via footways along the eastern side of the existing Town Street on the north and south sides of the A160. The existing Woods Lane Junction has sub-standard visibility to the right. In the existing situation, visibility is restricted by a hedge at the back of the adjacent verge. It is proposed to realign Town Street south of the A160 to improve the standard of the cross-section and the visibility available from its junction with Woods Lane. Part of this improvement will see the introduction of a new footway which would be a minimum of 2m wide. This improvement would move the Give Way line of Woods Lane Junction eastwards, improving the visibility to the right, because it allows a driver to see further past the hedge that is restricting the view	Y
Community Member (Woods Lane)	These are my concerns- 1. The junction on the S side of the village, what sort of junction would it be, would you put in any traffic control y/n. 2. I live in Woods lane directly opposite new junction and we already have a problem with traffic from the right, our corner is blind. Solution could a mirror be put up y/n. 3. I assume there would be no weight restrictions on Road bridge due to buses. Service vehicles and Mr Carnaby's plant hire needing Y/N access. Access if no weight limit would articulate vehicles use it and turn left or right at Town St/Woods Lane. y/n.	Y	1) The proposed junction layout is an upgrade of the existing T-junction, including a channelising island to improve road user safety. The junction will not be signal controlled. 2) The existing visibility problem is recognised, and as a result the visibility from Woods Lane will be significantly improved following the realignment of the proposed Town Street. This proposal has been developed through consultation with North Lincolnshire Council, the local highways authority. 3) A weight restriction is proposed on the overpass as per the existing situation along Town Street north and south of the A160. This has been introduced for environmental reasons and prohibits use of these roads by vehicles over 7.5T except for those looking to access property or businesses directly from them. Therefore, no restrictions on access for bus services and for Mr Carnaby's plant for example would be introduced as a result of the A160/A180 project.	Y
Community Member (Wellington Close)	TOWN STREET PLAN -1. Removal of Eastbound Lane lay-by good thing this, the parked lorries have resulted in a dirty litter strewn area.2. The deceleration lane on the West lane is constantly blocked by parked HGVs. This lane will become much busier and more dangerous. There has never been adequate law enforcement much and this will become critical.	Y	The design proposes to retain the existing A160 eastbound lay-by at Town Street. A review of accident data in this location has confirmed that retaining it would not be a concern in terms of user safety. The area has a high percentage of HGV traffic and also suffers from illegal HGV parking. It is considered that removing this well used facility would exacerbate this existing problem. Concerns have previously been raised regarding litter being left in the lay-by. North Lincolnshire Council are aware of this and will seek to implement measures to ensure it remains well maintained. HGV parking in the A160 westbound deceleration lane is recognised as an existing problem. This layout is however designed in accordance with current published standards, and so is proposed to be retained as part of the project. Appropriate signage and lining will be considered to deter HGVs from parking in the deceleration lane	Y

Area 3: Town Street Rd Bridge				
Other Consultees				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Humberside Police, Operations Branch	Current limitations of the junction Eastfield Road with the A160, where the traffic light system currently allows vehicles to stack on Eastfield road, encouraging the use of 'rat runs' or shortcuts in the area. We highlight this to you as the junction is not altered under the proposals and a review of the working / phasing of the traffic lights at this junction this would further address public concerns and increase public safety.	N	<p>Meetings have been held with Humberside Police to discuss potential measures. It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. Repair works are planned by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights will operate successfully.</p> <p>A proposal is also being considered regarding signalling and non-motorised user crossing facilities in this location, which will be investigated further at detailed design stage.</p>	N/A

Area 4: Manby Road Roundabout and Rosper Road

Area 4: Manby Road Roundabout and Rosper Road				
Section 42 – Prescribed Consultees				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Natural England (Hornbeam House)	The roundabout works at Manby Road and Rosper Road will be in close proximity to the Rosper Road Pools Local Wildlife Site. The Assessment should include proposals for mitigation of any impacts and if appropriate, compensation measures.	Y	The A160/A180 project team have held direct discussions with Natural England since the consultation response was received, through Natural England's discretionary advice service. This response has been discussed and any further advice has been taken on board.	N/A

Area 4: Manby Road Roundabout and Rosper Road				
Section 42 – Local Authorities				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
North Lincolnshire Council (Ashby Road)	Eastfield Rd - "issues of congestion where it joins the A160, particularly at shift change from both refineries and also the Rosper Road junction with regards to our aspirations for dualling once funding becomes available."	Y	Ongoing regular liaison has been undertaken between the A160/A180 project team and North Lincolnshire Council. The issue of capacity at Eastfield Road has been discussed and considered by both parties. It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. Repair works are planned by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights should operate successfully. The compatibility of the Rosper Road Gyratory layout with a potential improvement to Rosper Road further north has also been considered and details shared with the local authority.	N/A

Area 4: Manby Road Roundabout and Rosper Road

Section 42 – Land Interests

Consultee / Organisation	Comments	Change to Proposal	Response to comments	Agreement with proposals in this area (Y/N)
Land Interest (Phillips 66)	This particular design does have a significant impact on the ability for P66 to utilise all its land to the east of the railway. Potential projects have been considered and are being considered that use the majority of the land south of the Power Station, and this may limit the expansion prospects for the refinery and power station.	N	Ongoing engagement is being held with Phillips 66 to ensure that the design and land implications are understood and mitigated as far as practicable within the design.	Y
Land Interest (School Road)	There aren't many delays there now and the ones that do occur will not be changed by these proposals (apart from light traffic from Rosper Road going to A160).	N	<p>The proposed roundabout with dual lane entry and exit to docks will provide more capacity and safer access to the docks and traffic using Rosper Road, which is a key access route to Humber Sea Terminal.</p> <p>Our ongoing engagement with North Lincolnshire Council, who are the local highway authority has established an aspiration to consider upgrading Rosper Road in future. Provision of the gyratory in its proposed form would be more compatible with this potential future improvement project.</p> <p>Assessment work using forecast traffic flows has confirmed that the proposed project will not suffer from congestion in 2031 (15 years from opening). This assessment work has encompassed all approaches to Manby Roundabout.</p>	N
Land Interest (Phillips 66)	<p>11th Street access [alternative access for coke haulage HGVs]. With the closure of the 11th Street central reservation and without the alternative access the HGVs hauling coke will need to travel all the way to the new Habrough roundabout and return to the refinery via the eastbound carriageway thereby increasing vehicle movements on the network and increasing our costs significantly as the coke movements are a 24 / 7 / 365 operation.</p> <p>The Eastfield road traffic lights require reviewing as at peak times there are considerable delays to vehicles heading south on Eastfield Road despite there being software installed to alter the phasing of the lights according to demand. [...] this causes a considerable back up of vehicles despite only light traffic on the A160.</p> <p>We require an access to be provided to the P66 land to the west of the gyratory.</p>	Y	<p>The A160 / A180 Project Team have continued to engage with Phillips 66 on a series of topics both within and outside formal consultation periods. We have acknowledged the feedback received on the 11th Street access junction and now propose to restrict movements across the central reserve to allow only right turns into the northern refinery site from the A160 westbound carriageway. Design options have been shared and further amendments are being implemented to consider how occasional access for abnormal loads would be managed.</p> <p>The issue of capacity at Eastfield Road has been discussed with North Lincolnshire Council. It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. Repair works to the north and south sides of the junction are planned by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights should operate successfully.</p> <p>An access to the land within the gyratory is now proposed to the north of the current access to the fire station. This will permit only right in and right out movements as joining a single direction road. This access proposal has been developed through consultation with North Lincolnshire Council as the local highway authority for Rosper Road.</p>	Y
Humberside Fire and Rescue	The proposed circulatory system at the western entrance to Immingham Docks redirects inbound 'dock traffic' along Rosper Road directly in front of H32, Immingham West Fire Station and will have some effect upon emergency access to the road network for responding fire appliances.	N	Meetings have been held with Humberside Fire and Rescue to better understand their requirements regarding access and egress to the fire station in an emergency. These are being considered and an access proposal will be determined and agreed with Humberside Fire and Rescue and the local highway authority through ongoing engagement.	Y

Area 4: Manby Road Roundabout and Rosper Road

Section 47 – Local Community

Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Church Lane)	Local knowledge and expect to see lighting at this interchange	N	It is proposed to introduce street lighting for the new elements of the gyratory and retain existing lighting on the existing sections of the A160, Humber Road, Manby Road and Manby Roundabout.	Y
Community Member (Garden Village)	There is a lot of traffic to and from the refinery along top road North Killingholme. Will traffic to the refinery be made to use Rosper Road? It's hell getting in and out of Garden Village and North Killingholme at peak shift change overs.	N	Access must be retained from the A160 up Top Road and East Halton Road for HGVs to serve the Lancaster Approach Industrial Estate. An existing weight restriction is in place on Top Road to disallow HGVs making this movement except for access to Lancaster Approach, therefore directing HGVs wishing to enter the refinery along Eastfield Road and Rosper Road. It is considered that improvements to signals at Eastfield Road and the installation of the gyratory carriageway at Rosper Road would reduce the likelihood of HGVs making the disallowed movement from the A160 to Top Road.	N/A
Community Member (Newark Walk)	The road design looks well designed and will reduce traffic congestion massively after work (4-6pm). This area is heavily congested by both cars and HGVs	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	The section at point F needs a greater radius when joining Rosper Road	N	The vehicles turning right at node F. on the consultation leaflet do not have priority over the vehicles travelling down Rosper Road as this is a free flow merge onto Rosper road. This means that vehicles travelling along Rosper Road will be in the nearside lane and the vehicles merging onto Rosper Road from the new link will join in the offside lane. The vehicles will then change lanes as required and either turn right or left at the junction.	N
Community Member (Advent Court)	Ex Lorry driver from Docks	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Need to ensure proposed work is done in a structured, staged way to maintain access / traffic flow.	N	The construction work will be planned and undertaken so as to maximise network capacity as far as practicable. During construction a single lane in each direction will be available on the A160 throughout peak times.	Y
Community Member (Magnolia Rise)	Your development proposal is not going to improve the final access to the docks and Rosper carries more lorries and dock traffic (car and commercial) than it can cope with? Why no upgrade? This traffic congestion on Rosper Road AM and PM rush hour is at danger level. Rosper road will need continuous repairs	N	The introduction of the gyratory system would significantly improve traffic capacity at the Rosper Road / Humber Road junction and the Manby Roundabout. The sections of road noted are part of North Lincolnshire Council's network. Any improvements are considered to be beyond the scope of the A160/A180 Project and would need to be promoted by the local authority in future. The local authority has aspirations to improve Rosper Road. It is however not a committed project at this time.	N

Area 4: Manby Road Roundabout and Rosper Road

Section 47 – Local Community

Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Alderney Way)	Why go to the expense of building another rail bridge - as there is plenty of space at the current Rosper Road Junction to construct a large enough roundabout. Whilst I appreciate Rosper Road and Chase Hill Road have not been included in this project - Why not? These roads are worn out and are busier than ever with HST, car terminals and refinery traffic.	N	The introduction of the gyratory system would significantly improve traffic capacity at the Rosper Road / Humber Road junction and the Manby Roundabout. Construction of a new bridge below the railway is required in order to construct the gyratory. The sections of road noted are part of North Lincolnshire Council's network. Any improvements are considered to be beyond the scope of the A160/A180 Project and would need to be promoted by the local authority in future. The local authority has aspirations to improve Rosper Road. It is however not a committed project at this time.	N
Community Member (St Andrews Way)	I think a roundabout is a good idea as it's such a busy road.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Town Street)	Not required if the road was redirected as in area 2.	N	The scope of the A160/A180 project has been developed from initial options which were refined and those considered feasible were consulted upon in 2009. This led to the announcement of a preferred route in March 2010. The most recent consultation exercise was undertaken to present the design developments undertaken on the preferred route and seek feedback. Therefore, as this alternative would differ significantly from the design being consulted on, it is considered to be out of the scope of the project, and therefore has not been considered further. Should this proposal be developed in future, this would be promoted by the relevant local authority as this would be unlikely to fall within the strategic road network operated by the Highways Agency.	N
Community Member Immingham Storage Co. Ltd	Require clarity of vehicle flow at F. With traffic from A160 have right turn priority at this will be busy junction at peak times and traffic could quickly build back to roundabout.	N	The vehicles turning right at node F as shown on the consultation leaflet do not have priority over the vehicles travelling down Rosper Road as this is a free flow merge onto Rosper road. This means that vehicles travelling along Rosper Road will be in the nearside lane and the vehicles merging onto Rosper Road from the new link will join in the offside lane. The vehicles will then change lanes as required and either turn right or left at the junction.	Y
Community Member (Pilgrim Avenue)	This will speed the flow of traffic from the docks and hopefully remove the traffic jams that occur daily	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Vicarage Lane)	It doesn't much matter on this junction, the alternatives seem to be minor ones	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Muirfield Croft)	will give people work and cut down on the trucks coming into Immingham town	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Staple Road)	No particular comment to make really as its used commercially although any changes that help improve traffic flow round here is great.	N	Thank you for your response. Your comment has been noted.	Y

Area 4: Manby Road Roundabout and Rosper Road

Section 47 – Local Community

Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Anonymous	Rarely use this junction but doesn't seem to be an issue	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Guernsey Grove)	Improves the Rosper Road junction for turning traffic onto Humber Road.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Hawkins Way)	Not an area I use but if it improves traffic flow from and to the docks it can only be good	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Pelham Road)	Gyratory system will allow Rosper Road traffic to merge easier	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Without this new section and rail bridge the scheme is virtually pointless. Close the Manby Road dual carriageway gap at Calor - safety-extend dual carriageway up to A180 junction if possible.		The sections of road noted are part of North East Lincolnshire Council's network. Any improvements are considered to be beyond the scope of the A160/A180 Project and would need to be promoted by the local authority in future.	Y
Community Member (Front Street)	better flow of traffic	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	will enable the flow of traffic	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Alderney Way)	improve traffic flow	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Manby Road)	This junction is very busy and needs addressing	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Worsley Road)	Good idea works for progress	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Spinney Close)	About time	N	Thank you for your response. Your comment has been noted.	Y

Area 4: Manby Road Roundabout and Rosper Road

Section 47 – Local Community

Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Clyfton Crescent)	If it improves approach and exit may require looking at later	N	Thank you for your response. Your comment has been noted.	Y
Community Member (High Street)	Lane changing for dock bound traffic may cause problems	N	The vehicles turning right at node F as shown on the consultation leaflet do not have priority over the vehicles travelling down Rosper Road as this is a free flow merge onto Rosper Road. This means that vehicles travelling along Rosper Road will be in the nearside lane and the vehicles merging onto Rosper Road from the new link will join in the offside lane. The vehicles will then change lanes as required and either turn right or left at the junction.	Y
Community Member (Highfield Road)	Dual entry and exit from the docks is good and I hope that the Manby Road entrance/exit will cope once the slip road past Immingham to Little London crossing is built	N	Assessment work using forecast traffic flows has shown that the proposed project should not suffer from congestion in 2031 (15 years from opening). This assessment work has encompassed all approaches to Manby Roundabout.	Y
Community Member (Kinloch Way)	Great idea but how dangerous it is for cyclists do you realise how many cyclists use this road and also how dangerous it is, please cycle down Manby Road around the roundabout to the dock entrance. You will then realise how busy this is-please make provisions for cyclists. Once you have seen for yourself what it is like you would make arrangements to help the cyclist out.	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	N
Community Member (Chapel Road)	None	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Church Lane)	looks ok on plan	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	The docks have access from the SE direction the other side of Immingham so high sided vehicles could exit through there. No need to add cost of another bridge.	N	The introduction of the gyratory system would significantly improve traffic capacity at the Rosper Road / Humber Road junction and the Manby Roundabout. Construction of a new bridge below the railway is required in order to construct the gyratory.	N
Community Member (Abbots Way)	Do not personally use this junction but the proposed changes look very logical and would surely be of benefit to the Immingham port.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (College Road)	Due to amount of traffic using this road.	N	Thank you for your response. Your comment has been noted.	Y

Area 4: Manby Road Roundabout and Rosper Road

Section 47 – Local Community

Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Anonymous	Road safety	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Advent Court)	Closing of central reserve will improve road safety.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Chapel Lane)	I think that all that will happen is the traffic will get to this bottle neck quicker. At certain times of day you cannot enter the roundabout from A160 because of the volume of traffic coming from the A1173	N	The introduction of the gyratory system would significantly improve traffic capacity at the Rosper Road / Humber Road junction and the Manby Roundabout. Construction of a new bridge below the railway is required in order to construct the gyratory. Assessment work using forecast traffic flows indicates that the proposed project will not suffer from congestion in 2031 (15 years from opening). This assessment work has encompassed all approaches to Manby Roundabout.	N
Community Member (Abbey Road)	Road safety should be improved	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Killingholme Road)	no views	N	Thank you for your response. Your comment has been noted.	Y
Community Member (High Street)	I think it is a good improvement	N	Thank you for your response. Your comment has been noted.	
Anonymous	Although I ticked yes- I am not wholly convinced that the new system will be followed and understand by all road users. Will the existing junction at Rosper Road be clearly marked as "No entry" from Immingham dock	Y	Clear signage and appropriate lane markings will be implemented at detailed design stage to ensure that the new gyratory system is clearly understood and adhered to.	Y
Community Member (Carr Road)	Will be a lot better for increased traffic flows from docks etc. safer too to keep foreign drivers on the right side.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Bowman Way)	N/A I'm sure fire station access has been factored.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Brian Close)	With the high volume of heavy and foreign traffic to and from the docks this area does need to be re-organised.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Will make it much easier for traffic exiting Rosper Road at busy times.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	will improve traffic flow from Rosper Road	N	Thank you for your response. Your comment has been noted.	Y

Area 4: Manby Road Roundabout and Rosper Road

Section 47 – Local Community

Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Anonymous	but don't really ever use this part of road	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Clyfton Crescent)	Safety	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	<i>As above [bearing in mind this country is asked to make savings this seems to be an unnecessary expense].</i>	N	An economic assessment has been undertaken which considers costs and benefits if the project is constructed compared to the existing situation. This assessment shows that constructing the project would deliver high value for money.	N
Community Member (Farm Lane)	local knowledge	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Better and improved access to the port where traffic has increased over the years	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Kesteven Court)	not used to any extent	N	Thank you for your response. Your comment has been noted.	
Community Member (Parks Close)	<i>As above [It will improve traffic flow and overall safety]</i>	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Middlegate Close)	consider access priority from Humber sea terminal	N	Upgrading Rosper Road to a gyratory layout will allow for greater capacity, thereby reducing congestion to and from the port, and also assist in reducing the number of accidents by making it easier to use.	Y
Community Member (Clyfton Crescent)	sensible routing given the rail restrictions	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Cycle way along new stretch of road to link and by-pass Top Road as this will be high risk due to HGVs Top road has existing cycle track and it will be necessary to use the link road to be able to cross the new dual carriageway.	Y	<p>The design seeks to provide links between the adjacent local road network serving Ulceby Skitter, Habrough and North / South Killingholme. Access is also provided to Humber and Lindsey Oil Refineries along Eastfield Road via Staple Road in South Killingholme.</p> <p>Several of the existing footways are in poor condition and will be replaced.</p> <p>In order to provide a crossing point between Habrough Road and the old Top Road, a Toucan Crossing for use by cyclists and pedestrians will cross the A160 in the old Habrough Roundabout location. On the north side of the A160 the Toucan Crossing will join a combined cycleway/footway to link to School Road to the east and Ulceby Road to the west.</p> <p>To the south, there are currently no off carriageway facilities for non-motorised users along Habrough Road. Improvement to these local roads is beyond the scope of the project and would need to be considered by North Lincolnshire Council as the local highway authority in future if considered appropriate.</p>	Y

Area 4: Manby Road Roundabout and Rosper Road

Section 47 – Local Community

Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (St. Margarets Crescent)	Generally ok with proposal- seems a lot of money to spend on possible investment coming to the area but if the advantage is deemed viable then ok at least it isn't a residential area.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Greengate Lane)	no objections	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Front Street)	To ease congestion around the dock area	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Pilgrim Avenue)	The gyratory system looks a palaver for Eastbound traffic but I assume you have run computer simulations of traffic flow and found it to be the best solution.	N	Clear signage and appropriate lane markings will be implemented to ensure that the new gyratory system is clearly understood and adhered to. Assessment work has been undertaken and indicates that the introduction of two additional lanes within the proposed gyratory system eases traffic flows to an acceptable level in 2031 (15 years from opening).	Y
Community Member (Station Road)	no opinions	N	Thank you for your response. Your comment has been noted.	Y
Community Member (St Crispins Close)	Note "commerce ahead of residents" This development benefits business immensely but at the expense of local residents who live in the area. Noise, litter, lorries parking, speed, ability to get around the area quickly and more importantly children's ability to play.	N	Improved facilities for residents are included in the project, such as the toucan crossing and Town Street overbridge, both providing safer crossing points over the A160.	Y
Community Member (Station Road)	Only concerns are with the affect the road working may disturb wildlife across form the fire station.	N	Disturbance is not expected to be significant. We have engaged with the North East Lindsey Drainage Board and Lincolnshire Wildlife trust that both have an interest in managing the existing site in order to ensure that disturbance is minimised during the works and after the new road would open to traffic.	Y
Community Member (West End Road)	I think it is essential to have a good traffic flow at this junction for the benefit of the fire service.	N	Thank you for your response. Your comment has been noted.	Y

Area 4: Manby Road Roundabout and Rosper Road

Section 47 – Local Community

Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Station Road)	Noise- the volume of heavy lorries through the village of Ulceby whether it be day or night is constant and unbearable. You just cannot sleep! Vibration- the constant vibration from such heavy lorries really does damage the properties. The windows chatter with the vibration of lorries building up speed. Also in the past diverted lorries coming through for days have damaged the road surfaces and thereby causing lorries come to within 3ft of house walls.	N	Ulceby Road is required to be used as a signed diversion route in the event that the A180 is closed for maintenance or if an accident occurs. The improvements to the A160 as part of the project, particularly the improvement of Brocklesby Interchange and removal of Ulceby Road Junction would significantly reduce the likelihood of incidents on the A160 causing traffic to use alternative routes via local roads. Furthermore, the proposal to widen the A160 to dual carriageway would increase the resilience of the network, meaning that traffic is more likely to be able to flow on the A160 in an incident or during maintenance works on the A160. This would also ensure that access for emergency services is improved to reduce the time it would take to react to an incident and restore full capacity to the road. The A160 project would improve traffic flows and reduce journey times on the A160, therefore reducing the desire for Ulceby Road to be used as an alternative route linking A180 and A160. The forecast traffic flows along Ulceby Road are estimated to remain similar to if the project were not to be built, therefore this issue is not considered to be worsened by this project. Ulceby Road is part of the local road network maintained by North Lincolnshire Council, who are seeking to better understand the issue through traffic surveys to consider where improvements could be made, such as speed restrictions, etc.	Y
Community Member (Wellington Close)	Seems to be a logical plan	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Station Road)	Seems sensible way of dealing with traffic and keeps roads space to a minimum.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Safer layout making best use if existing road under railway which should make the new bridge more cost effective	N	Thank you for your response. Your comment has been noted.	Y
Community Member (Mill Lane)	Another major bottle neck will be eliminated by getting rid of the junction between Rosper road and the dock approach road. There may be a case for temporary traffic lights though just for shift change/rush hour traffic as they seem to merge together after 4pm.	N	Thank you for your response. Your comment has been noted.	Y
Anonymous	Traffic safe.	N	Thank you for your response. Your comment has been noted.	Y
Community Member (St. Margarets Crescent)	Open minded about this as not enough knowledge to make a considered opinion	N	Thank you for your response. Your comment has been noted.	N

Area 4: Manby Road Roundabout and Rosper Road

Section 47 – Local Community

Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
Community Member (Top Road)	Main thing for me is to stop HGV traffic entering Top Road via the new Greengate Road, so that they do not park overnight and also do not enter and pop into the shop. Also the screening to reduce noise. Quicker this scheme goes ahead the better	N	The existing weight limits currently on Top Road / East Halton Road will be extended to include the new Top Road link and Greengate Lane link into South Killingholme.	Y

Area 4: Manby Road Roundabout and Rosper Road

Other Consultees

Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	Agreement with proposals in this area (Y/N)
VOSA	Propose that there should be raised observation platforms for Police/VOSA/and HA vehicles on the A160 close to the Manby road roundabout on the A180 bound carriageway.	Y	This has not been incorporated into the design as a safe location has not been identified.	N

Other Comments

Other Comments			
Section 42 – Prescribed Consultees			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
Health & Safety Executive, HID Policy - Land Use Planning	HSE provided recommendations regarding pipelines restrictions and the consideration of liaison with pipeline operators.	Y	The A160/A180 project team have held engaged all major utility providers as part of the development of the project, including National Grid (Gas), E.on and Vitol Power Immingham (formerly Phillips 66) all of which operate high pressure gas pipelines which would be crossed by the new road layout in the area where the existing A160 would be widened to dual carriageway. Separate studies are being undertaken to determine the works required to each pipeline by the utility companies, commissioned by the Highways Agency.
Anglian Water	Anglian Water provided information and advice regarding important water, wastewater and public sewers infrastructure within the development site to be considered as part of the proposal. Anglian water also recommended undertaking an investigation of the proposed working area to establish whether any unmapped public or private sewers and lateral drains are in existence.	Y	Searches have been undertaken which have identified these services within the project extents, and they have subsequently been considered within the design proposals. Anglian Water have been engaged with respect to likely engineering works as part of the project associated with their infrastructure.
Natural England Hornbeam House	Natural England provided advice on biodiversity, landscape, access and recreation, land and air quality in the area.	N	The A160/A180 project team have held direct discussions with Natural England since the consultation response was received, through Natural England's discretionary advice service. This response has been discussed and any further advice has been taken on board. N/A
National Grid (Land and Development)	National Grid provided comment on National Grid Electricity Transmission overhead transmission lines in the area as well as gas transmission and distribution. National Grid also provided advice on Abnormal Indivisible Load routes.	Y	Searches have been undertaken which have identified National Grid have equipment within the project extents, and they have subsequently been considered within the design proposals. Separate studies are being undertaken to determine the works required to each pipeline by the utility companies, commissioned by the Highways Agency. Information has also been exchanged between National Grid (Electricity Transmission) and the A160/A180 project team, in order to confirm that the proposed road embankments as part of the proposed Brocklesby Interchange would allow adequate clearance to the high voltage overhead lines. A drawing sent to National Grid which overlays cross section of the proposed slip road surface levels as well as the overhead line levels. This demonstrates that the road levels are acceptable and outside the restricted zone below the overhead power lines. The remaining, more detailed comments raised by National Grid will be dealt with through ongoing liaison as the project progresses.
The Coal Authority	Having reviewed your consultation document, I can confirm that the proposed development is located outside of the defined coalfield. As such, The Coal Authority does not wish to make any specific comments on your development proposals.	N	Thank you for your response. Your comment has been noted.

Other Comments			
Section 42 – Prescribed Consultees			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
English Heritage	English Heritage have been involved in the development of the proposals since 2008, where we responded to proposed route options for improvements here. At this time we highlighted the impact of the proposed route along Top Road, due to impacts on the setting of heritage assets and suggested that access should be achieved via Eastfield and Rosper Road to avoid this. More recently, we have provided comment on the EIA Scoping report, with specific regard to cultural heritage and landscape topics. We note the content of the current consultation which identifies the preferred proposals for the route along Top Road. Please note that there is likely to be impact here on the setting of heritage assets, and we refer back to our comments made in 2008. We look forward to reviewing the contents of the Environmental Report in due course, which will contain a detailed assessment of identified assets and impacts of the proposals on their significance.	N	The assessment is now complete and will be available in the Environmental Statement.
Environment Agency	We note that the information on which you are consulting is the same as that previously received for consultation from the Planning Inspectorate, i.e. Environmental Impact Assessment (EIA) Scoping Report, OD/002 January 2013. I can, therefore, confirm that we have no further comments to add to those made to the Planning Inspectorate in our letter of 27 February 2013 on this information and I attach a copy of our response to them (see Appendix A) for completeness. We appreciate there is no statutory requirement for you to carry out any further consultation on the final Environmental Statement prior to submitting your application for examination. However, we would strongly recommend that this is undertaken in order to give us the opportunity to resolve any outstanding issue prior to the commencement of the examination.	N	The Environment Agency have been engaged regularly during the pre-application stage. This will continue as the project progresses. The Environment Agency have been contacted to consider whether they may have specific requirements to be included within the Development Consent Order.
SSE	Scottish and Southern Energy do not have any network records within your requested area.	N	Thank you for your response. Your comment has been noted.

Other Comments			
Section 42 – Prescribed Consultees			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
Anglian Water	<p>Anglian Water welcomes the opportunity for consultation with developers at the very early stages of projects that may affect our infrastructure or require water supply or wastewater service. Early pre-application consultation provides the best possible chance of establishing working together and opportunity for highlighting possible constraints that need addressing and attempts to negotiate points of issue. At this time, Anglian Water may be able to offer advice on mitigating the impacts of the project as it is developing. Once an application is made, a strict timetable is laid down that may restrict the opportunity for negotiation and agreement resulting in the best possible outcome for all parties.</p>	Y	<p>Searches have been undertaken which have identified these services within the project extents, and they have subsequently been considered within the design proposals.</p>
Home and Communities Agency	<p>The agency supports the objectives of the application in general terms, but does not have any specific representations to make in this case.</p>	N	<p>Thank you for your response. Your comment has been noted.</p>

Other Comments				
Section 42 – Local Authorities				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
East Lindsey District Council	I can advise that this council has no comments to make at this stage other than to welcome in principle the improvements to be made to what is an important import / export route for local businesses and produce and hence the local economy.	N	Thank you for your response. Your comment has been noted.	
North Lincolnshire Council	North Lincolnshire Council provided their strong support for the proposal in that <i>'the South Humber Gateway is a central part of the Core Strategy for North Lincolnshire and the improvements to the A160 is vital in making sure this happens'</i> . Some detailed comments were also noted in relation to the scoping of the environmental impact assessment.	Y	The Highways Agency have continued to liaise with NLC as the project has progressed through technical meetings and a bi-monthly liaison meeting, which also includes representatives from North East Lincolnshire Council. Comments received at the Environmental Impact Assessment scoping stage have been addressed in the EIA. The approach to our ecological surveys has been agreed with Natural England, and we are applying for the appropriate letters of comfort in relation to protected species licences. Biodiversity enhancements cannot be justified as part of this project, as the justification for land-take has to be based on need. A screening assessment for the effects on European sites has been prepared and submitted to Natural England for acceptance. It is proposed that the areas of new road to be lit will largely replicate the areas that are currently lit.	
North East Lincolnshire Council	North East Lincolnshire Council noted their full support for the proposal. In relation to the highways matters, the Council highlighted the need to include in the forthcoming application full assessment of the details of the construction traffic in terms of routes, vehicle types, timings, alternative routes for traffic during the construction period and landscape provisions.	N	An assessment of the impact of construction is considered for each topic within the ES based on preliminary assumptions in relation to the likely construction phasing, work durations, traffic management and likely plant. Further details such as those noted are to be fully determined during detailed design and the proposed traffic management strategy would be agreed with the Local Authorities to ensure impacts on the local network are understood and considered acceptable. The Archaeologist and Historic Environment Record Officer for North East Lincolnshire Council has been consulted on the level and methodology for the heritage assessment in the EIA. Landscape planting at Brocklesby is part of the design, although it will not be pine woodland.	
Lincolnshire Council	As the scheme does not directly impact on this authority, I would not wish to comment on the details of the proposal since this is best left to those local residents, organisations and authorities more directly affected. However, the importance of the Port of Immingham to the local economy in the northern parts of this authority is well recognised, both in terms of employment opportunities at the port, and wider opportunities for local businesses. Hence, the objectives of the scheme in providing better access to the Port and the surrounding area in order to stimulate growth in the local economy are fully supported.	N	Thank you for your response. Your comment has been noted.	

Other Comments				
Section 42 – Local Authorities				
North Lincolnshire Council (Public Health)	Thank you for your letter dated 5th April 2013 regarding the above improvement project, North Lincolnshire Council has no objections to planning approval being granted.	N	Thank you for your response. Your comment has been noted.	
West Lindsey District Council	Thank you for your consultation regarding the A160/A180 Port of Immingham Improvement. I can confirm that West Lindsey District Council has no comments to make.	N	Thank you for your response. Your comment has been noted.	
East Riding of Yorkshire Council	I can confirm that the East Riding of Yorkshire Council do not wish to make any formal comments in response to the above highway improvements, we believe that due to the development being of a scale and nature requiring an Environmental Impact Assessment; any concerns with regards to the environment and wider traffic implications will be dealt with appropriately by the other statutory consultees involved.	N	Thank you for your response. Your comment has been noted.	

Other Comments				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	
Land Interest (South Killingholme)	I am concerned that the South part of South Killingholme from Eastfield Road to Faulding Lane will be used as more of a rat run than it is already. To block this road off after the last industrial block would prevent this and be of great comfort to the villagers.	N	The provision of a larger roundabout with greater capacity, in addition to improvements to Eastfield Road and Rosper Road would reduce the desire for vehicles to leave the A160 to use local roads. It is considered that speed and weight restrictions on side roads would further deter vehicles from using these. North Lincolnshire Council are responsible for the network of local roads adjacent to the A160. Traffic patterns will be reviewed following once the improvements to the A160 are completed and mitigation measures will be considered by North Lincolnshire Council where appropriate.	
Land Interest (School Road, South Killingholme)	This is a wrong scheme for South Killingholme and other villages in this area. We feel better routes are available for industry and future projects in this area.	N	Alternative options have been considered for the project and consulted on previously leading to the announcement of a preferred route which is similar in principle to the current design proposals. The preferred route was developed based on the feedback received during the earlier consultation on options. Whilst it is acknowledged that impacts will occur within South Killingholme associated with the trunk road, the scope of the A160/A180 project is to improve the existing route between Brocklesby Interchange and the access to the Port of Immingham. The project design seeks to utilise the existing infrastructure where possible.	

Other Comments				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	
Phillips 66	Phillips 66 provided some general comments, information the Highways Agency of a major shutdown in 2015 and the impact this would have on lane closures. Phillips 66 welcomed the opportunity for further discussion.	Y	The A160 / A180 Project Team have continued to engage with Phillips 66 on a series of topics both within and outside formal consultation periods. This will continue as the project develops to ensure disruption is kept to a minimum. The traffic management proposals are to retain a single lane in each direction on the A160 during peak periods. In response to other points raised, it is now proposed to partially close the central reserve gap west of Manby Roundabout and restrict this to only right turns crossing the central reserve from the A160 westbound towards the northern refinery site. Further, more detailed discussions with Phillips 66 are being held on the design of the layout, to ensure that restrictions are adhered to. It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. Repair works are planned by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights should operate successfully. As noted in other responses, it is proposed to retain the existing lay-by on the A160 on the eastbound carriageway close to Town Street. It was noted later by Phillips 66 that this forms part of their emergency management plan for major incidents at the refinery site.	
Phillips 66	Phillips 66 provided confirmation that they were in consultation with the Highways Agency and confirmed the key points of consideration, including level of cover from pipeline, traffic volume projections, construction schedules and design risk.	Y	Discussions with P66 (now Vitol Power Immingham in relation to the gas pipeline asset) are ongoing, and risk assessment work/feasibility studies are currently being undertaken to determine whether a diversion of the gas pipelines is necessary. Design information and forecast traffic data for the design year (2031) has been provided to facilitate this assessment.	
Network Rail	Network Rail confirmed that no objections were held to the proposal and stated a range of requirements to be met.	Y	The Highways Agency are currently engaging Network Rail under a Basic Asset Protection Agreement and are following Network Rail's internal approvals processes for the multi-disciplinary design of the new rail structure and arranging the necessary line blockage possessions to ultimately construct the new bridge. The Highways Agency will continue to engage Network Rail as the project progress and will ensure the requirements set out in the consultation response are undertaken appropriately.	
Mainstream Renewable Energy (Smart Wind project)	The consultee confirmed meeting minutes and actions arising from ongoing engagement with regards to the proposals.	Y	Thank you for your response. Your comment has been noted. The A160/A180 project team have been involved in regular meetings with Smart Wind in relation to the interactions between projects.	
Land Interest (Humber Road, South Killingholme)	If the lay by is closed my business will fail resulting in expensive legal action. My business is 80% heavy goods vehicles who could not stop to use the fish and chip shop. The shop has been here since 1948 and would be forced to close should the lay by close as the old Humber Bridge road passing my shop has already been closed.	Y	The design proposes to retain the existing A160 eastbound lay-by at Town Street. The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches.	N

Other Comments				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	
Land Interest (Chapel Lane South Killingholme)	Also the lay-by which is on the left going down the A160 can also be a safety hazard. Although we are double glazed the amount of traffic it is very noisy. We have our house up for sale and we have had to reduce by £25000 this is due to in some part of the road being done. We feel the Highways Agency are not listening to our concerns.	Y	<p>The design proposes to retain the existing A160 eastbound lay-by at Town Street. A review of accident data in this location has concluded that retaining the lay-by is not considered to be a concern in terms of user safety. Any substandard features associated with the lay-by have been risk assessed and are considered to be acceptable given that it is located in a semi-urban area with street lighting and good visibility. The area has a high percentage of HGV traffic and also suffers from illegal HGV parking. Design standards require a minimum provision of lay-bys on all-purpose trunk roads, and as it is necessary to close two lay-bys elsewhere on the project, it is considered that removing this well used facility would exacerbate this existing problem.</p> <p>It is noted however that closure of the lay-by will be required during the construction works to allow the new Town Street overpass to be constructed. Exact timescales are still to be developed.</p> <p>With regards to property devaluation, the Highways Agency will compensate landowners using the national compensation code.</p>	
Land Interest (School Road South Killingholme)	to save money on extravagant and extortionate consultants fees, just call me [redacted], I'll do it for free	N	Thank you for your response. Your comment has been noted.	
Land Interest (Pelham Road Immingham)	There is no vandalism at the carriageway lay-by. Thousands of lorry drivers use A160. Scunthorpe council should provide a public toilet. If the lay-by on the Eastbound carriageway closes I will claim compensation. I will wait for your decision.	Y	<p>The design proposes to retain the existing A160 eastbound lay-by at Town Street.</p> <p>Concerns have been raised regarding litter being left in the lay-by and in other areas. North Lincolnshire Council are responsible for local litter collection and have been made aware of this issue.</p>	
Land Interest (Town Street South Killingholme)	Needs to be built as we have done a number of tests and think brick will damp the noise the best.	N	Thank you for your response. Your comment has been noted.	

Other Comments				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	
Land Interest (Humber Road, South Killingholme)	We are deeply concerned that the Town Street bridge will devalue our property. This property is all we have and what we work full time to live in and maintain. It is extremely distressing to know that you are working full time for effectively less. We believe this bridge will make our property unsellable in the future. We have a peaceful, quiet and rural atmosphere in our garden to the rear of our property and this bridge will now surround our property in a "concrete jungle". These improvements are taking the rural feel away from our village and environment. We are concerned about the noise, vibration, disturbance and disruption while this work takes place and will report any noise and nuisances to the appropriate authorities. We are concerned that the improvements will block our easy access to Immingham.	Y	<p>The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. Steps have been provided up the western embankment slopes to assist pedestrian flows to the village, but also to separate them from residences on Humber Road.</p> <p>Noise assessment has been undertaken and has identified construction activities that may need to take place within hoardings in order to minimise noise. Once operational, changes in noise levels would not be significant enough to require mitigation.</p> <p>During construction, there would be views towards construction works. On completion of construction, the effect on views from these properties would reduce. Establishment of shrub vegetation along the embankments of the new road bridge would help to blend it into the surrounding landscape, as well as filtering views of traffic travelling along it and reducing the impact of increased lighting.</p> <p>During construction and maintenance, arrangements will be put in place to provide accesses to local business</p> <p>With regards to property devaluation, the Highways Agency will compensate landowners using the national compensation code.</p>	
Land Interest (Kingsway Cleethorpes)	I would like at some point in the near future to have a discussion with the relevant persons to see the effect that it may have on my business. My contact information is [redacted].	N	Thank you for your response. Your comment has been noted.	

Other Comments				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	
Land Interest (School Road South Killingholme)	<p>It looks like you have the solution in hand for the A160 for the big fish, however as residents of South Killingholme and the fact we have since 2008 been trying to sell our property to no avail, this being due to the market and the, " will they won't they "revamp the road. Dropping our valuation price from [redacted] down to [redacted] to try and attract buyers, viewers came liked the bungalow, but did not like the traffic and road noise, vibration and the fact it had been muted as a possible two years of construction to put up with. My Estate Agent suggested we ask Highways about reducing the price to offers and allowing Highways to make up the shortfall? I asked about this at the consultation in South Killingholme but the answer was a bit vague.</p> <p>Also I note in the EIA Scoping report that air pollution relating to NO2 has been identified as possible exceedances on front line properties, at this point in time, please see chapter 6.2.7 regarding diffusion tube results, of which I believe were situated on my property. If the levels are high now then NO2 and PM10s will be much higher during construction. From a health point this is not good.</p> <p>We purchased in 2006 coming back to Lincolnshire since leaving in 1986, we were not aware of the scheme and nothing was mentioned in the deeds regarding it may happen, however we believe it been discussed as far back as 2003? Had we known this we would not have purchased and after sinking our life savings into the bungalow feel very bitter at our projected money loss in this sorry affair?</p> <p>Since 2009, via [redacted] we have tried</p>	N	<p>The Project would move the main line of the A160 further south, away from properties on School Road on the approach to Habrough Roundabout, hence there would be noise benefits. The air quality assessment has found no exceedances of air quality objectives in this area either with or without the project being developed.</p> <p>With regards to property devaluation, the Highways Agency will compensate landowners using the national compensation code. This comment is being progressed through separate discussion with the respondent.</p>	

Other Comments				
Section 42 – Land Interests				
Consultee / Organisation	Comments	Change to Proposal	Response to comments	
	<p>to get some form of dialogue with " The Highways Agency" relating to discretionary purchase of our property which we feel is blighted by the scheme. In the first instant we looked at health issues, sent a letter from our Doctor as requested, but as time wore on Highways asked for the same information and another letter as apparently they had lost it? We are, to say the least very frustrated by Highways leading us up and down the garden path, with us answering relevant questions at a point in time, only to be asked the same questions several months / years later. At this point in time we appear to be no nearer to a solution to our problem. Still I suppose small minnows don't really mean much in the bigger picture. However I note that we can challenge the scheme legally in the post-decision.</p>			
Wynns	<p>Wynns confirmed their interest in the consultation and provided information and requirements with regards to the electricity supply industry and monitoring access for Abnormal Indivisible Loads.</p>	N	<p>The proposed high load route is required in order to allow abnormal high vehicles to avoid using the rail underpass and continue to utilise Rosper Road northwards which is considered to be the current situation. It is proposed that the high load route would be secured so as to avoid inappropriate usage by normal road traffic and therefore, any abnormal or high load vehicles wishing to use this facility would need to be escorted. The proposed Town Street overpass would provide compliant retained headroom of a minimum of 5.3m in accordance with DMRB. This would therefore not cater for abnormally high vehicles.</p>	
Land Interest	<p>We act on behalf of Tennants Consolidated Ltd who are the freehold owners of this land situated at the junction of Humber Road & Rosper Road on its east side. This land abuts the proposed gyratory system shown as Area 4 in your brochure. Our clients land is an important area of potential development land which is allocated for development in the Local Plan and which occupies a strategic location immediately adjacent to the West gate of the Port of Immingham. The land was until recently the site of the proposed Bio Mass Power Station proposed by Drax PLC. It is essential that access to this land is not prevented by any proposed change in the road system at this point & we would ask that you take these representations into account in the final design of the roadway at this point.</p>	N	<p>The proposals would not change the existing highway boundary in the location referenced with in the response, therefore use of private land is not required as part of the project. Current access is gained off Humber Road to the south. This existing local road would be unaffected by the proposed gyratory, and therefore the existing access point is proposed to remain unchanged.</p>	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (North Killingholme)	Present lighting on existing interchange non-existent resulting in lots of accidents.	N	Consideration has been given to the introduction of lighting at the Brocklesby Interchange. The existing two-way loop slip road has a particularly poor accident record, and has resulted in numerous head on collisions. However, upgrading the current interchange to a roundabout configuration greatly increases driver safety due to the removal of the existing shared merge/diverge loop. Street lighting is visually intrusive and detrimental to the environmental sustainability of the project. The provision of lighting has therefore been minimised as far as is deemed reasonably practicable in accordance with current published guidance. Warning signage will be considered at detailed design stage and will be subject to an independent Road Safety Audit at that time.	
Community Member (Immingham)	All in all the 4 proposals will increase road safety and decrease congestion massively. Credit to the people who planned the project Tax money well spent!	N	Thank you for your response. Your comment has been noted.	
Anonymous	Illustration included	N	The illustration included within the comment proposed for Habrough Road roundabout an arrangement similar to the Brocklesby interchange with the A160 passing below and separate from a new roundabout linking to the adjacent Ulceby Road, Top Road and Habrough Road. The alternative provision of a junction incorporating a roundabout similar to Brocklesby Interchange is not considered to be required and would carry significant cost and environmental impacts. It has therefore been discounted. The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments predict that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening).	
Community Member (Immingham)	This is the 2nd questionnaire I have filled in and as I said in my 1st one, you will do as you like anyway. The consultation material is available to view at times that will suit unemployed, disabled, retired or those who can attend during working hours, the workers of the area are excluded as always just the same reason why they cannot join other debates or council meetings (well done).	N	The main consultation exhibition was held on two separate days, on Friday 19th and a Saturday 20th April 2013 at South Killingholme Community Centre. The consultation materials were available to view on the Highways Agency website, and at local venues in the area. The consultation was planned in close consultation with North Lincolnshire and North East Lincolnshire and was widely publicised through web announcements, newspaper adverts and leaflet drops.	
Community Member (Advent Court Ulceby)	It should have been done years ago	N	Thank you for your response. Your comment has been noted.	
Community Member (Immingham)	Long overdue	N	Thank you for your response. Your comment has been noted.	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Anonymous	Once the upgrades are complete I would recommend more policing of the A160. Lorry drivers regularly on mobile phones. As part of Area 2 should also consider the Lancaster approach industrial estate access. This junction is currently dangerous with vehicles pulling out on to East Halton road in front of cars doing the speed limit (60).	N	Thank you for your response. The police have been consulted as part of the development of the project.	
Community Member (Chapel Road Habrough)	I would like to see cycle paths to link Ulceby, Habrough, Killingholme and Immingham. Could a cycle path be added on both sides of the A160 from Ulceby to Rosper Road and along Manby Road? Local business may contribute: P66 / Total?	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	
Community Member (Magnolia Rise Immingham)	How are you intending to stop traffic coming from Riby crossroads to Stallingborough roundabout and through the villages of Stallingborough and Immingham? HGV traffic will not change onto Rosper Road and East Halton Road to the dock and industrial estates.	N	A separate project is being developed by North East Lincolnshire Council to link Stallingborough Road (south of the A180) to the A180/A1173 roundabout junction east of Brocklesby Interchange to route traffic away from Pelham Road in Immingham. The project is currently planned to commence construction in April/May 2014 and should open to traffic in April/May 2015.	
Community Member (North Killingholme)	Whilst during the construction phase it may be more difficult to access some local businesses, the improvements are essential for the long term future of businesses in the area.	N	This will be addressed as part of the construction traffic management strategy with the aim of maintaining access to businesses and minimising disruption.	
Community Member (Town Street)	If the road was put in the correct location it would put the community back in the village make the village of South Killingholme safer and quieter make life better for all residents.	Y	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches. Additional facilities for non-motorised users will be introduced in the form of the toucan crossing of the A160 along the line of the existing Habrough and Top Roads for pedestrians and cyclists. Upgraded facilities for pedestrians and cyclists between the Truck Stop and South Killingholme via Ulceby Road and School Road.	
Community Member (Staple Road South Killingholme)	Please see enclosed map which would cost more but would take traffic away from the A160 and not isolate Killingholme further as traffic will only increase in the future.	N	The illustration provided suggested providing a new route for the A160 from Brocklesby interchange to the A1173 Manby Road on a direct line between Immingham and South Killingholme. The scope of the A160/A180 project has been developed from initial options which were refined and those considered feasible were consulted upon in 2009. This led to the announcement of a preferred route. This consultation exercise was undertaken to present on the design developments undertaken on the preferred route and seek feedback. Therefore, as this alternative would differ significantly from the design being consulted on, it is considered to be out of the scope of the project, and therefore has not been considered further	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (James Place Ulceby)	Habrough Road roundabout needs further development for Ulceby Road access. It is already horrendous for getting on to A160 due to trucks from truckstop on a single carriageway, I think the roundabout may end up getting just as backed up.	N	Capacity assessment has been undertaken and indicates that congestion will not occur on the approaches to the proposed Habrough Road Roundabout in 2031 (15 years from opening).	
Community Member (Pilgrim Avenue)	This area has one of the busiest ports in the UK and we need this improvement to remove traffic/access to HGVs from the local Immingham/Killingholme as they are fast becoming a nuisance in the area, I would like to think that weight limits and restrictions will be part of this much needed improvement	N	Weight restrictions are being included as part of the project, for some local roads adjacent to the A160. These proposals have been developed in consultation with NLC, who will be the local highway authority on all local roads to be amended as part of the Project.	
Community Member (Vicarage Lane)	I believe it will improve the road transport network immensely in the area. A project that is some 30 years overdue-yes 30 years. I used to patrol this area as a motorway police officer and it needed upgrading then (1981-1989)	N	Thank you for your response. Your comment has been noted.	
Community Member (Staple Road)	From my viewpoint the Eastfield Road junction isn't fit for purpose. Unless the new plans mean a reduction in the volume of traffic coming from Eastfield Road junction joining the A160 then I feel this needs altering-roundabout. The large volume of traffic at peak times means cars constantly use Staple Road where I live as a short cut through the village onto the A160/A180. They are driving up a one way street with no regards for the sign and if the traffic lights were not at the junction but something else this would alleviate this constant dangerous law breaking of driving up Staple Road.	N	Forecast traffic flows for peaks time conditions have been used within the capacity assessment to ensure that the junctions function correctly during the worst case time periods. It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. It is understood that the traffic signals at Eastfield Road junction are to be repaired by NLC and traffic modelling work has confirmed that once this is undertaken, the traffic lights should operate successfully. A proposal is also being considered regarding improvements to pedestrian crossing facilities in this location, which will be investigated further at detailed design stage.	
Community Member (Front Street Ulceby)	Please add a safe cycle lane from Ulceby to the Port of Immingham. Also can you widen the Ulceby - A160 junction while we wait for this scheme to be finalised. Lorries turning right currently block the junction for anyone turning left everyday causing long delays.	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	
Community Member (Priory Crescent, Ulceby)	As an HGV driver and resident of Ulceby I believe this will be good for safety access to docks and help much needed growth for local economy	N	Thank you for your response. Your comment has been noted.	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (Brocklesby Road, Ulceby)	There should be weight limits imposed through Ulceby village to stop the artics etc. that will try to use the village as a way of avoiding the roadworks.	N	<p>Ulceby Road is required to be used as a signed diversion route in the event that the A180 is closed for maintenance or if an accident occur Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area.</p> <p>The A160 project would improve traffic flows and reduce journey times on the A160, therefore reducing the desire for Ulceby Road to be used as an alternative route linking A180 and A160. The forecast traffic flows along Ulceby Road are estimated to remain similar to if the project were not to be built, therefore this issue is not considered to be worsened by this project.</p> <p>Ulceby Road is part of the local road network maintained by North Lincolnshire Council, who are seeking to better understand the issue through traffic surveys to consider where improvements could be made, such as speed restrictions, etc.</p>	
Community Member (Station Road, Killingholme)	It has been needed for long time, hurry up	N	Thank you for your response. Your comment has been noted.	
Anonymous	In the general scheme if some way could be found to link Eastfield Rd South with Immingham directly for bikes it would be good for safety environment and promote good health. The right of way in there and the cost for a 2 metre wide bike lane to link this would be virtually nothing in this project	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	
Community Member (Worsley Road, Immingham)	With the amount of wagons using the docks in my opinion it sure needs doing	N	Thank you for your response. Your comment has been noted.	
Community Member (Woodlands Avenue, Immingham)	except area 1 make provisions for cyclist very dangerous road for cyclist leisure and cycling to work as I know from experience	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (High Street, Kirton, Lindsey)	The section of road between the Humber refinery may become an explosion risk area once the Buncefield enquiry has ended. This alone may scupper the plan. Creating a dual carriageway to the north of the refinery (Rosper Rd) may have been a better solution considering the increases in traffic from the ferry ports. I didn't see the original options.	N	The local authority has aspirations to improve Rosper Road. It is however not a committed project at this time. The design of the gyratory proposed as part of the A160/A180 project would be compatible with a future improvement to Rosper Road.	
Community Member (Highfield Road, Immingham)	I hope that the A160 modification does not stop the Immingham bypass to connect the A46 via Little London, Immingham needs a 7.5 ton limit on Pelham Road now as every 3 minutes an artic passes through. Lorry parking - the free Immingham park is now closed so wagons are parking all over Immingham, a parking area with toilets must be built somewhere on the docks to cater for the traffic increase.	N	<p>A separate project is being developed by North East Lincolnshire Council to link Stallingbrough Road (south of the A180) to the A180/A1173 roundabout junction east of Brocklesby Interchange to route traffic away from Pelham Road in Immingham. The project is currently planned to commence construction in April/May 2014 and should open to traffic in April/May 2015.</p> <p>The A160/A180 Project seeks to retain existing parking facilities where it is considered that these can be safely used and maintained. It is appreciated that the area has a high percentage of HGV traffic and also suffers from illegal HGV parking. The design therefore seeks to retain existing lay-by facilities where possible, hence the retention of the A180 westbound lay-by on the approach to Brocklesby Interchange, and the A160 eastbound lay-by at Town Street.</p> <p>It is noted that the Immingham Truckstop has re-opened since the consultation, although it is our understanding that there is a charge for overnight parking.</p>	
Community Member (Clark Road Killingholme)	There is no need for this, waste of expense. Yes Brocklesby interchange wants urgent change and it needs a dual carriageway from Killingholme Habrough roundabout but definitely no need to remove the roundabout. As your plans stand at present it is a very very big waste of money. Put a new road through the airfield from north end Eastfield Road.	N	<p>The existing Habrough roundabout is significantly smaller than that proposed. Retention of the existing roundabout would not provide adequate capacity and would not be large enough to accommodate the A160 being widened to dual carriageway as well as the introduction of the new Ulceby Road connection from the truck stop. Increasing the size of the roundabout in its current location could not be accommodated without demolition of private property.</p> <p>The proposed roundabout provides a higher capacity solution than the existing for both A160 through traffic and for access to local roads. Capacity assessments have been undertaken and indicate that the proposed roundabout will be free from congestion at peak times in 2031 (15 years from opening). The overbridge at Town Street ensures that the two sides of South Killingholme are not segregated for vehicular traffic, but is also proposed to provide a safe means for pedestrians, cyclists and equestrians to cross the A160.</p>	
Community Member (Garden Village Killingholme)	What traffic promises have been made for Lancaster approach industrial estate? Will there be a weight limit on Top Road? Thanks [redacted] Why not take the link road up to Lancaster approach. This would take all traffic away from South and North Killingholme. This being on extra half mile to 3 quarters of a mile of link road.	N	<p>Access must be retained from the A160 up Top Road and East Halton Road for HGVs to serve the Lancaster Approach Industrial Estate. An existing weight restriction is in place on Top Road to disallow HGVs making this movement except for access to Lancaster Approach, therefore directing HGVs wishing to enter the refinery along Eastfield Road and Rosper Road. This weight limit will be applied to the new Top Road Link and Greengate Lane Link Road in the same way.</p> <p>It is considered that increasing the capacity of Habrough Road Roundabout, improving the signals at Eastfield Road and the installation of the gyratory carriageway at Rosper Road would reduce the likelihood of HGVs making the disallowed movement from the A160 to Top Road and vice versa.</p>	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (Church lane North Killingholme)	Main concern is possible extra Traffic from Eastfield Road to East Halton Through North Killingholme creating a "Rat Run" situation. Road through North Killingholme (Church lane) is narrow and is not made for heavy traffic. This would ruin the quiet aspect of the village.	N	It is proposed to retain the signals at Eastfield Road. It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. It is understood that the traffic signals at Eastfield Road junction are to be repaired by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights should operate successfully. The provision of a high capacity roundabout, in addition to improvements to Eastfield Road and Rosper Road would remove the desire for vehicles to leave the A160 to use local roads. It is considered that speed and weight restrictions on side roads would further deter vehicles from using these.	
Community Member (Immingham)	This can't come soon enough	N	Thank you for your response. Your comment has been noted.	
Anonymous	No need for a new bridge as Humber Road access to port is single carriageway, High sided vehicles can already travel down Rosper Road, Eastfield Road and onto A160. Place traffic lights on Manby Road, Rosper Road about with priority to dock causing little traffic build up.	N	The introduction of the gyratory system would significantly improve traffic capacity at the Rosper Road / Humber Road junction and the Manby Roundabout. Construction of a new bridge below the railway is required in order to construct the gyratory. Assessment work using forecast traffic flows indicates that the proposed project will not suffer from congestion in 2031 (15 years from opening). This assessment work has encompassed all approaches to Manby Roundabout.	
Community Member (East Halton)	I would suggest footpaths and cycle routes for the whole of this development as there is at present no safe pedestrian or cycle path onto Immingham docks.	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	
Community Member (Abbey Road Ulceby)	I live in Ulceby and like to cycle to work on the docks but cycling along the dual carriageway is dangerous. Do you propose to install cycle lanes as a tanker driver working shifts out of Immingham I sometimes need to take a legal break in the area but to my dismay this is not usually possible. As all the available lay-bys and parking areas are full at night. Do you propose to build more parking areas?	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	
Community Member (Ulceby)	I use the "area 2" junction on a daily basis to take my daughter to the bus stop in Killingholme. I consider myself a confident driver but this piece of road is quite intimidating to a driver of a small vehicle. Proposed changes look excellent. Thank you for considering opinions of local residents.	N	Thank you for your response. Your comment has been noted.	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (East Halton)	I hope you do consider all you have said throughout this information because not only for local residents, Environmental, jobs future, local businesses etc. They have been talking about doing this project for years so it will be better to have improved road networks.	N	Thank you for your response. Your comment has been noted.	
Community Member (Ulceby)	Not sure why there is a need to alter the Brocklesby Interchange works well as it is	N	Upgrading the current interchange to a roundabout configuration greatly increases driver safety due to the removal of the existing shared two way merge/diverge slip road loop. This loop has a particularly poor accident record, and has resulted in numerous head on collisions. Assessment work using forecast traffic flows has confirmed that the proposed project will not suffer from congestion in 2031 (15 years from opening).	
Community Member	Please explain how traffic will be routed during construction.	N	Details of traffic management during construction are yet to be fully determined, however it is proposed to retain one lane on the A160 in each direction during peak periods.	
Community Member (Manby Road Immingham)	This scheme will improve travel to our business especially in peak morning travel 0730-0800 A160 always congested with lorries. I employ 50+ staff which uses this road.	N	Thank you for your response. Your comment has been noted.	
Community Member (Church lane Ulceby)	Pity it will take so long to come into being	N	Thank you for your response. Your comment has been noted.	
Anonymous	Hurry up and get on with it to make everyone's life better. That road off the A180 the A160 junction is dropping to pieces now not in 3 years time.	N	Thank you for your response. Your comment has been noted.	
Community Member (Station Road Ulceby)	Would wonder if any RTA on A180 will we still get diverted motorway traffic through our village and also could we have the 30mph limit to flash up as this system really wants slowing down in village so could be permanent.	N	<p>Ulceby Road is required to be used as a signed diversion route in the event that the A180 is closed for maintenance or if an accident occurs. The improvements to the A160 as part of the project, particularly the improvement of Brocklesby Interchange and removal of Ulceby Road Junction would significantly reduce the likelihood of incidents on the A160 causing traffic to use alternative routes via local roads. Furthermore, the proposal to widen the A160 to dual carriageway would increase the resilience of the network, meaning that traffic is more likely to be able to flow on the A160 in an incident or during maintenance works on the A160. This would also ensure that access for emergency services is improved to reduce the time it would take to react to an incident and restore full capacity to the road.</p> <p>The A160 project would improve traffic flows and reduce journey times on the A160, therefore reducing the desire for Ulceby Road to be used as an alternative route linking A180 and A160. The forecast traffic flows along Ulceby Road are estimated to remain similar to if the project were not to be built, therefore this issue is not considered to be worsened by this project.</p> <p>Ulceby Road is part of the local road network maintained by North Lincolnshire Council, who are seeking to better understand the issue through traffic surveys to consider where improvements could be made, such as speed restrictions, etc.</p>	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (Baptist Chapel Lane)	These changes will just increase the speed and volume of traffic to the docks which by the amount of lorries parked in every available road, lay-by and business premises between south Killingholme and Immingham proves there is already inadequate parking facilities on the docks. We have experience of lorry drivers parking in the lane using the verge as a toilet.	Y	The project seeks to retain existing lay-by facilities where it is considered that these can be safely used and maintained. It is appreciated that the area has a high percentage of HGV traffic and also suffers from illegal HGV parking. The design therefore seeks to retain existing lay-by facilities where possible, hence the retention of the A180 westbound lay-by on the approach to Brocklesby Interchange, and the A160 eastbound lay-by at Town Street. It is noted that the Immingham Truck Stop has re-opened although it is understood that this charges for overnight parking.	
Community Member (Killingholme Road Ulceby)	We are concerned about the amount of traffic that will be re-directed through the village. Lorries entering the village do not slow down at the 40mph sign; they slow for the train tracks. When traffic is re-directed the house shakes as lorries pass at speed, it is noisy and stressful. One or two days is acceptable but any longer and it becomes unbearable.	N	Ulceby Road is required to be used as a signed diversion route in the event that the A180 is closed for maintenance or if an accident occurs. The improvements to the A160 as part of the project, particularly the improvement of Brocklesby Interchange and removal of Ulceby Road Junction would significantly reduce the likelihood of incidents on the A160 causing traffic to use alternative routes via local roads. Furthermore, the proposal to widen the A160 to dual carriageway would increase the resilience of the network, meaning that traffic is more likely to be able to flow on the A160 in an incident or during maintenance works on the A160. This would also ensure that access for emergency services is improved to reduce the time it would take to react to an incident and restore full capacity to the road. The A160 project would improve traffic flows and reduce journey times on the A160, therefore reducing the desire for Ulceby Road to be used as an alternative route linking A180 and A160. The forecast traffic flows along Ulceby Road are estimated to remain similar to if the project were not to be built, therefore this issue is not considered to be worsened by this project. Ulceby Road is part of the local road network maintained by North Lincolnshire Council, who are seeking to better understand the issue through traffic surveys to consider where improvements could be made, such as speed restrictions, etc.	
Community Member (Woods Lane South Killingholme)	Where is the cycle lane on the new road system going to be? Eastfield Road junction needs something doing to it with traffic stopping at the chip shop and then pulling off in front of traffic travelling from 0-70mph.	Y	It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. It is understood that the traffic signals at Eastfield Road junction are to be repaired by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights should operate successfully. A proposal is also being considered regarding signalling and NMU crossing facilities in this location, which will be investigated further at detailed design stage. Upgrade of the existing dual carriageway between Eastfield Road and Manby Road is not considered part of the project scope. A feasibility study is underway to consider the introduction of a cycleway from Eastfield Road to Manby Roundabout. Cycle facilities are proposed elsewhere in the form of a toucan crossing linking Habrough Road and Top Road, with interconnecting links to School Road and Ulceby Road.	
Anonymous	As a resident of Ulceby I feel this would be a good opportunity to resurface the Eastbound carriageway of the A180 to the South of Ulceby. With a much quieter surface material and provide tree planting on the higher parts of the road to screen the traffic to the village side of Ulceby.	N	The scope of the A160/A180 project is to improve the trunk road network between Brocklesby Interchange and the Port of Immingham. Improvements to the A180 away from the Brocklesby Interchange are not part of this major project and are managed by the Highways Agency's maintenance contractor who will consider re-surfacing works as part of a programme of routine maintenance.	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (Immingham)	All we need now is the link road between the A1173 and B1210 Stallingborough Road and Immingham should be relatively HGV free	N	A separate project is being developed by North East Lincolnshire Council to link Stallingbrough Road (south of the A180) to the A180/A1173 roundabout junction east of Brocklesby Interchange to route traffic away from Pelham Road in Immingham. The project is currently planned to commence construction in April/May 2014 and should open to traffic in April/May 2015.	
Anonymous	The plans overall are good; however Killingholme docks are very high volume for domestic and international traffic and I envisage more congestion during peak periods on the approach roads.	N	Forecast traffic flows for peaks times have been used within the capacity assessment to ensure that the junctions function correctly during the worst case time periods.	
Community Member (Pelham Road Immingham)	We like the whole decision of the road and look forward to its completion	N	Thank you for your response. Your comment has been noted.	
Community Member (Ulceby)	Much needed improvements and should increase the quality of travel in the local area	N	Thank you for your response. Your comment has been noted.	
Community Member (Habrough)	A sensible construction it removes a bottleneck from an important port	N	Thank you for your response. Your comment has been noted.	
Community Member (Ulceby)	Upgrade long overdue and will help business. Just think of a decent contingency plan	N	Thank you for your response. Your comment has been noted.	
Community Member (Steeping Drive Immingham)	To relieve congestion of heavy lorries along Pelham Road, Immingham, a new link is needed between the A180 interchange near Mauxhall Farm and the large roundabout at Stallingborough (north-south direction). Surely this would be good value for money.	N	A separate project is being developed by North East Lincolnshire Council to link Stallingbrough Road (south of the A180) to the A180/A1173 roundabout junction east of Brocklesby Interchange to route traffic away from Pelham Road in Immingham. The project is currently planned to commence construction in April/May 2014 and should open to traffic in April/May 2015.	
Community Member (Parks Close Ulceby)	Some provision or consideration for cyclists will be welcome. I can't see any mention on here	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	
Anonymous	We want a by-pass for Immingham this road is better than coming through Immingham yet they still come through Immingham we want a by-pass	N	A separate project is being developed by North East Lincolnshire Council to link Stallingbrough Road (south of the A180) to the A180/A1173 roundabout junction east of Brocklesby Interchange to route traffic away from Pelham Road in Immingham. The project is currently planned to commence construction in April/May 2014 and should open to traffic in April/May 2015.	

Other Comments				
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Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (Clyfton Crescent Immingham)	There needs to be access to and from Humber oil refinery on the north and south sides of the road. These accessing are regularly used by slow moving vehicles. E.g. dumpers, mechanical shovels, JCBs	Y	An alternative proposal has since been developed at the entrance to the refinery which allows right turns in into the 11th Street access, but disallows right turns for A160 eastbound vehicles as well as the straight ahead movement which was deemed unsafe. The reconfiguration of this gap, as opposed to its full closure, is justified due to a lack of existing accidents in the area, and also its distance from any other areas of conflicting traffic.	
Community Member (St. Margarets Crescent Habrough)	We are strongly opposed to the Town street road bridge/foot bridge - the amount of money to be spent on this is ludicrous when a light assisted crossing would enable people to go from one side of the carriageway to the other on foot and people driving could go up to the Habrough roundabout.	Y	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches. Provision of an at grade signalised crossing in this location has been discounted due to the presence of the road junctions of Town Street (north and south) with the A160.	
Community Member (Greengate Lane South Killingholme)	Close the central reservation if you have to and I'm sure I speak for most residents of the village in saying we would be happy to drive up to the roundabout and come round it and back down again to access the village. The rat run would take either 2 routes, one straight past the primary school and one on a blind bend where cars already park and cause a problem. see diagrams enclosed. It simply isn't acceptable.	Y	The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain accessible for both non-motorised users and vehicles. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches. The provision of a high capacity roundabout at Habrough Road, in addition to improvements to Eastfield Road and Rosper Road would remove the desire for vehicles to leave the A160 to use local roads. It is considered that speed and weight restrictions on side roads would further deter vehicles from using these.	
Community Member (Front Street Ulceby)	I will be pleased when it's done, even though I wasn't in the accident with my husband, I dread coming off A180 and using the sweeping blind bend	N	Thank you for your response. Your comment has been noted.	
Community Member (Pilgrim Avenue Immingham)	I would like a cycle path between Eastfield Road and Manby Road. It causes congestion when conscientious motorists slow down behind cyclists, waiting for space to overtake in the outside lane. I suggest a cycle path adjacent to the Westbound A160; cyclists can cross A160 at Eastfield Road junction.	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	
Community Member (Carr Road Ulceby)	Please consider the needs of Ulceby residents to be able to join free flowing traffic as opposed to competing with it. A visit to our train station (skitter) at peak times is not only astonishing but entertaining and at rush hour quite frustrating. This in turn adds to severe congestion and either at junction or proposed roundabout.	N	The project will improve the flow of traffic between the A180 and the A160 by upgrading the A160 to dual carriageway, thereby increasing the capacity of the network. Upgrading of Habrough Road roundabout to allow the traffic to flow freely through the junction will allow for a greater capacity therefore a reduction in congestion and queuing times.	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (North Killingholme)	There are no definitive plans to update the feeder roads to the A160 Top road is a 60mph road with a footpath a safe walking route to school!!! Eastfield Roads lights no improvement, traffic backed up to railway bridge at certain times of day. A160 will be quicker but you can't access it quicker. Traffic flow leaving the refinery has not been researched adequately.	Y	The proposed speed limit on the new section of Top Road will be 40mph, which replicates the existing road. It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. It is understood that the traffic signals at Eastfield Road junction are to be repaired by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights should operate successfully. The traffic model has been validated against survey data taken from site which takes into account peak flows.	
Community Member (Habrough)	All road surfaces should be of low noise type. Including A180 around the Brocklesby junction particularly as the scheme is designed to encourage more traffic. Tree planting along entire route to hide it and act as sound barrier from traffic noise, evergreens to provide barrier all year round.	N	Low noise surfacing will be implemented where new road construction is proposed. Landscape planting is also proposed, although we do not propose to plant trees along the length of the project. To do so would draw attention to the road as a feature in the landscape. Vegetation is not a valid method of mitigating noise impacts.	
Community Member (West End Road Habrough)	The road improvements are long overdue. I am retired now so I do not often use the road at peak periods. When I was using the road daily for commuting the intensity of the traffic at peak times was amazing	N	Thank you for your response. Your comment has been noted.	
Community Member (Station Road Ulceby)	Inconvenience- one cannot get in and out of ones driveway for a constant stream of lorries when they are diverted through the village. Please can you reassure the residents of Ulceby,.	N	Ulceby Road is required to be used as a signed diversion route in the event that the A180 is closed for maintenance or if an accident occurs. The improvements to the A160 as part of the project, particularly the improvement of Brocklesby Interchange and removal of Ulceby Road Junction would significantly reduce the likelihood of incidents on the A160 causing traffic to use alternative routes via local roads. Furthermore, the proposal to widen the A160 to dual carriageway would increase the resilience of the network, meaning that traffic is more likely to be able to flow on the A160 in an incident or during maintenance works on the A160. This would also ensure that access for emergency services is improved to reduce the time it would take to react to an incident and restore full capacity to the road. The A160 project would improve traffic flows and reduce journey times on the A160, therefore reducing the desire for Ulceby Road to be used as an alternative route linking A180 and A160. The forecast traffic flows along Ulceby Road are estimated to remain similar to if the project were not to be built, therefore this issue is not considered to be worsened by this project. Ulceby Road is part of the local road network maintained by North Lincolnshire Council, who are seeking to better understand the issue through traffic surveys to consider where improvements could be made, such as speed restrictions, etc.	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (Top Road North Killingholme)	Please consider HGV parking we are suffering from human excrement in all sites. Make provision for litter collection. Enforce the weight limit on Top Road East Halton Road. As an horse rider I cannot access Habrough Rd safely	Y	<p>The project seeks to retain existing parking facilities where it is considered that these can be safely used and maintained. Concerns have previously been raised regarding litter being left in the lay-by which have been relayed to North Lincolnshire Council who are responsible for litter collection. Access must be retained from the A160 up Top Road and East Halton Road for HGVs to serve the Lancaster Approach Industrial Estate. An existing weight restriction is in place on Top Road to disallow HGVs making this movement except for access to Lancaster Approach, therefore directing HGVs wishing to enter the refinery along Eastfield Road and Rosper Road. This weight limit would be extended to cover the new Top Road diversion also.</p> <p>It is considered that improvements to signals at Eastfield Road and the installation of the gyratory carriageway at Rosper Road would reduce the likelihood of HGVs making the disallowed movement from the A160 to Top Road.</p> <p>The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain easily accessible for both NMUs and vehicles. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches. It is proposed to include high sided equestrian parapets to facilitate safe passage of equestrians over the bridge.</p>	
Community Member (Woods lane South Killingholme)	If another vehicle is exiting the lane. Also many people at present drive too fast from the right making it difficult for those in Woods lane.	N	Thank you for your response. Your comment has been noted.	
Anonymous	Tarmac up to existing tarmac on A180 to the slip road on Brocklesby interchange. Take this opportunity to reduce noise to Habrough village only half a mile missing.	N	Thank you for your response. Your comment has been noted.	
BT Openreach	I must advise that considerable alterations to our network may be required to facilitate your project. Please let me know if you require updated (C3) budgetary estimates for the scheme and I look forward to your draft proposal in due course.	N	The A160/A180 project team have shared updated design information with BT Openreach and held meetings to discuss the likely impacts on their equipment. This has been followed by an updated budgetary estimate to inform the project costings.	

Other Comments			
Section 47 – Local Community			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
Community Member (Station Road, East Halton)	<p>This is one of the worst predict and provide schemes I have seen to cater for the very peak of the peak when, at most, times there is very little traffic. Value engineering exercise needed to reduce the amount of land taken up by road space, keep a better check on speeds, especially on approach to and within roundabouts, and reduce water run off. Speed is not of the essence of this stretch, whereas arriving and departing from the port is required in a timely manner. Layover areas needed for HGV drivers. Not all use the truck stop. Some operation stack type approach could apply. Pedestrians, cyclists gain little. Need to consider equestrian users too. Consider more landscaping including trees to help reduce flood risk and create new wildlife havens.</p>	N	<p>The project will improve the flow of traffic between the A180 and the A160 by upgrading the A160 to dual carriageway, increasing the capacity of the network. Upgrading of Habrough Road roundabout to allow the traffic to flow freely through the junction will allow for a greater capacity therefore a reduction in congestion and queuing times. Improving the performance of the existing traffic signals at Eastfield Road and upgrading of Rosper road to a gyratory layout will allow for greater capacity, thereby reducing congestion to and from the port, and also assist in reducing the number of accidents by making it easier to use.</p> <p>The drainage has been designed in accordance with current published guidance and will include the provision of attenuation ponds to regulate the release of water into local watercourses.</p> <p>The project seeks to retain existing parking facilities where it is considered that these can be safely used and maintained. It is appreciated that the area has a high percentage of HGV traffic and also suffers from illegal HGV parking. The design therefore seeks to retain existing lay-by facilities where possible, hence the retention of the A180 westbound lay-by on the approach to Brocklesby Interchange, and the A160 eastbound lay-by at Town Street.</p> <p>The design seeks to provide links between the adjacent local road network serving Ulceby Skitter, Habrough and North / South Killingholme for pedestrians and cyclists. Access is also provided to Humber and Lindsey oil Refineries along Eastfield Road via Staple Road in South Killingholme. Several of the existing footways are in poor condition and will be replaced with additional footways to improve NMU routes in the area.</p> <p>In order to provide a crossing point between Habrough Road and the old Top Road, a Toucan Crossing for use by cyclists and pedestrians will cross the A160 in the old Habrough Roundabout location. On the North side of the A160 the Toucan Crossing will join a cycleway/footway which connects to Ulceby Road to the west and School Road to the east.</p> <p>A feasibility study is being undertaken to consider whether it is possible to introduce additional pedestrian / cycle facilities adjacent to the existing A160 dual carriageway between Eastfield Road Junction and Manby Roundabout.</p> <p>Equestrian parapets are now proposed at Town Street overbridge to allow crossing on horseback rather than by using dismount blocks and leading a horse over the bridge.</p> <p>Additional landscaping is proposed in the space made available between the existing A160 and the new alignment / roundabout the south. This will supplement existing planting between the A160 and School Road / Ulceby Road which would be retained.</p>

Other Comments				
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Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (Woods Lane)	<p>As a resident at Woods Lane I have some issues with the newly proposed road bridge coming out onto Town Street opposite Woods Lane, Woods Lane is a single traffic road, there is a cattery and a lot of traffic using this lane, we often have to back out of the lane on to Town Street as a result of the cattery traffic.</p> <p>The other issue is coming out of Woods Lane to go left you have to proceed into the lane as your vision is impaired from the right. The bridge would be safer for us if it was sited slightly further north towards the A160.</p> <p>On the west carriageway of the A160 opposite the fish shop we have major problems with wagons parking on the run off of the freeway, this impairs our vision when coming out of Town Street onto the A160 west (nothing is done about this whether we complain to the police or highways department). Sometimes police are sent in marked cars and uniform and park opposite the slip road. Solution: use unmarked cards and plain clothes policeman. We have many near misses at this junction and major accidents are waiting to happen. Also at the junction of Town Street and the A160 west wagons park on the slip road going on to the A160 west.</p> <p>One of my fears is if the slip way opposite the fish shop is done away with and there are no weight restrictions on the use of the bridge what can be done to stop articulated wagons coming from the north side over the bridge to park down Town Street to use the fish shop? Solution: double yellow lines down Town Street from the bridge to the A160 junction.</p>	Y	<p>Following consultation, and through further discussion with NLC, it is now proposed to improve Town Street between the A160 and the junction with Woods Lane. This would involve minor realignment to the east to provide significant improvements to the visibility available for vehicles wishing to turn out of Woods Lane.</p> <p>HGV parking in the A160 westbound deceleration lane is recognised as an existing problem. This layout is however designed in accordance with current published standards, and so is proposed to be retained as part of the project. Appropriate signage and lining will be considered to deter HGVs from parking in the deceleration lane</p> <p>The existing weight restriction on Town Street to the north and south of the A160 will remain, and will be extended to include the new Town Street overpass.</p>	
Anonymous	Land to north of A160 allocated by North Lincolnshire Council for major industrial growth in recently adopted Core Strategy (part of Local Development Framework). Road upgrades are essential to allow this to happen.	N	Thank you for your response. Your comment has been noted.	
Community Member (Selbourne)	Improved traffic flow		Thank you for your response. Your comment has been noted.	

Other Comments				
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Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member (Mill Lane Goxhill)	Since the weight limit was applied on Top Road it has obviously significantly increased the traffic on Eastfield road, it is a major cause of congestion now heading down Eastfield road to the traffic lights at shift change times, with traffic backing up as far as Lindsey Oil Refinery. Would it be feasible or practical to install a roundabout at this junction while the improvements are being carried out?	Y	It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged It is understood that the traffic signals at Eastfield Road junction are to be repaired by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights should operate successfully.	
Community Member	I think this project will encourage more business into the area and thus lead to more jobs and prosperity. Fully support the scheme!!	N	Thank you for your response. Your comment has been noted.	
Anonymous	The proposal will also benefit Barton and the villages that sit along the A1077. This route is the daily “rat run” of HGV’S and commuter traffic between the Humber Bridge, Immingham and Grimsby. This will make sure all traffic goes via the A180. Thank you; the quality of our lives is about to improve.	N	Thank you for your response. Your comment has been noted.	
Jordan & Co (Hull) Ltd	Jordan confirmed acceptance of works and noted that issues were being dealt with through meetings.	N	Thank you for your response. Your comment has been noted.	
Community Member	Could I ask will there be provision for cycle lanes in the new road layout. It would be in the interest of all to include this facility for the safety of everyone commuting to and from their place of work. As you can understand this is a very important subject for all who travel by bicycle as we have all encountered dangerous situations and I feel this is an opportunity to provide a safe route within the new scheme	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	
Community Member	I realise that I am a little bit late, but could I ask will there be provision for cycle lanes in the new road layout? As a regular user of these roads, more specifically the Manby road roundabout, as a cyclist any dedicated lane would be of a real benefit. Apart from this one point, all the development looks great	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member	<p>I believe that the proposed improvements are, although long overdue most welcome and excellent I believe that the intersections noted where you plan to introduce slip roads and bridges are imposing costs which, if they were not made, would release an amount of funding which would be better spent on extending the A180 to 3 lanes between the end of the M180 and the Brocklesby interchange which will, otherwise, create a serious potential bottleneck between these points, with the attendant risk of creating serious issues of road safety. This issue has been put into sharp focus with me as, within the area where I represent ABD there have recently been 8 fatalities (A18/Level crossing/M62) involving private motorists, Minibus and H.G.V. exactly the types of user found on this section of the A180, with a fatality rate year to date in Lincolnshire of 13, up from 9 during the same period last year.</p> <p>In summary, in view of Government and Philips "66" plans for Immingham and the fact that in recent years the rail alternative has been closed to traffic for several months, as it is at present, your plans will bring enormous benefits to the local area and should present Highways Agency with a first class opportunity to present a superb image to the media</p>	N	<p>Thank you for your response. Your comment has been noted and has helped the Highways Agency to understand overall views on the A160 / A180 Port of Immingham Improvement. Following the announcement of the preferred route in 2010, the project was put on hold in the Government's spending review. It has now been revived as an opportunity to stimulate and unlock economic growth in the area. Furthermore, the project is part of a pilot programme designed to accelerate the delivery of major road improvements, allowing motorists to benefit from increased road capacities in shorter timescales. As such, It is currently anticipated that the project will be successfully accelerated and be completed in Autumn 2016 subject to passing through the DCO process and other approvals.</p>	

Other Comments				
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Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member	<p>Regarding the A160 improvements, I would like you to create a cycle path between Eastfield Road and Manby Road. There is already a path between South Killingholme village and Eastfield Road, and alongside the Manby Road dual carriageway. However, between Eastfield Road and Manby Road, cyclists either have to risk being hit by vehicles travelling at 60mph, or slowly walk on the grass verge. It causes traffic congestion when conscientious motorists slow down behind cyclists, waiting for a gap in the outer lane to overtake. The whole point of this scheme is to reduce congestion. I suggest the cycle path be laid on the verge alongside the westbound A160. Cyclists could cross the A160 at the Eastfield Road traffic lights, and cross the A1173 where it meets the A160. This would be safer than having to negotiate the new 'gyratory' road, which I imagine will be very busy. I think the Town Street road bridge is a good idea. However, I am concerned about local morons dropping objects onto the A160. I suggest you include CCTV.</p>	Y	<p>Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.</p>	

Other Comments				
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Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member	<p>There's probably going to be swearing in this email and for that I apologise; it's hard to express my disgust for the handling of this project without them though. I live in South Killingholme. I cross the A160 every day. All of these changes are basically outside my door. But this is the A160 Immingham changes, between the Brocklesby interchange and the port of Immingham. Doesn't mention my [redacted] village, the village it'll screw over, in the first leaflet. Not even labelled on the map. My village, my job, my house, is going to be messed up by this plan and none of our interests have been properly represented or dealt with. A [redacted] road bridge over the 160? Why? Really, is this a good use of money? So I need to leave my house an extra 10 minutes early to get to work, because I need to walk about half a mile out of my way? Because the current junction is so bad? If Highways cut the grass/cleared the loose stones from the winter before last/moved the pointless sign that blocks visibility turning down Town Street South from the A160/cleared the rarely-trimmed grass in the central reservation and replaced it with concrete/gravel, then there'd be a lot less risk. If they'd put the same junction onto the 180/160 junction (Brocklesby Interchange) as they did at Immingham years ago, when they were building the infrastructure, this would all have been avoided.</p>	N	<p>South Killingholme was acknowledged within the consultation materials in terms of the maps shown to illustrate the project, which were distributed to all properties within the village on both sides of the A160. The consultation event was held at South Killingholme Community Centre in the knowledge that this was the community most affected by the proposals.</p> <p>The project will improve the flow of traffic between the A180 and the A160 by upgrading the A160 to Dual Carriageway, thereby increasing the capacity of the network. Upgrading of Habrough Road roundabout to allow the traffic to flow freely through the junction will allow for a greater capacity therefore a reduction in congestion and queuing times. Upgrading of Rosper road to a gyratory layout will allow for greater capacity, thereby reducing congestion to and from the port, and also assist in reducing the number of accidents by making it easier to use.</p> <p>An informal pedestrian crossing to replicate the existing provision is not considered to be a safe solution to provide links between local residences and businesses, and will become less safe in the future as traffic flows on the A160 increase. Provision of an at grade signalised crossing in this location has been discounted on behalf of the conflict points presented by the junctions of Town Street (north and south) with the A160.</p> <p>The new bridge crossing has been developed following previous consultation to ensure that both sides of the village of South Killingholme remain easily accessible for both NMUs and vehicles. This provision is also assisted by the addition of steps up the embankment, and a maximum gradient of 5% on the overbridge approaches. The proposed steps link to the proposed overbridge via footways along the eastern side of the existing Town Street on the north and south sides of the A160.</p>	

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	<p>I had zero confidence in your ability to plan these alterations and I've been proven to be overestimating you. You failed to realise that people cross the village, so added a road bridge which will fully separate the village into two halves and make life even more unpleasant for us. I'll probably become unemployed due to my place of work now being off any semblance of a main road, to say nothing of the fact it will be inaccessible for no doubt extensive lengths of time. I could go on at length, but you won't listen. You have asked for the opinions of everyone in the area, which includes the few hundred people in South Killingholme and about 100 times more people for whom these changes mean effectively [redacted] all. If this road plan involved sacrificing children and concreting them under a roundabout, you'd still get enough people saying "seems good" to do it. Immingham doesn't [redacted] need a say in this, Ulceby doesn't need a say in this, East Halton doesn't need a say in this, Habrough doesn't need a say in this. The people of South Killingholme are being sacrificed under the carrot-and-stick concept of jobs in this area. Most people know this is inevitable, that you don't care and that anything they say cannot dissuade you. I must concur, I don't think it will do anything, I just hope that when you're getting your paycheques for this and go home happy with a job well done, you'll lose a night's sleep over the village you [redacted] over.</p>			
Community Member	<p>We narrowly avoided a head on collision at the accident hotspot of the slip road from a180 westerly direction to the A160. A car had thought it was a dual carriageway and was in the wrong lane. The curve of this road makes it impossible to see the road ahead. Please urgently consider the use of a barrier as a temporary measure</p>	N	<p>The poor accident record on this slip road is recognised, and hence the design removes the two direction loop in favour of a more standard junction arrangement encompassing separate merge and diverge slip roads.</p> <p>This feedback, along with ongoing discussions with Humberside Police has resulted in implementation of short term safety measures at the Brocklesby Interchange separate from this project.</p>	

Other Comments				
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Community Member	<p>Find the maps sent out and in the local paper absolutely useless and hard to follow, nor can I find the video on the web site. If I'm reading it correctly I don't see the point at all of this road, can accept perhaps some improvement along the road past the Ulceby Truck Stop and then again Rosper Road, but can't see any need to alter the dual carriage way along Humber Road.</p> <p>I think it is the usual from planning, LOR and Conoco that residents of Sth. Killingholme are just pieces of [redacted] so we will do as we like - bung in an ugly bridge it won't matter they have to see it from houses or that it may lift the noise level. I also read it that the junction of Humber Road/Eastfield Road is to remain open - has anybody bothered to visit this site and study the traffic here - it is used a main thoroughfare for the traffic from the refineries - across into Eastfield Road South, Baptist Chapel Lane, Faulding Lane and up onto Top Road. This is a very narrow lane, with some blind bends and it is used as a race track and this is only going to get worse with the new road layout because someone is living in cloud cuckoo land if they think the traffic is going to turn onto the carriage way and travel all the way up to the new roundabout. This road after about 5 o'clock is used as a park for trailers and units who all come down through the weight limit to turn round, many getting stuck and blocking the road off while they get sorted and along with increased traffic it is going to be a nightmare. I would also think that the businesses on the south side of the carriageway are going to use Baptist Chapel Lane and up to the junction, as again they aren't going to travel all the way up the new roundabout to have to come back again.</p>	Y	<p>The project will improve the flow of traffic between the A180 and the A160 by upgrading the A160 to Dual Carriageway, thereby increasing the capacity of the network. Upgrading of Habrough Road roundabout to allow the traffic to flow freely through the junction will allow for a greater capacity therefore a reduction in congestion and queuing times. Upgrading of Rosper road to a gyratory layout will allow for greater capacity, thereby reducing congestion to and from the port, and also assist in reducing the number of accidents by making it easier to use.</p> <p>It has been confirmed that the equipment within the road which control the effective flow of traffic at the existing Eastfield Road traffic lights have become damaged. It is understood that the traffic signals at Eastfield Road junction are to be repaired by NLC, and traffic modelling work has confirmed that once this is undertaken, the traffic lights should operate successfully.</p> <p>The provision of a larger roundabout at Habrough Road / Top Road with increased capacity, in addition to improvements to Eastfield Road and Rosper Road would reduce the desire for vehicles to leave the A160 to use local roads. It is considered that speed and weight restrictions on side roads would further deter vehicles from using these.</p>	
Community Member	<p>Whilst the residents of Killingholme may welcome this new arrangement, cost wise this is ineffective. When vehicles have travelled any distance, the short length of road that it is proposed to widen to dual lane standard, the money could be better spent in this area.</p>	N	<p>The project will improve the flow of traffic between the A180 and the A160 by upgrading the A160 to Dual Carriageway, thereby increasing the capacity of the network. Upgrading of Habrough Road roundabout to allow the traffic to flow freely through the junction will allow for a greater capacity therefore a reduction in congestion and queuing times. Upgrading of Rosper road to a gyratory layout will allow for greater capacity, thereby reducing congestion to and from the port, and also assist in reducing the number of accidents by making it easier to use.</p>	

Other Comments				
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Community Member	Please landscape and design the pond banks to be as wild life friendly as possible. Whilst road run off is not the kindest water with good filtration and careful landscaping the ponds can be a useful addition to the environment	N	The environmental masterplan included in the Environmental Statement shows where vegetation planting is proposed in relation to the ponds.	
Community Member	With regards to your request for details of existing services in the search area supplied, we can confirm that based on the details provided to us, we have no buried plant or equipment in the identified area.	N	Thank you for your response. Your comment has been noted.	
Community Member	Thank you for your letter of 5th April regarding the proposed changes to the Highway. I am most grateful to you for keeping me fully informed.	N	Thank you for your response. Your comment has been noted.	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member	<p>Having read briefly through your “Port of Immingham Improvement” A160/A180 document I don’t see any special mention of cycling safety improvements. I regularly come to work on my cycle and know that many of my colleagues would too if only they weren’t so put off by having to mingle with heavy goods vehicles. I come from the Habrough direction and up to the “Jet Garage” junction between A160 and Eastfield road from the south. I then join the A160 dual carriageway going East with the Philips refinery on my left. I then have to negotiate the dangerous roundabout and rail bridge section just outside the West gate of Immingham docks. I then turn left up Rosper road, past the fire station, CHP and left into Total refinery gate. My present concern is that I am forced to pedal along in the gutter to the left of the white edging line and rumble strips to prevent being hit by a high speed truck or van racing away from the traffic lights at the Jet Garage junction (Eastfield rd and A160). Presently this gutter runs out 50 yards short of the roundabout and I am forced into the main road in front of unforgiving wagons. (That is to say, they don’t “give” much when they hit you!!) I hope that in your deliberations and planning you will be providing a cycle track as demanded by government edict for all new roads. It will also be morally unacceptable to say that much of this development is not new but simply re-engineered and so no cycle track is planned. Many people on the docks and refineries come to work on their bike; many more would do so if they were less intimidated by the heavy traffic. I believe you have a moral duty to support cycling safety in this project.</p>	Y	<p>Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.</p>	
Community Member	<p>Sir, Re your consultation locations, may I suggest you hold a consultation preview in the village hall ULCEBY. The bus service is atrocious so residents will have great difficulty in getting to your published venues.. There are quite a few elderly people living here, and not all have the luxury off cars.</p>	N	<p>A separate mini consultation exhibition was undertaken in Ulceby following the main exhibition in South Killingholme. This was undertaken due to a technical issue in the original distribution of consultation materials in the Ulceby area.</p>	

Other Comments				
Section 47 – Local Community				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Community Member	Today I received the brochure through the post regarding the A160/A180 project. This is all well and good but what is happening with regards to the Immingham by pass? I live on Pelham road where there is, and has been for many years now a massive disturbance due to the volume of traffic, mainly lorries. My house is approximately 100ft from the road but it still vibrates when lorries pass. the traffic is now continuous throughout the day and night which affects our sleep patterns and causes distress. I was under the impression that this project was supposed to be starting this year but yet we have heard nothing official. Would it be possible for you to tell me how this project is progressing?	N	A separate project is being developed by North East Lincolnshire Council to link Stallingbrough Road (south of the A180) to the A180/A1173 roundabout junction east of Brocklesby Interchange to route traffic away from Pelham Road in Immingham. The project is currently planned to commence construction in April/May 2014 and should open to traffic in April/May 2015.	

Other Comments				
Other Consultees				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Ministry of Defence	Thank you for consultation the Ministry of Defence (MoD) on the above proposed development which was received by this office on 05/04/2013. I can confirm that the application relates to a site outside our statutory safeguarding zones and therefore, the MoD has no objections with this proposal.	N	Thank you for your response. Your comment has been noted.	
Humberside Police	Humberside Police noted their full support of the scheme. The consultee also provided some general comments on the increased use of bicycles in the local area and nationally, and the need to ensure that this scheme would consider the safety of cyclists at the junctions and where possible allow for a separate cycle route/shared footpath running parallel to the A160. This would allow the safe use of sustainable transport between Ulceby and Immingham Villages and local employers.	Y	Several comments have been received relating to existing facilities for cyclists and a desire to use the A160 as a route in future, predominantly for commuting journeys to and from the work place, and that this demand is likely to increase if other planned developments occur in the area. Paragraphs 3.7.28 to 3.7.31 within Volume 1 of the Consultation Report describes the facilities for non-motorised users currently proposed as part of the Project and ongoing studies to consider potential further provision adjacent to the existing dual carriageway between Eastfield Road junction and Manby roundabout.	

Other Comments				
Other Consultees				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Anonymous	The exit onto the A160 close to the Manby road roundabout from the VOSA enforcement checksite may need to be considered as requiring alteration considering it will now exit directly onto two lanes of traffic from the right. (Traffic control by lights or chevron marking to reduce to one lane prior to roundabout or other means)	N	A review of visibility standards and historic data has confirmed that this is an acceptable provision, with no accident record. There are therefore no proposals to reconfigure the exit at present.	
Lincolnshire Wildlife Trust	Lincolnshire Wildlife Trust provided recommendations with regards to habitats surveys and additional species surveys.	N	We can confirm that we have had various discussions with Natural England, as LWT recommend. A phase 1 habitat survey has been completed as part of the EIA. Bat activity surveys have been completed. The environmental masterplan in the Environmental Statement shows areas of proposed planting.	

Other Comments				
Other Consultees				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
RSPB	<p>The acknowledgement in the EIA Scoping Report of the potential for impacts on birds, including important populations of species associated with the Humber Estuary Special Protection Area (SPA), is welcomed. Also welcomed is the intention to update the bird survey data; this is vital, given the age of the existing data. The only comments I have to make at this stage relate to the survey methods. The existing survey data were collected through a single season, between November and March. I would like to highlight that the Humber Estuary SPA is also designated for its populations of passage water birds (in addition to breeding and wintering) and therefore it is important to ensure that the surveys give sufficient coverage of both autumn and spring passage periods. To this end, the survey update for wintering/passage birds should cover the period of September to May inclusive. Natural England has published guidance on survey methods relating to Humber Estuary SPA bird species (Natural England Technical Information Note 008). Although this is for wind farm schemes, a number of the principles and methods identified in the guidance are of relevance to other non-wind power schemes. From the information provided in the EIA Scoping Report, it is difficult to determine the actual survey methods to be employed for the various bird surveys. Section 9.5.3 refers to the use of transects. These will certainly have a place in the survey programme, but it may be necessary to incorporate other methodologies (such as point counts), either instead of or in combination with transects for locations or species where the use of transects is not appropriate. To this end, further information on the proposed survey methods would be welcomed, in order to ensure that appropriate methods and coverage are being adopted.</p>	N	<p>Survey methods have been agreed with Natural England, and do include wintering bird surveys. Details of the assessment are included in the Environmental Statement.</p>	

Other Comments				
Other Consultees				
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments	
Mainline Pipelines	Thank you for your enquiry addressed to our [redacted] in connection with Mainline Pipelines Limited requesting details of apparatus at this location – please can you supply the Linesearch reference number, along with a location plan in order that we can process your request more efficiently.	N	Follow-up contact was made with Mainline Pipelines and it has been determined that they hold no equipment within the area, therefore no further correspondence is required.	
Youth Hostel Association	I have contacted the Highways Agency before in relation to these Public Consultation brochures suggesting that they are of little value to YHA and that we be removed from the consultation list. If you feel it necessary to continue issuing them perhaps this can be done to me by email thus saving your department the printing and postage expense.	N	Thank you for your response. Your comment has been noted and the respondent has been removed from the circulation of any future project related correspondence.	
Greater Lincolnshire LEP	Greater Lincolnshire Local Enterprise Partnership noted their full support of the objectives of the scheme in providing better access to the port and the surrounding area in order to stimulate growth in the local economy.	N	Thank you for your response. Your comment has been noted.	

Appendix G Land Requirements Consultation – List of Consultees

G.1.1 Following the design development established from the main consultation (described in Section 3) the Highways Agency targeted a further consultation which was held from 14 October to 12 November 2013 on the permanent and temporary land required for the project. The tables below provide a list of the organisations consulted under the various strands of the Planning Act 2008 as well as the non-statutory stakeholders who were also consulted.

Prescribed Consultees as set out in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

G.1.2 This was a targeted consultation to gain feedback from those most interested in the project and those who replied to the first consultation. Therefore not all consultees under Schedule 1 were consulted. The table below contains all the organisations prescribed in Schedule 1 (as shown in Appendix D) with a further column to demonstrate if they were or were not consulted in the Land Requirements Consultation. This decision was based on whether consultees were considered to be affected as a result of the proposed use of the land put forward in the consultation materials.

Appendix Table 6: Prescribed Consultees

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Land Requirements Consultation Letter
The Welsh Ministers	Proposed application unlikely to affect land in Wales – not included in S42 list.	N/A	N/A
The Scottish Executive	Proposed application unlikely to affect land in Scotland – not included in S42 list.	N/A	N/A
The relevant Northern Ireland Department	Proposed application unlikely to affect land in Northern Ireland – not included in S42 list.	N/A	N/A
The relevant Regional Planning Body	No longer applicable as a result of the Localism Act.	N/A	N/A
The Health and Safety Executive	None.	The Health and Safety Executive	✓

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Land Requirements Consultation Letter
The relevant Strategic Health Authority	SHAs were abolished in 2013, replaced by Clinical Commissioning Groups	North Lincolnshire Clinical Commissioning Group	X
		North East Lincolnshire Clinical Commissioning Group	X
The relevant Health Board	Proposed application unlikely to affect land in Scotland – not included in S42 list.	N/A	N/A
Natural England	None.	Natural England	✓
The Historic Buildings and Monuments Commission for England	None.	English Heritage	✓
The relevant fire and rescue authority	None.	Humberside Fire & Rescue	✓
		Lincolnshire Fire & Rescue	X
		North East Lincolnshire CPU	X
The relevant police authority	None.	North Lincolnshire CPU	✓
		Police & Crime Commissioner for Humberside	X
The relevant police authority	None.	Police & Crime Commissioner for Lincolnshire	X

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Land Requirements Consultation Letter
The relevant parish council	None.	Barrow upon Humber Parish Council	X
		Brocklesby Parish Meeting	✓
		East Halton Parish Council	✓
		Goxhill Parish Council	X
		North Killingholme Parish Council	✓
		Stallingborough Parish Council	X
		Thornton Curtis Parish Council	X
		Wootton Parish Council	✓
		Great Limber Parish Council	X
		Keelby and Brocklesby Parish Council	X
		Immingham Town Council	✓
		Habrough Parish Council	✓
		South Killingholme Parish Council	✓
Ulceby Parish Council	✓		
Kirmington with Croxton Parish Council	X		
The Environment Agency	None.	The Environment Agency	✓

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Land Requirements Consultation Letter
The Scottish Environment Protection Agency	Proposed application unlikely to affect land in Scotland – not included in S42 list.	N/A	N/A
The Commission for Architecture and the Built Environment	None.	CABE at Design Council	X
The relevant Regional Development Agency	Abolished in July 2012 – not included in S42 list.	N/A	N/A
The Equality and Human Rights Commission	None	Equality and Human Rights Commission	✓
The Scottish Human Rights Commission	Proposed application unlikely to affect land in Scotland – not included in S42 list.	N/A	N/A
The Commission for Sustainable Development	Abolished in March 2011 – not included in S42 list.	N/A	N/A
AONB Conservation Boards	None.	Lincolnshire Wolds Countryside Service	x
Royal Commission on Ancient and Historical Monuments of Wales	Proposed application unlikely to affect land in Wales – not included in S42 list.	N/A	N/A

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Land Requirements Consultation Letter
The Countryside Council for Wales	Proposed application unlikely to affect land in Wales – not included in S42 list.	N/A	N/A
The Homes and Communities Agency	None.	The Homes and Communities Agency	x
The Joint Nature Conservation Committee	None.	The Joint Nature Conservation Committee	x
The Commission for Rural Communities	None.	The Commission for Rural Communities	✓
Scottish Natural Heritage	Proposed application unlikely to affect land in Scotland – not included in S42 list	N/A	N/A
The Maritime and Coastguard Agency	None.	The Maritime and Coastguard Agency	x
The Marine and Fisheries Agency	None.	Marine Management Organisation	x
The Scottish Fisheries Protection Agency	Proposed application unlikely to affect land in Scotland – not included in S42 list	N/A	N/A
The Civil Aviation Authority	None.	Civil Aviation Authority	x

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Land Requirements Consultation Letter
The Highways Agency	None.	The Highways Agency	x
Integrated Transport Authorities and Passenger Transport Executives	No PTE / ITA affected by proposed applications – not included in S42 list. (Transport Managers included instead – see non-statutory stakeholders list).	N/A	N/A
The relevant Highways Authority	None.	North Lincolnshire Council	✓
		North East Lincolnshire Council	✓
		West Lindsey District Council	✓
Transport for London	Proposed application unlikely to affect transport within, to or from Greater London – not included in S42 list	N/A	N/A
The Rail Passengers Council	None.	Passenger Focus	x
The Disabled Persons Transport Advisory Committee	None.	Disabled Persons Transport Advisory Committee	x
The Coal Authority	None.	The Coal Authority	x
The Office of Rail Regulation and approved operators	None.	Office of Rail Regulation	x

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Land Requirements Consultation Letter
The Office of Rail Regulation and approved operators	None.	Network Rail Infrastructure Ltd	✓
The Gas and Electricity Markets Authority	None.	OFGEM	x
The Water Services Regulation Authority	None.	OFWAT	x
The Water Industry Commission of Scotland	Proposed application unlikely to affect land in Scotland – not included in S42 list	N/A	N/A
The relevant waste regulation authority	None.	The Environment Agency	✓
The relevant internal drainage board	None.	North East Lindsey Internal Drainage Board	✓
The British Waterways Board	None.	Canals and Rivers Trust - North East Waterways	x
Trinity House	Proposed application unlikely to affect navigation in tidal waters – not included in S42 list	N/A	N/A
The Health Protection Agency	None.	Health Protection Agency	x

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Land Requirements Consultation Letter
The relevant local resilience forum	None.	Emergency Planning Services	x
		Joint Emergency Management Service (JEMS)	x
		East Midlands Ambulance Service NHS Trust	x
Relevant statutory undertakers	None.	BRB Residuary Limited	x
		Humber Sea Terminal	x
		Associated British Ports Immingham	x
		NATS En-Route (NERL) Safeguarding	x
		Royal Mail Group	x
		Anglian Water	✓
		British Gas Pipelines Limited	✓
		Energetics	✓
		GTC Pipelines Limited	✓
		Independent Pipeline Services / Power Networks Limited	✓
		LNG Portable Pipeline Services Limited	✓
SSE Pipelines Ltd	x		
Drax Biomass (Immingham) Limited	✓		

Schedule 1 Consultee	Variation from Schedule 1	Organisation	Issued Land Requirements Consultation Letter
		Northern Powergrid (Yorkshire and North East) plc	✓
		ES Pipelines Ltd	✓
		Fulcrum Pipelines Ltd	✓
		Energetics	✓
		National Grid Electricity Transmission Plc	x
		National Grid Plc	✓
		The Electricity Network Company Ltd	✓
		<i>Vitol Power Immingham</i>	✓
The Crown Estate Commissions	None.	The Crown Estate	x
The Forestry Commissions	None.	The Forestry Commission	✓

G2 Relevant Local Authorities Consulted:

G.2.1 Within the Land Requirements Consultation, specific contacts were targeted within the main council areas which are intersected by the project. Table 7 below outlines the Local Authorities consulted within the Land Requirements Consultation.

Appendix Table 7: Local Authority Consultees

Local Authority	Role / Department	Included in Land Requirements Consultation
North East Lincolnshire Council	Lead Officer for Highways and Transport	✓
North Lincolnshire Council	Strategic Transport & Transport Planning Manager	✓
Lincolnshire County Council	Transport Policy and Orders Manager	✓
West Lindsey District Council	Director of Regeneration and Planning	✓

G3 Non-Statutory Stakeholders Consulted:

G.3.1 While the majority of the contacts on this database were prescribed consultees as required by the Planning Act 2008, other stakeholders were also included who the Highways Agency felt may have an interest in the Project or are traditionally contacted by the Highways Agency during consultation on major improvement projects. Table 8 provides a list of the non-statutory stakeholders consulted in the Land Requirements consultation.

Appendix Table 8: Non Statutory Stakeholders

Company	Company
British Geological Survey	BT Openreach
Campaign to Protect Rural England	Centrica Storage
Council for British Archaeology	E-ON UK Plc
Greater Lincolnshire LEP	Hull & Humber Chamber of Commerce
Humber INCA	Humber Local Enterprise Partnership
Independent Pipelines / Independent Power Networks	Lincolnshire Badger Group
Lincolnshire Bat Group	Lincolnshire Wildlife Trust
Members of European Parliament (Yorkshire and Humberside)	Members of Parliament
National Farmers Union	Orange Personal Communications Services
PD Ports	RSPB
Telefonica UK Ltd	The Badger Trust
Total UK Ltd	Vehicle Inspectorate Division VOSA
Virgin Media	Wynns Limited

Appendix H Land Requirements Consultation – Consultation Materials

Land Requirement Consultation Letter for Local Community (Section 47) and Land Interests (Section 44, Category 3), October 2013



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	<p>A160/A180 Port of Immingham Project Team Highways Agency Lateral 8 City Walk Leeds LS11 9AT</p> <p>Tel: 0113 283 6258</p> <p>11 October 2013</p>
--	---

Dear Sir/Madam,

A160/A180 Port of Immingham Improvement Land Requirements Consultation: 14 October 2013 to 12 November 2013

I am writing with reference to the Highways Agency's proposed A160/A180 Port of Immingham Improvement project, which seeks to provide better access to the Port of Immingham and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port. We are developing this project under the Planning Act 2008, as amended. This legislation requires us to make an application for a development consent order to construct the project. We intend to make our application to the Planning Inspectorate in early 2014.

We consulted on our project proposals in April and May of this year, and sent you a copy of our consultation leaflet. Since then we have reviewed the consultation feedback and gained an understanding of the views of the community and other interested parties. We have developed the project design based on this feedback and have identified the land that would be required permanently, to operate and maintain the new road, as well as the land needed temporarily for construction.

I am writing to you as you are the owner or occupier of land close to the proposed project. I have enclosed with this letter a plan showing our proposed permanent and temporary land requirements for the project. We are consulting you to understand your views on our land requirements and will use this feedback in finalising the land that we will ultimately include in our application. Should you wish to comment on the proposed land requirements for the project, you can provide written comments to us by either post or e-mail. Please ensure that your comments are received by us by **Tuesday 12 November 2013**. Our contact details are as follows:

- By post: A160/A180 Port of Immingham Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT
- By e-mail: a160immingham@highways.gsi.gov.uk

The outcomes of both the consultation held in April and May 2013 and this land requirements consultation will be presented in our consultation report, which will be



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made available as part of our application.

Should you have any questions about this consultation you can contact the project team on 0113 283 6258. Further information on our project proposals can be found on our webpage: www.highways.gov.uk/a160immingham.

After we submit our application in early 2014, the Planning Inspectorate must consider whether it can be accepted to progress to the next stages of the process. If our application is accepted, this will involve the publication and examination of the application documents and a decision being made as to whether the project can proceed.

We will publicise that our application has been accepted and the documents published. We will also provide a deadline by which the Planning Inspectorate must receive any representations concerning the application. Any interested party can submit representations to the Planning Inspectorate on the published application documents and on the project itself.

Our application will provide information about the land required for the project, and will reference the names and addresses of the people and organisations that we understand could be affected. Information on the land requirements, including why different areas of land are needed, will be contained in our land plans, book of reference and statement of reasons, all of which will form part of the application.

For further information on the application process, please visit the Planning Inspectorate's website: <http://infrastructure.planningportal.gov.uk>.

Yours faithfully,

Graham Dakin, Senior Project Manager



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Transport



An executive agency of the
Department for
Transport

*Land Requirements Consultation Letter for Land Interests (Section 44,
Categories 1 and 2), October 2013*



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Our ref: REF	A160/A180 Port of Immingham Project Team Highways Agency Lateral 8 City Walk Leeds LS11 9AT
NAME	
ADDRESS	
ADDRESS	
ADDRESS	
ADDRESS	
ADDRESS	
	Tel: 0113 283 6258
	11 October 2013

Dear NAME,

**A160/A180 Port of Immingham Improvement
Land Requirements Consultation: 14 October 2013 to 12 November 2013**

I am writing with reference to the Highways Agency's proposed A160/A180 Port of Immingham Improvement project, which seeks to provide better access to the Port of Immingham and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port. We are developing this project under the Planning Act 2008, as amended. This legislation requires us to make an application for a development consent order to construct the project. We intend to make our application to the Planning Inspectorate in early 2014.

We consulted on our project proposals in April and May of this year, and sent you a copy of our consultation leaflet. Since then we have reviewed the consultation feedback and gained an understanding of the views of the community and other interested parties. We have developed the project design based on this feedback and have identified the land that would be required permanently, to operate and maintain the new road, as well as the land needed temporarily for construction.

I am writing to you as we are proposing that some of the land you have an interest in would be required for or affected by the project. I have enclosed with this letter a plan showing our proposed permanent and temporary land requirements for the project as a whole, and also plans which show the land ownerships potentially affected by the project in more detail.

We are consulting you to understand your views on our land requirements and will use this feedback in finalising the land that we will ultimately include in our application. Should you wish to comment on either the proposed land requirements for the project as a whole or the effect of the land requirements on your interest(s), you can provide written comments to us by either post or e-mail. Please ensure that your comments are received by us by **Tuesday 12 November 2013**. Our contact details are as follows:

- By post: A160/A180 Port of Immingham Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT

- By e-mail: a160immingham@highways.gsi.gov.uk

The outcomes of both the consultation held in April and May 2013 and this land requirements consultation will be presented in our consultation report, which will be made available as part of our application.

Should you have any questions about this consultation you can contact the project team on 0113 283 6258. Further information on our project proposals can be found on our webpage: www.highways.gov.uk/a160immingham.

After we submit our application in early 2014, the Planning Inspectorate must consider whether it can be accepted to progress to the next stages of the process. If our application is accepted, this will involve the publication and examination of the application documents and a decision being made as to whether the project can proceed.

We will publicise that our application has been accepted and the documents published. We will also provide a deadline by which the Planning Inspectorate must receive any representations concerning the application. Any interested party can submit representations to the Planning Inspectorate on the published application documents and on the project itself.

Our application will provide information about the land required for the project, and will reference the names and addresses of the people and organisations that we understand could be affected. Information on the land requirements, including why different areas of land are needed, will be contained in our land plans, book of reference and statement of reasons, all of which will form part of the application.

For further information on the application process, please visit the Planning Inspectorate's website: <http://infrastructure.planningportal.gov.uk>.

Yours sincerely,

Graham Dakin, Senior Project Manager



*Land Requirements Consultation Letter issued to Prescribed Consultees
(Section 42) and additional consultees, October 2013*



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Our ref: A160(2):REF	A160/A180 Port of Immingham Project Team Highways Agency Lateral 8 City Walk Leeds LS11 9AT
NAME	Tel: 0113 283 6258
ADDRESS 1	11 October 2013
ADDRESS 2	
ADDRESS 3	
ADDRESS 4	
ADDRESS 5	

Dear NAME,]

**A160/A180 Port of Immingham Improvement
Land Requirements Consultation: 14 October 2013 to 12 November 2013**

I am writing with reference to the Highways Agency's proposed A160/A180 Port of Immingham Improvement project, which seeks to provide better access to the Port of Immingham and the surrounding area by improving the A160 between the junction with the A180 at Brocklesby interchange and the Port. We are developing this project under the Planning Act 2008, as amended. This legislation requires us to make an application for a development consent order to construct the project. We intend to make our application to the Planning Inspectorate in early 2014.

We consulted on our project proposals in April and May of this year, and sent you a copy of our consultation leaflet. Since then we have reviewed the consultation feedback and gained an understanding of the views of the community and other interested parties. We have developed the project design based on this feedback and have identified the land that would be required permanently, to operate and maintain the new road, as well as the land needed temporarily for construction.

I have enclosed with this letter a plan showing our proposed permanent and temporary land requirements for the project. We are consulting you to understand your views on our land requirements and will use this feedback in finalising the land that we will ultimately include in our application. Should you wish to comment on the proposed land requirements for the project, you can provide written comments to us by either post or e-mail. Please ensure that your comments are received by us by **Tuesday 12 November 2013**. Our contact details are as follows:

- By post: A160/A180 Port of Immingham Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT
- By e-mail: a160immingham@highways.gsi.gov.uk

The outcomes of both the consultation held in April and May 2013 and this land requirements consultation will be presented in our consultation report, which will be made available as part of our application.

Should you have any questions about this consultation you can contact the project team on 0113 283 6258. Further information on our project proposals can be found on our webpage: www.highways.gov.uk/a160immingham.

After we submit our application in early 2014, the Planning Inspectorate must consider whether it can be accepted to progress to the next stages of the process. If our application is accepted, this will involve the publication and examination of the application documents and a decision being made as to whether the project can proceed.

We will publicise that our application has been accepted and the documents published. We will also provide a deadline by which the Planning Inspectorate must receive any representations concerning the application. Any interested party can submit representations to the Planning Inspectorate on the published application documents and on the project itself.

Our application will provide information about the land required for the project, and will reference the names and addresses of the people and organisations that we understand could be affected. Information on the land requirements, including why different areas of land are needed, will be contained in our land plans, book of reference and statement of reasons, all of which will form part of the application.

For further information on the application process, please visit the Planning Inspectorate's website: <http://infrastructure.planningportal.gov.uk>.

Yours faithfully,

Graham Dakin, Senior Project Manager



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Department for
Transport



An executive agency of the
Department for
Transport

Land Requirements Consultation Letter - Scale Issue



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Our ref: A160(2) – xxx/a	A160/A180 Port of Immingham Project Team Highways Agency Lateral 8 City Walk Leeds LS11 9AT
NAME	
ADDRESS 1	
ADDRESS 2	
ADDRESS 3	Tel: 0113 283 6258
ADDRESS 4	
ADDRESS 5	28 October 2013

Should you have any questions about this consultation you can contact the project team on 0113 283 6258. Further information on our project proposals can be found on our webpage: www.highways.gov.uk/a160immingham.

Yours sincerely,

Graham Dakin, Senior Project Manager

Dear NAME,

**A160/A180 Port of Immingham Improvement
Land Requirements Consultation: 14 October 2013 to 12 November 2013**

I am writing with reference to the Highways Agency's proposed A160/A180 Port of Immingham Improvement project. We recently sent you a series of four plans at A3 paper size as part of our land requirements consultation (drawing numbers B1879500/DCO/CO/002, 003, 004 and 005).

I am writing to notify you that the scale bar on the drawings was shown in error, and does not reflect the scale of the plans themselves. The plans are scaled at approximately 1 to 5000 as shown in the notes in the title block of the drawing, therefore 1mm on the plan would represent 5000mm on the ground. Should you wish to be sent a further copy of the plans incorporating a revised scale bar, please contact us using the details found within this letter.

As noted in our earlier letter accompanying these plans, we are consulting you to understand your views on our land requirements and will use this feedback in finalising the land that we will ultimately include in our application. Should you wish to comment on the proposed land requirements for the project, you can provide written comments to us by either post or e-mail. Please ensure that your comments are received by us by **Tuesday 12 November 2013**. Our contact details are as follows:

- By post: A160/A180 Port of Immingham Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT
- By e-mail: a160immingham@highways.gsi.gov.uk

The outcome of this land requirements consultation will be presented in our consultation report, which will be made available as part of our application.



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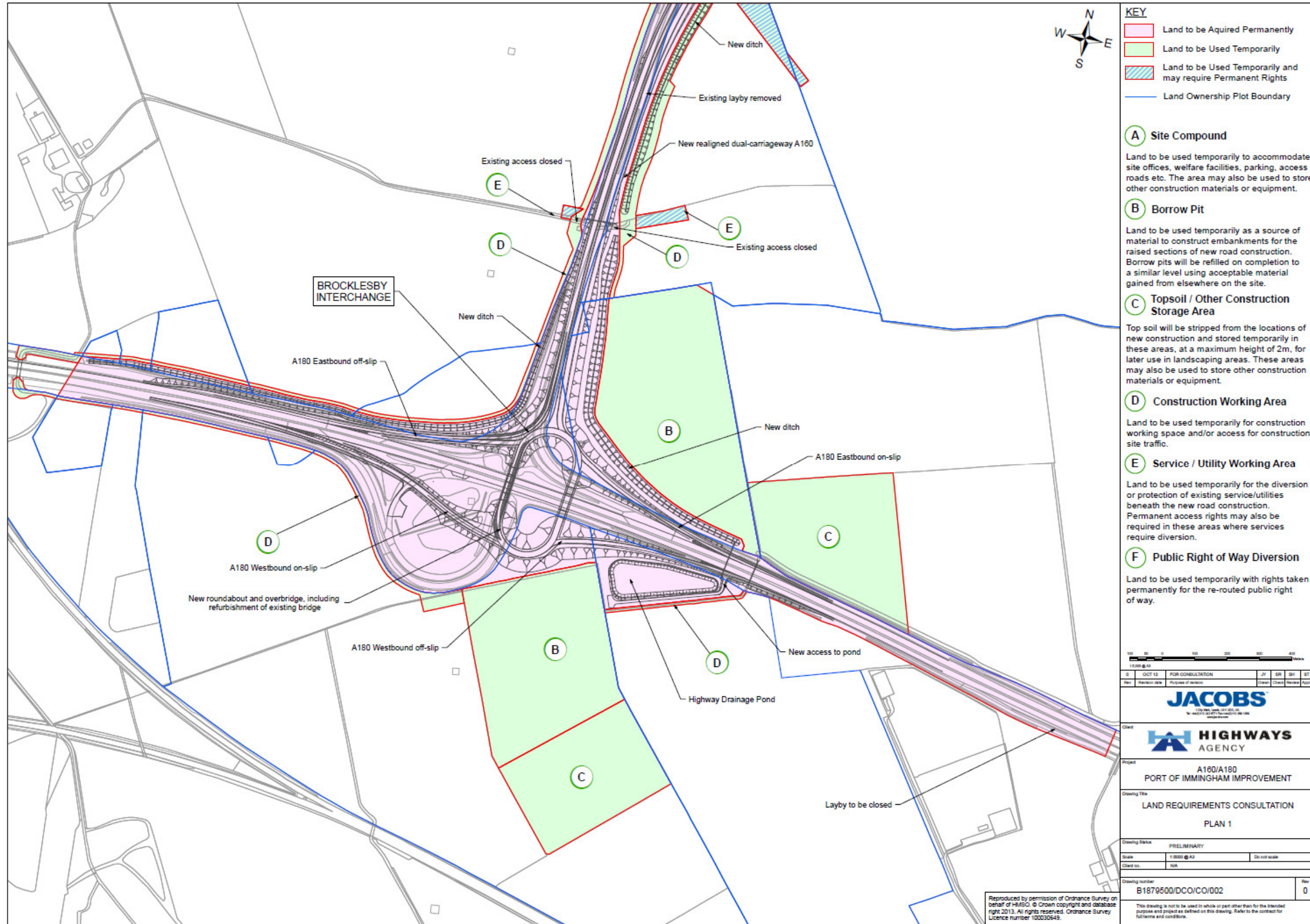


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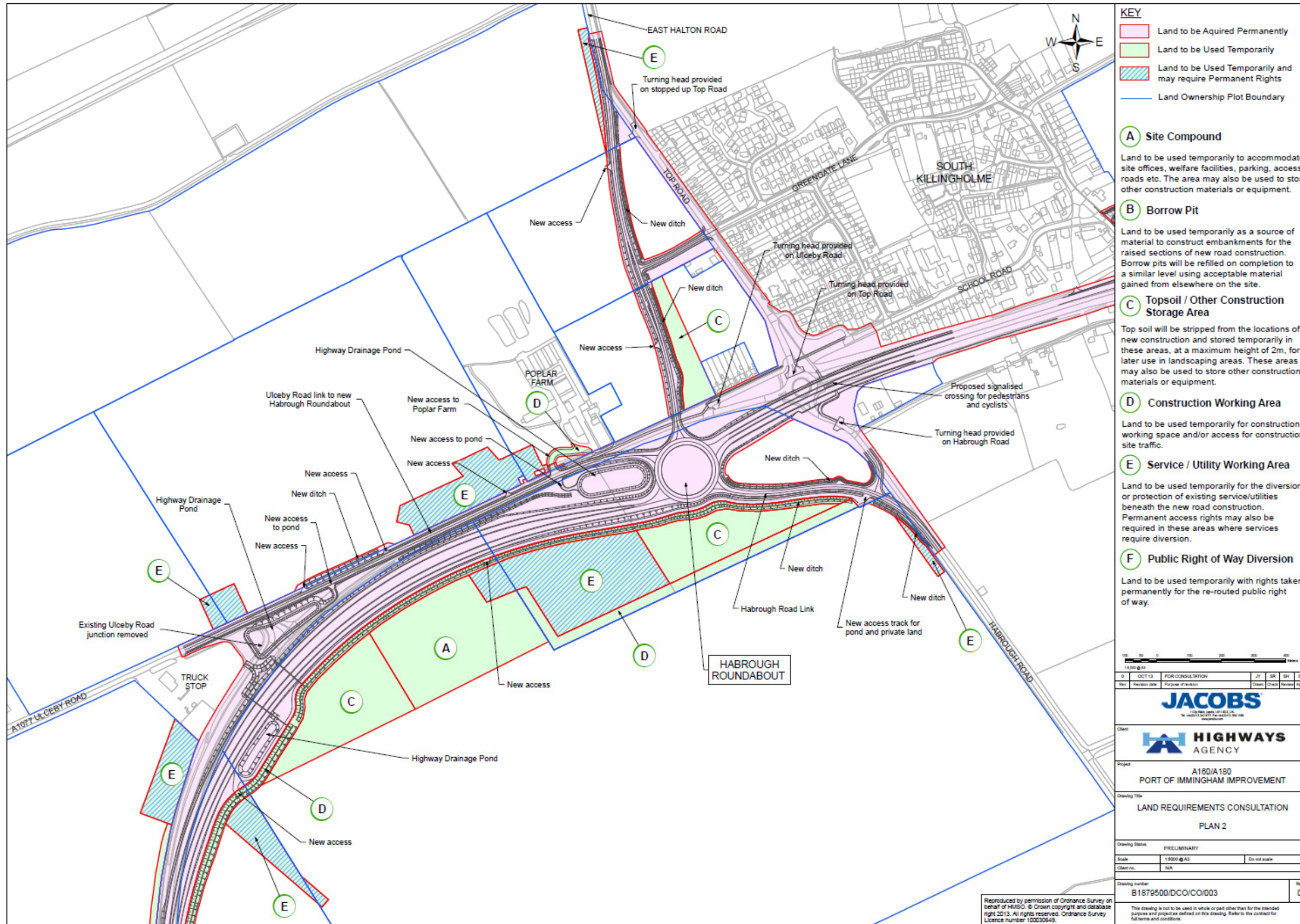
Land Requirements Consultation - Overview Plan (A2)



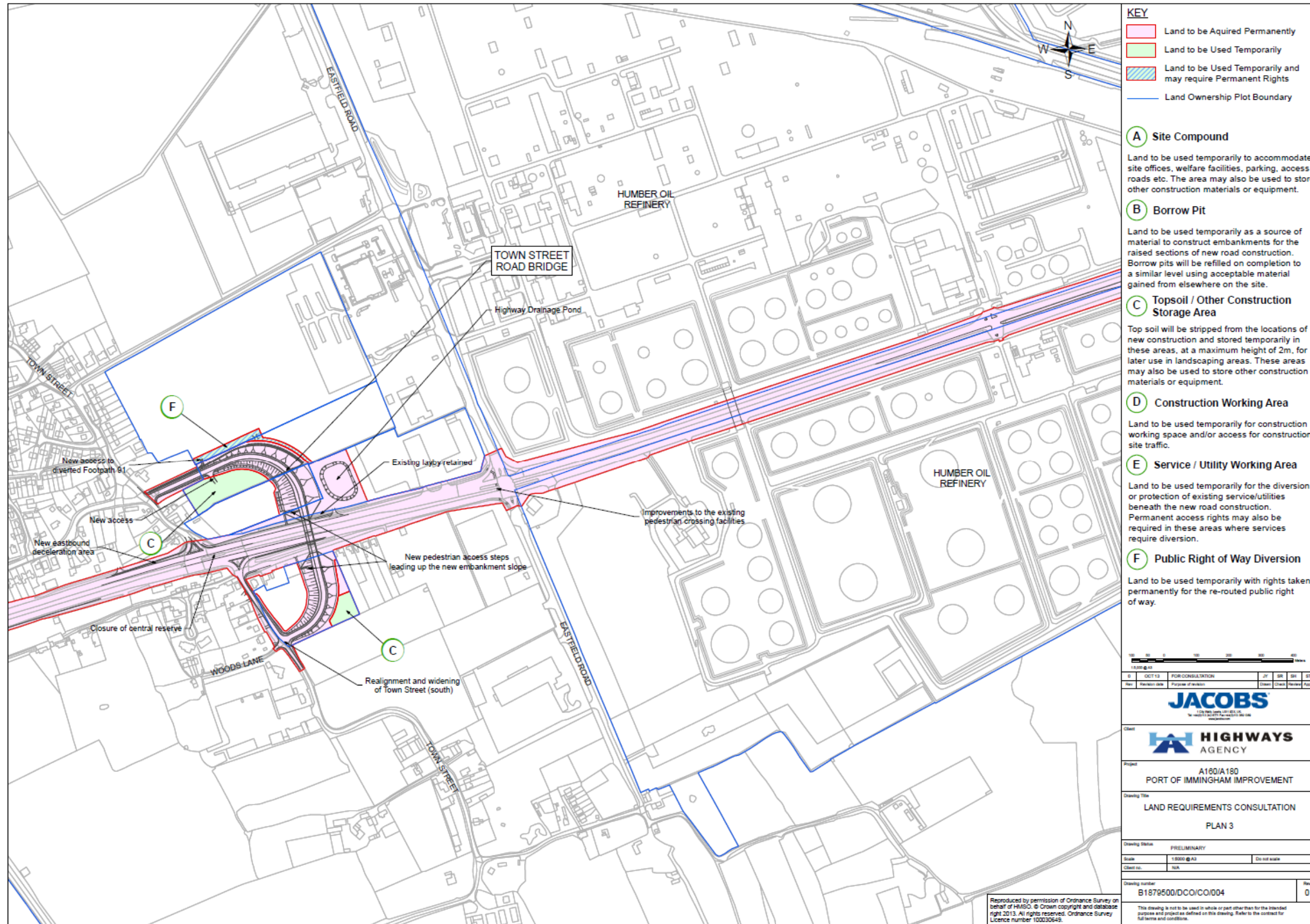
Land Requirements Consultation - Layout 1 (A3)



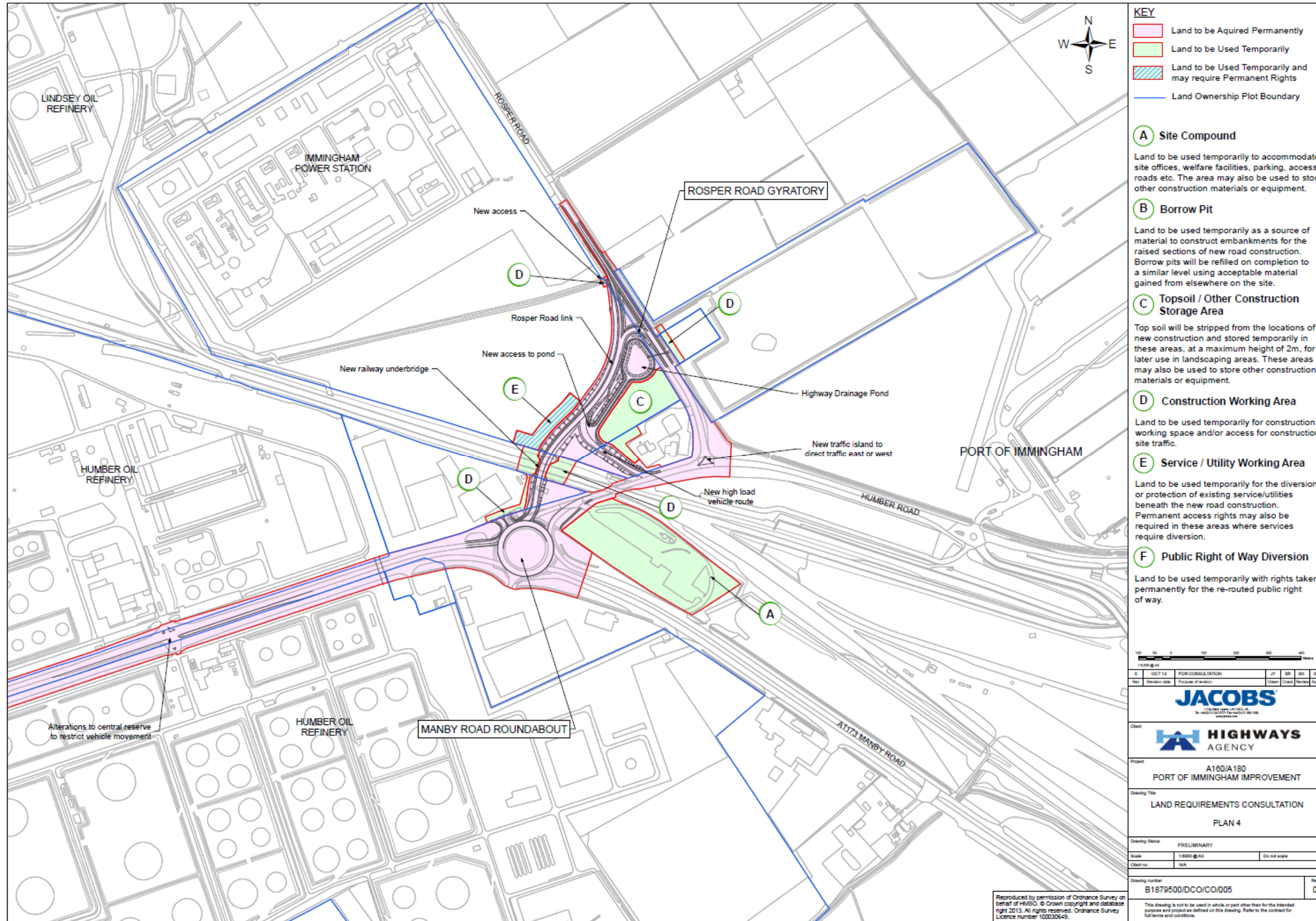
Land Requirements Consultation - Layout 2 (A3)



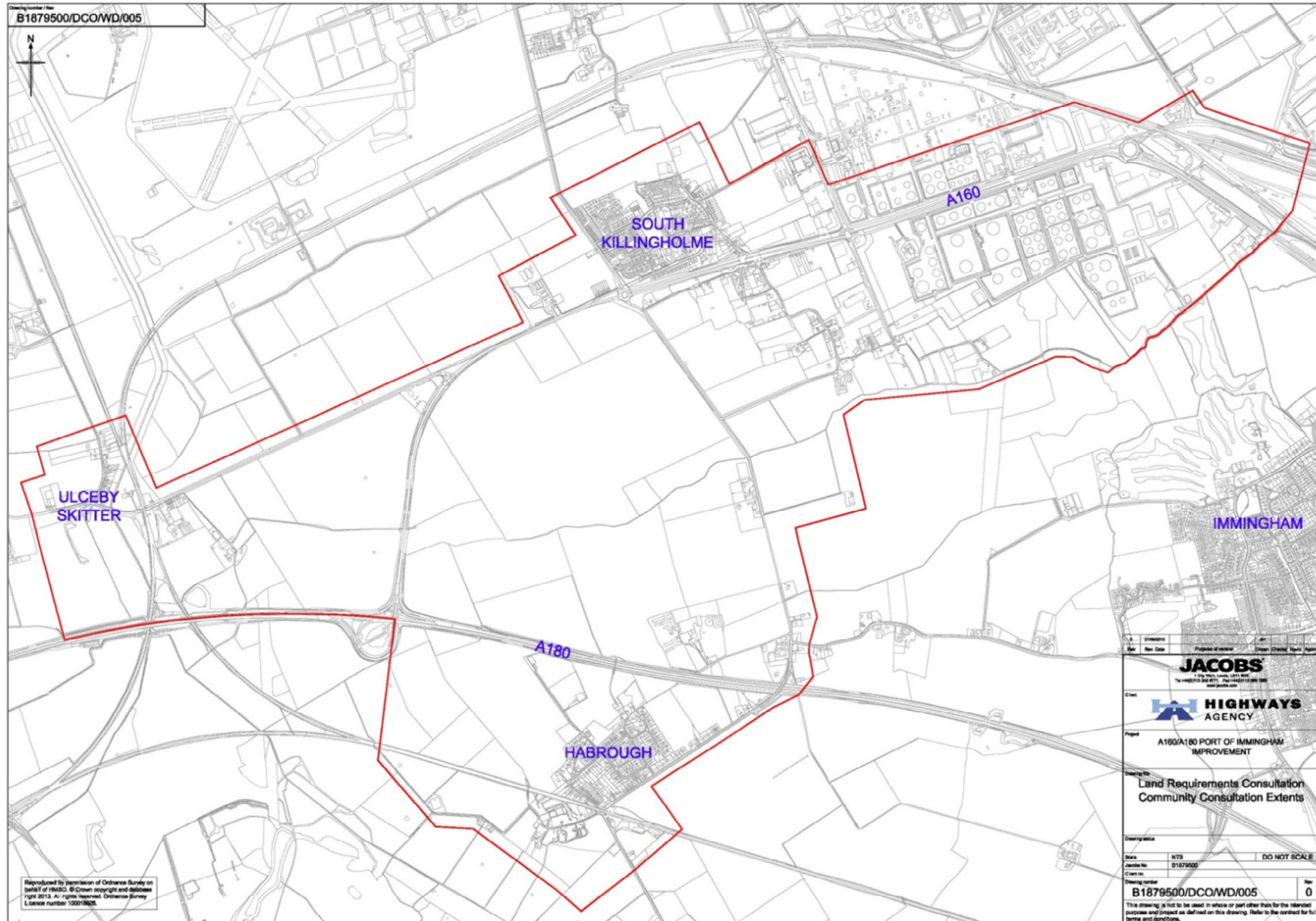
Land Requirements Consultation - Layout 3 (A3)



Land Requirements Consultation - Layout 4 (A3)



Land Requirements Consultation – S47 Community Consultation Zone



Appendix I Land Requirements Consultation – Comments and Responses

I.1.1 This Appendix provides a list of all comments and responses received from the further targeted Land Requirements consultation. The consultation was undertaken using letters to explain the purpose of the consultation and encourage feedback by return letter or email. Responses have been categorised by consultation strand.

I.1.2 The tables provide a summary of the comments and a justification for how they have been considered.

Section 42 – Prescribed Consultees			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
Energetics UK	Based on the information provided, they confirm that Energetics do not have any plant within the area(s) specified in the consultation drawings.	N	Thank you for your response. Your comment has been noted.
GTC	No comment to make at this point in time.	N	Thank you for your response. Your comment has been noted.
English Heritage	No detailed comments to make with regard to the proposals. They recommend that the project team seek the advice of the Local Historic Environment Team at North Lincolnshire Council in respect of potential implications of the land take and impact upon non designated archaeology.	N	The A160/A180 Project Team have contacted the local historical environmental team as part of the consultation.
North East Lindsey Drainage Board (NELDB)	Requested the need for better access to clean and maintain ditches on Rosper Road. Two culverts would be required to assist this access. Customer wants to know if we can carry out as part of our works.	Y	A meeting was held on the 6th of November 2013 with the North East Lindsey Drainage Board who are in the process of receiving transfer of ownership of the Rosper Pools site from the Environment Agency. They currently manage the site in partnership with the Lincolnshire Wildlife Trust. The Highways Agency will consider the proposals for access along the eastern bank of the drainage ditch running along the western side of Rosper Road. The works to facilitate this will be developed further through ongoing engagement with NELDB and the Highways Agency will consider promoting the works using NELDB powers under the Land Drainage Act if feasible. The Highways Agency is also looking to reach agreement with NELDB in relation to the proposed area of land that is intended to form advanced mitigation for Water Voles in the small plot of land that is surrounded by the Rosper Pools site. NELDB requested at the meeting that they would be keen to utilise this as an extension of their overall enhancement plan that is being developed for Rosper Pools.
Network Rail	Network Rail has concerns regarding the ownership of the new under bridge on the Rosper Road gyratory.	Y	The land plans included within the application reflect the requests of Network Rail, with ownership of the land on which the bridge sits remaining owned by Network Rail, with rights introduced for the local highway authority to allow the new road to pass beneath.
Anglian Water	Anglian Water contacted to make clear that they would oppose any attempt to obtain rights over their equipment and they have not been made aware of any new connections required to the scheme. Also be aware that there may be services that are not marked on their plans. They reserve the right to make further comments in future.	Y	Technical discussions are underway between the A160/A180 team to ensure that the scope of works required to the Anglian Water equipment is understood. The response from Anglian Water to the previous consultation in May 2013 noted that they have their own protective provisions for inclusion within our DCO.

Section 42 – Prescribed Consultees			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
Environment Agency	Environment Agency has stated that as we take a small parcel of their land temporarily we will need to enter into agreement.	Y	The purpose of the temporary land parcel is to provide access to the eastern side of the wide drainage ditch across the existing access into the Rosper Pools. No physical work would be completed on this area of land. This will allow access to the land immediately to the south to construct the outfall from the drainage pond into the ditch running along the eastern side of Rosper Road.
Natural England	Natural England has no specific advice to give at this stage regarding the land requirement proposed for the scheme. Advice relating to survey requirements to assess the potential impact on Special Protection Area (SPA), functional land and protected species remains applicable.	N	Thank you for your response. Your comments have been noted.
Health and Safety Executive	The proposal of the development lies outside the consultation zones for the explosives licensed sites and therefore there are no issues.	N	Thank you for your response. Your comment has been noted.
National Grid	Please include our standard protective provisions within the DCO or by side agreement. The consultation response is based on the land requirements consultation and contains mainly requirements when working over/under national grid equipment.	N	Guidance will be followed when working over/under National Grid equipment. The protective provisions have been received and will be considered for inclusion within the DCO application or whether to be treated by separate side agreement post application.

Section 42 – Local Authorities			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
North Lincolnshire Council	North Lincolnshire Council requested more detail on planned limits of adoption.	Y	An early draft of the Streets, Rights of Way and Access Plans has been sent through to North Lincolnshire Council. These plans highlighted the proposed boundary between trunk road (maintainable by the Highways Agency) and local roads (maintainable by North Lincolnshire Council).
Transport Policy and Orders Manager Communities Directorate Lincolnshire County Council	Lincolnshire County Council wrote to state they have no comments at this stage but they wished to reiterate their general support to the scheme in terms of wider economic benefit.	N	Thank you for your response. Your comment has been noted.
West Lindsey District Council	West Lindsey District Council sent holding letter.	N	Thank you for your response. Your comment has been noted.
North Lincolnshire Council (Historic Environment Record)	Any land-take, temporary or otherwise, required for the road construction and possible permanent land-take for environmental mitigation would need to be assessed to the same level as done in 2008 - 2011 once identified during the pre-application process	Y	As noted, there are a number of temporary land take areas which have not been targeted for archaeological evaluation due to the timescales for the DCO submission. However, the results in adjacent areas have been taken into account when considering these areas to date. Recommendations have also been made in the Environmental Statement for strip, map and sample investigations in targeted areas following the DCO submission.
	Archaeological field evaluation in the area at the east end of the road scheme between the new railway underbridge and the proposed Rosper Road Gyratory is limited to a small block of geophysical survey and three trial trenches which revealed Late Iron Age ditches. Further archaeological evaluation is required.		In agreement with your comments, recommendations have been made for strip, map and sample evaluation at the northern extent of the project to include the new road, pond, temporary land take and compound/lay-down areas.
	It has been noted that the proposed borrow pit northeast of the Brocklesby Interchange may impact on an Iron Age enclosure that was evaluated on the North Lincolnshire side of the county boundary.		Recommendations have been made in the Environmental Statement for strip, map and sample investigations in targeted areas following the DCO submission.
	Noted the proposals for the Environmental Masterplan, at the east end of the scheme for off-site woodland style planting. It is expected that any such additional areas are to be assessed for archaeological implications		Currently the design for landscaping, including habitat creation, is being finalised. On completion of the landscape design a suitably robust archaeological mitigation strategy will be designed and implemented.
Lead Officer for Highways and Transport North East Lincolnshire Council	No specific comments or concerns over the proposed land requirements for the project.	N	Thank you for your response. Your comments have been noted.

Section 42 – Local Authorities			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
Environmental Protection Officer Environmental Health (Commercial) North Lincolnshire Council	The Environmental Health (Commercial) Team provided comments relating to air quality, noise, vibration, geology and soils in May 2013. No further comments to add in response to your plans and letter dated 11 October 2013.	N	Thank you for your response. Your comments have been noted.
MEP Yorkshire and Humberside	Thank you very much for keeping me informed of the consultation regarding the Port of Immingham.	N	Thank you for your response. Your comment has been noted.

Section 42 – Land Interests			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
Land Interest VOSA	Requested an opportunity to discuss the impact works may have on their Weighbridge site at Immingham (Manby Road). Work is likely to commence during the Summer of 2015, and VOSA is proposing to carry out some extensive works on the Weighbridge site next year. No current objections to temporary land take.	Y	Representatives of the A160/A180 Project Team have contacted VOSA to discuss plans in more detail and advised on the earliest foreseeable start of works. Ongoing engagement will continue as the project progresses and to agree the details and extents of the land to use for the secondary site compound proposed to use part of the VOSA check site close to Manby Roundabout. It is also proposed to confirm location and form of the waiting area for VOSA operatives.
Land Interest School Road	Questioned what we will be doing with land shown on plans to be acquired permanently north of the existing Habrough Roundabout.	N	This area is shown as land being required permanently to illustrate that it is part of the highway boundary and to ensure that land ownership / rights over the land can be updated where necessary as part of the project. Trees and other landscaping will remain adjacent to School Road with additional landscaping introduced in the space made available by the new A160 / Habrough Roundabout being realigned further south. Details of the proposed landscaping design are shown on the Environmental Masterplan within the Environmental Statement.
	Questioned what landscaping will be carried out north of the existing Habrough roundabout.		This area is shown as land being required permanently to illustrate that it is part of the highway boundary and to ensure that land ownership / rights over the land can be updated where necessary as part of the project. Trees and other landscaping will remain adjacent to School Road with additional landscaping introduced in the space made available by the new A160 / Habrough Roundabout being realigned further south. Details of the proposed landscaping design are shown on the Environmental Masterplan within the Environmental Statement.
	Questioned who will maintain the landscaped areas north of the existing Habrough roundabout in the long term.		The proposal included within the plans included within our DCO application show that these landscaped areas between the Habrough Roundabout and School Road / Ulceby Road will be maintained by North Lincolnshire Council.
	Noted that the existing bushes between property and the existing road are overgrown. It has been requested that these are maintained (blocking light at present) or preferably removed and a sound reducing wall erected. Currently there is uncertainty as to the authority responsible for maintenance.		Existing planting between the backs of properties on School Road and the A160 will be retained. The Highways Agency are responsible for maintaining this planting and consideration will be given to trimming back to increase light into properties if required.
Land Interest (Phillips 66)	Ownership of land between the two refinery sections (north and south) which is currently part of the highway. The land registry plans still show this to be owned by Phillips 66	Y	The formal response from Phillips 66 followed a meeting with the A160/A180 project team in early November. The details held by the Land Registry for the refinery site show the areas where the current A160 lies between the Humber Oil Refinery, but note that these areas are excluded from the title. The land on which the A160 lies is included for permanent acquisition in our DCO application to ensure that the land encompassing the trunk road is correctly registered following construction. Concerns were raised that this could interfere with existing rights that may be held by Phillips 66, e.g. to access private pipelines from the road above. Plans illustrating the Highways Agency's maintenance boundary have been sent to Phillips 66 to assist in undertaking a review of their land ownership records and to feedback. This response was not available at the time of the application; therefore the proposal put forward within the consultation drawings for the areas in question remain unchanged. The project team will continue to engage with Phillips 66 on these and other issues as the project progresses. It is intended that a Statement of Common Ground will be developed once the application is placed.

Section 42 – Land Interests			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
	It was highlighted that the current public right of way from Town Street to Eastfield road doesn't actually exist (is impassable).		This issue has been raised with the North Lincolnshire Council's Public Rights of Way team. The message has been passed on that the right of way is currently inaccessible from either end and developments along the route render it unpassable. There is no compelling case for the A160/A180 project to fully extinguish the legal right of way, therefore the project proposes to provide a new access and diversion from the re-aligned Town Street overpass. There are also difficulties in establishing the legal line of Footpath 91 due to the scale and drawing accuracies of the definitive mapping. Any future amendments to the footpath will need to be promoted by North Lincolnshire Council.
	The environmental master plan design proposes a section of environmental mitigation land south of the new Town Street Link (north of the A160). It is proposed that this will become a wildflower meadow. Phillips 66 have concerns over the ownership and maintenance of this land		Details of a likely maintenance regime to ensure that this mitigation continues into the future have been shared with Phillips 66. The land has been shown as being acquired permanently as part of the project in order to ensure that this will be implemented. Further discussions with Phillips 66 are ongoing post application as to whether they are willing to accept return of the land with this maintenance requirement. This will likely feature in the statement of common ground.
	Phillips 66 has concerns over access to their "North Storage Site" north of Manby roundabout during construction. They need 24 hours access to this for deliveries		Access to this area (proposed to be used for the offline rail bridge construction) will be reviewed and the suggested alternative option to gain access to the site from the existing A160 Humber Road immediately east of Manby Roundabout will be considered. Access for Phillips 66 will be maintained and regular communications between the contractor and Phillips 66 site operators in the lead up to and during construction.
	Phillips 66 would like the way leave agreement between themselves and Air Products to be amended to suit the new route and they will inspect their records to establish if any further detail can be found on another pipeline which was located by trial pits carried out for the recent ground investigations		The DCO process will address changes to rights resulting from diversions of existing utilities onto new alignments. Phillips 66 have provided further information to indicate that the previously unknown buried service running adjacent to the air pipeline along the northeast limit of the railway embankment are redundant electric cables. This will be passed onto the contractor as part of the pre-construction information.
	Concern over the section of the plot severed by the Rosper Road Gyratory just north of the fire station. There is no new access currently shown on the design.		An access has been added to the preliminary design for this section of land. This would allow right in and right out movements to and from the southbound Rosper Road Gyratory carriageway. Phillips 66 are to investigate the opportunity to amend the current lease with the Fire Station to use this land in place of land lost elsewhere as a result of the propose high load vehicle route.
	The possible acquisition of the "former school house" by the HA for water vole mitigation land.		Following the meeting with Phillips 66, this land parcel has been put forward for potential water vole mitigation. This would require early negotiation to construct the mitigation during 2014 whilst the examination process is underway and allow sufficient time to establish prior to any species translocation if supported by future surveys. The status of any agreement should be clarified further in any statement of common ground / side agreement produced after application. Phillips 66 expressed no desire to retain ownership of this land post construction if environmental mitigation was constructed, therefore the proposal is to acquire permanently.
	Phillips 66 indicated they have a major refinery shut down planned for 2015 which will increase the head count by approximately 1,500 people who will mainly travel to site by car.		The A160/A180 Project Team advised that the best time for this shut down would be spring or early summer 2015 when the A160/A180 works are due to start on site so the effects on access and traffic management will be limited. Both parties will continue to liaise on this specific issue as the project progresses.

Section 42 – Land Interests			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
	<p>Phillips 66 wanted the design of the 11st Street Access to be altered slightly to include a physical barrier or island in the centre to prevent the movement from the north to south entrance but road markings on the north to direct motorist in the required direction but also still allow abnormal loads access</p> <p>Regarding the building that is to be demolished north of Manby Roundabout. The distribution board of the electricity supply for the buildings on that plot is located in this building and also Phillips 66 have supplied the asbestos register.</p>		<p>Further assessment is ongoing. Both parties share the objective of improving safety at this crossing and discouraging unauthorised manoeuvres. Any future amendments to the design will not change the restrictions placed on movements which are to be introduced as part of the DCO (i.e. to only allow right turns across the central reserve from A160 westbound into the northern refinery site).</p> <p>The Highways Agency will ensure that the electrical supply is relocated elsewhere to feed all the other buildings on the site. An asbestos survey will also need to be carried out on the building before any demolition is carried out.</p>
Land Interest (Ulceby Road)	<p>The respondent queried whether the road will have street lighting as at the moment Ulceby Road doesn't, but there is lighting on the current A160. From the plan the new road will be further away from the houses so they are concerned that it will be very dark without them.</p> <p>Questioned if the current footpath that goes past the houses on Ulceby Road towards the Truck Stop will remain.</p> <p>Questioned if there will be any bushes or trees between the houses on Ulceby Road and the new A160.</p> <p>Questioned if the construction work is likely to be carried out at night.</p>	Y	<p>The landscape and visual assessment included within the Environmental Impact Assessment (which will be available to read within the Environmental Statement) assumes that the short length of Ulceby Road would continue to be unlit as is the present situation. It is proposed to light the A160 and Habrough Roundabout in the vicinity of the properties along Ulceby Road near to Poplar Farm. The new sections of Habrough Road, Top Road and Ulceby Road would also be lit on their approaches to the new roundabout. We intend to retain existing lighting along the sections of Top Road and Habrough Road where bypassed by the new connections to the roundabout.</p> <p>Due to the presence of lighting currently in the area and the proposed new lighting as outlined above, there may be the option to introduce new lighting along Ulceby Road as this is unlikely to affect the results of the Environmental Impact Assessment work undertaken to date. This section of highway is intended to be part of the local road network maintained by North Lincolnshire Council, therefore any new lighting in this area would need to be agreed.</p> <p>It is proposed to improve connectivity for pedestrians and cyclists between the truck stop and South Killingholme. It is proposed to provide new or improved footways and cycleways with safer crossing facilities also. Further details of the proposals will be included within the Engineering Drawings included within the application.</p> <p>The proposed landscaping design will be included within the Environmental Statement as part of our application. We propose to retain as much of the existing vegetation as possible that exists between the current A160 and Ulceby Road, Top Road and School Road. It is proposed to provide new clusters of individual trees within grassed areas (similar to the existing) in the new land areas created between Ulceby Road and the A160/Habrough Roundabout.</p> <p>In general daytime working will be normal practice. However, some night working will be required for specific element of the project, such as lifting bridge decks into place.</p>
Land Interest (Hornsea Offshore Wind Farm)	<p>Concerns regarding how their project interfaces in the vicinity of Habrough Roundabout, South Killingholme and the associated access road running to the north parallel to Top Road. Issues concerning the construction program, and temporary and permanent rights that are required. The respondent suggests that this can be resolved through continuous engagement.</p>	N	<p>Thank you for your response. Your comment has been noted. The A160/A180 project team have been involved in regular meetings with SMart Wind in relation to the interactions between projects.</p>

Section 42 – Land Interests			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
Land Interest (DDM Agriculture)	Requested that topsoil is stripped and an appropriate thickness of terram placed before the area is used for storage.	Y	A Soil Management Plan will be developed by the contractor to ensure that land is reinstated and returned to existing standard as a minimum. This option has been considered further and would require approximately 1500m ² of additional land in order to store the extra top soil. North Lincolnshire Council, as part of their response raised concerns in relation to the archaeological impact if temporary storage areas were to be stripped of topsoil also. Based on this the proposed re-instatement plan does not include initial stripping of top soil prior to storage of top soil. Further detail will be developed as part of the Soil Management Plan, which will involve the relevant land interests as far as possible.
	Requested that all borrow pit land and temporary storage areas would be reinstated to existing standard following work completion.		A Soil Management Plan will be developed by the contractor to ensure that land is reinstated and returned to existing standard as a minimum. The contractor is willing to involve relevant interested parties in the reinstatement as far as reasonably practicable.
	Requested confirmation as to where the land would be drained to post construction.		The proposed drainage strategy was discussed in a meeting during the consultation period. Further details are available within the Engineering Drawings as part of the application.
	Requested a new access from Ulceby Road A1077 to prevent overuse of existing farm track past Ryehill Farm.		An existing access exists from Ulceby Road into land to the south that is considered to provide as suitable access point. This has been included within the works boundary for the DCO submission to allow appropriate improvements to the access to be made. Any additional works would need to be agreed as part of the compensation / accommodation works negotiations.
	Requested confirmation that fencing will be furnished with rabbit netting.		Boundary types are to be determined as part of discussions on compensation and accommodation works to be completed as part of the detailed design.
	Questioned if they could purchase land in the area to the south of Brocklesby Interchange which is to be reinstated either to arable or to an environmental mitigation area		This area currently consists of the raised land that forms the embankment for the existing A160 / A180 links as part of the current Brocklesby Interchange. This is a source of fill material to partly reinstate excavated borrow pits once traffic has been switched from the existing slip roads onto the new links. The current area includes existing landscape planting that would be removed when the embankment is taken away. The Environmental Impact Assessment reported in the Environmental Statement notes that providing replacement planting for that which would be lost is an essential mitigating feature, and therefore returning part of this land to the original owner is not possible.
	Requested that reinstatement of the borrow pit and top soil storage areas would be to existing land levels and that costs would be paid until the land was suitable for arable farming.		Compensation would be agreed by negotiations with the Highways Agency's valuer. The land would be reinstated to a similar level, taking the opportunity to re-profile the land where it would be beneficial to do so (e.g. to improve drainage and surface run-off).
	Questioned the reasons for the chosen placement of the borrow pits.		Borrow pits have been located considering constructability and environmental impact. They are sited adjacent to where the majority of material is needed to construct the embankments.
	Concern over access to land during scheme works for themselves and their tenants.		The contractor will ensure access is maintained throughout the works.
	Concerns regarding the land drainage following construction falling to the new ditches and the reinstatement of land drains in the land used as borrow pits or storage areas.		The drainage strategy considers intercepting drainage flowing from adjacent land. Where land drainage is damaged or removed as a result of the construction works, this will be reinstated to an acceptable standard.

Section 42 – Land Interests			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
	Consider the placement of passing places on the access track south of the new A160 dual carriageway. It was considered that it is a considerable distance to travel if there is nowhere to pass especially considering the type and size of vehicle which will be using the track.		This issue was raised by other land owners who would use this access track, along with concerns that it could be used inappropriately for parking, tipping, etc. It is proposed to narrow the track but maintaining the overall corridor width between fences of 5m as proposed. Three widened areas have been introduced with adequate inter-visibility between to ensure that vehicles can pass. The track would also be gated on entering from Habrough Road with a shared locking mechanism for all users.
Land Interest (DDM Agriculture)	Requested that the ditch is to remain on the field side of the new highway fence.	Y	In general the drainage strategy aims to place intercepting land drainage on private land. This is the case in this instance. Rights are proposed over the ditch for the highways authority to ensure that the ditch can be maintained in the event of a flooding event as required.
	Requested that the ditch should be at a depth below all existing land drains.		All intercepting drainage has been modelled at a minimum of 800mm below existing ground level based on the topographical survey information held by the design team. This is considered sufficiently deep to intercept existing land drainage.
	Requested that fencing would be post and rail, and furnished with rabbit fencing.		Boundary types are to be determined as part of discussions on compensation and accommodation works to be completed as part of the detailed design.
	Concerned about the security of new access track		This issue was raised by other land owners who would use this access track, along with concerns that it could be used inappropriately for parking, tipping, etc. It is proposed to narrow the track but maintaining the overall corridor width between fences of 5m as proposed. Three widened areas have been introduced with adequate inter-visibility between to ensure that vehicles can pass. The track would also be gated on entering from Habrough Road with a shared locking mechanism for all users.
	Requested confirmation that all temporary storage areas and site compounds would be re-drained after completion of the scheme.		A Soil Management Plan will be developed by the contractor to ensure that land is reinstated and returned to existing standard as a minimum. The contractor is willing to involve relevant interested parties in the reinstatement as far as reasonably practicable.
	Requested that topsoil is stripped and an appropriate thickness of terram placed before the area is used for storage.		A Soil Management Plan will be developed by the contractor to ensure that land is reinstated and returned to existing standard as a minimum. This option has been considered further and would require approximately 1500m ² of additional land in order to store the extra top soil. North Lincolnshire Council, as part of their response raised concerns in relation to the archaeological impact if temporary storage areas were to be stripped of topsoil also. Based on this the proposed re-instatement plan does not include initial stripping of top soil prior to storage of top soil. Further detail will be developed as part of the Soil Management Plan, which will involve the relevant land interests as far as possible.
	Requested temporary fencing around all working areas.		The site will be fenced at all times.
Concern over a farm stewardship scheme that will be affected by the works.	It is acknowledged that the proposed alignment of Habrough Road would require land currently forming part of an entry level stewardship scheme. This is required by geometric design standards.		
Land Interest (DDM Agriculture)	Requested another access opposite the proposed access on Top Road link.	Y	An additional access has been added. This proposal has been agreed in principle with North Lincolnshire Council who will become the local highway authority for this road in future.
	Requested confirmation of contractor access points during the scheme.		This will be developed in more detail as the project progress and affected land interests will be kept informed.

Section 42 – Land Interests			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
	Requested confirmation of where the Top Road link would drain to.		The proposed drainage strategy was discussed in a meeting during the consultation period.
	Requested confirmation of the location of the ditch on the east side of Top Road and whether the Highways Agency will maintain it in the future.		The highway and land drainage strategy has been reviewed following the feedback received. The current drainage proposal would require part of the existing ditch to accommodate drainage from the road. The drainage would head southwards towards the existing A160, away from the agricultural land. As the drainage ditch in this area is proposed to intercept land drainage where required, but would need to fall within the highway boundary in this instance.
	Requested that fencing would be post and rail, and furnished with rabbit fencing.		Boundary types are to be determined as part of discussions on compensation and accommodation works to be completed as part of the detailed design.
	Top soil storage areas adjoining Top Road link would need to be stripped and terram placed before the area is used for storage.		A Soil Management Plan will be developed by the contractor to ensure that land is reinstated and returned to existing standard as a minimum. This option has been considered further and would require approximately 1500m ² of additional land in order to store the extra top soil. North Lincolnshire Council, as part of their response raised concerns in relation to the archaeological impact if temporary storage areas were to be stripped of topsoil also. Based on this the proposed re-instatement plan does not include initial stripping of top soil prior to storage of top soil. Further detail will be developed as part of the Soil Management Plan, which will involve the relevant land interests as far as possible.
	Requested confirmation that the temporary storage area would be re-drained after the works.		A Soil Management Plan will be developed by the contractor to ensure that land is reinstated and returned to existing standard as a minimum. The contractor is willing to involve relevant interested parties in the reinstatement as far as reasonably practicable. Where land drainage is damaged or removed as a result of the construction works, this will be reinstated to an acceptable standard.
Land Interest (DDM Agriculture)	Requested confirmation that the new 5m access track running around the perimeter of the new highway would be gated and locked.	Y	This issue was raised by other land owners who would use this access track, along with concerns that it could be used inappropriately for parking, tipping, etc. It is proposed to narrow the track but maintaining the overall corridor width between fences of 5m as proposed. Three widened areas have been introduced with adequate inter-visibility between to ensure that vehicles can pass. The track would also be gated on entering from Habrough Road with a shared locking mechanism for all users.
	Requested that topsoil is stripped and an appropriate thickness of terram placed before the area is used for storage.		A Soil Management Plan will be developed by the contractor to ensure that land is reinstated and returned to existing standard as a minimum. This option has been considered further and would require approximately 1500m ² of additional land in order to store the extra top soil. North Lincolnshire Council, as part of their response raised concerns in relation to the archaeological impact if temporary storage areas were to be stripped of topsoil also. Based on this the proposed re-instatement plan does not include initial stripping of top soil prior to storage of top soil. Further detail will be developed as part of the Soil Management Plan, which will involve the relevant land interests as far as possible.
	Preference for a hedge and fencing adjacent to Top Road link.		Boundary types are to be determined as part of discussions on compensation and accommodation works to be completed as part of the detailed design.

Section 42 – Land Interests			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
	Why are rights required for the Anglian Water pipeline when the pipeline is in the adjacent owners plot and not theirs.		it is anticipated that any diversion required will result in the pipeline remaining within land under the same ownership however this area of land has been included within the DCO submission to ensure that flexibility is achieved for the potential route of a diversion to the pipeline is required.
	Concern with regard to the drainage of the remaining field, south east of new Habrough roundabout.		A ditch is proposed to be constructed on the south side of the field with either a connection into the highway drainage for the Habrough Road link or a culvert below the road to connect to the new drainage/ditch network.
	All new ditches need to be cut below the existing land drains.		All intercepting drainage has been modelled at a minimum of 800mm below existing ground level based on the topographical survey information held by the design team. This is considered sufficiently deep to intercept existing land drainage.
	Concern over the depth of ditches and also drains crossing under the highway alongside the existing gas pipelines.		The drainage is designed to run in the ditch to the north of the field in a westerly direction at a minimum depth of 800m below existing ground level and it is then culverted under the A160 immediately east of the Truck Stop. As noted above, the proposed depth is considered adequate to intercept any adjacent land drainage. Exploratory trial pits suggest that this would provide acceptable clearance to the buried pipelines below. Further trial pits are planned to re-confirm this.
	Expressed concern about where the water would drain to from the new Top Road link.		The highway and land drainage strategy has been reviewed following the feedback received. The current drainage proposal would require part of the existing ditch to accommodate drainage from the road. The drainage would head southwards towards the existing A160, away from the agricultural land. The drainage ditch in this area is proposed to intercept land drainage where required, but would need to be located within the highway boundary in this instance as it is proposed to carrier drainage from the highway also.
	Land owner requested accesses opposite each other from the new Top Road Link and also a new access from the existing Top Road to replace the one which will be removed by the Greengate Lane Link		Both additional accesses have been added. This proposal has been agreed in principle with North Lincolnshire Council who will become the local highway authority for this road in future.
	Land owner agreed that if access was provided from Primitive Chapel Lane to their plot south of the A160 then the access from the A160 could be closed.		It is proposed to stop up the access from the A160 and replace with a new access provided from Primitive Chapel Lane. This will improve safety on the westbound A160. The meeting with the landowner also highlighted that public rights of way (Footpaths 85 and 87) may exist on part of the land in question. This has been investigated further and no detail can be found as to whether this legal right still exists. The A160/A180 project team have discussed this issue with the North Lincolnshire Council's Public Rights of Way team and the definitive map they hold does not appear to come with amendments to document the historic closure of the short lengths of footpath, which are currently impassable and no footway facilities exist on the A160 to connect to. The DCO therefore seeks to extinguish both footpaths over the short lengths between Primitive Chapel Lane and the A160 as shown on the Streets, Rights of Way and Access Plans.
	Land owner concerned about double parking on School Road and Town Street near to the shop which will prevent them from passing with farm vehicles		This is an existing issue that concerns the local road network which North Lincolnshire Council are responsible for. It is therefore not proposed to promote the introduction of parking restrictions on School Road as part of the A160/A180 development consent order.

Section 42 – Land Interests			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
	Land owner expressed concern over the lay-by on the A160 being used by wagon drivers as an overnight stop which it wasn't intended for. Can this be reviewed for parking provisions		<p>The design proposes to retain the existing A160 eastbound lay-by at Town Street. A review of accident data in this location has concluded that retaining the lay-by is not considered to be a concern in terms of user safety. Any substandard features associated with the lay-by have been risk assessed and are considered to be acceptable given that it is located in a semi-urban area with street lighting and good visibility. The area has a high percentage of HGV traffic and also suffers from illegal HGV parking. Design standards require a minimum provision of lay-bys on all-purpose trunk roads, and as it is necessary to close two lay-bys elsewhere on the project, it is considered that removing this well used facility would exacerbate this existing problem.</p> <p>It is noted however that closure of the lay-by will be required during the construction works to allow the new Town Street overpass to be constructed. Exact timescales are still to be developed.</p> <p>The issue of litter in the area has also been relayed to North Lincolnshire Council who have the responsibility for managing this issue.</p>
Land Interest (DDM Agriculture)	Requested extra water trough and meter to the remaining land at Town Street Bridge.	Y	This will be determined as part of discussions on compensation and accommodation works to be completed as part of the detailed design.
	Requested that all fencing is stock proofed.		Boundary types are to be determined as part of discussions on compensation and accommodation works to be completed as part of the detailed design.
	Requested fencing around all the retained land.		Boundary types are to be determined as part of discussions on compensation and accommodation works to be completed as part of the detailed design.
	Concern over the turning head on stopped up section of Habrough Road being secluded. May result in issues such as fly tipping.		Thank you for your response. Your comment has been noted.
	Access is still required to the east of Habrough Road to maintain hedges.		This will be investigated during detailed design.
	Concern regarding the clearance distance under the new bridge in order to access farm land on Old Humber Road.		The design has been based on provided full standard headroom of 5.3m on Town Street Overpass where it crosses Humber Road and the A160. This is sufficient to accommodate the largest road unescorted vehicles.
	Land Owner requested a new access to their southern plot from Town Street south following its re-alignment		An additional access has been added. This proposal has been agreed in principle with North Lincolnshire Council who will become the local highway authority for this road in future.
Land Interest (Lovelles Bacons)	Concern over trees and hedges being removed at rear of property and any proposed boundary treatments.	Y	The Highways Agency confirm that the design has been developed following an earlier meeting at the property on site and will not require permanent acquisition of land in this area. We will aim to retain as much vegetation as possible in this area, particularly the tall trees that run along the boundary fence. It is also proposed to provide physical fence at the road level to reduce noise and visual impact. It is noted that this is not as a direct result of the environmental impact assessment, but from feedback received through consultation.
	Would like a new sign on the new road to direct to their business.		As Habrough Road would be part of the local highway network, the introduction of a sign would need to be approved by North Lincolnshire Council.
	Requested confirmation that the section of highway which will become a cul de sac will remain a public highway that North Lincolnshire Council maintain.		It has been confirmed by North Lincolnshire Council that this will be maintained as part of the local highway network.

Section 42 – Land Interests			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
	Concern over property access and the maintaining of electric gas and water supply to key properties.		Access will be maintained to properties and owners will be made aware of any outages to utility supply and provisions will be put in place to limit impacts. Works to existing roads in South Killingholme north of the A160 are minimal, therefore it is anticipated that the effect on any existing utilities would be minimal also. All relevant utility companies have been contacted in relation to the project to assess the likely impact it would have on their equipment.
	Plans provided are small scale with no details of proposed landscaping. Specifically concerned about the area around Town Street for their client		A larger scale drawing showing the design in more detail was issued. A meeting was also held with the landowner at the residence on 4 December, which allowed the A160/A180 Project team to better appreciate the issues raised, which were broadly those fed back as part of the Design Proposals Consultation. Following the meeting, the design was modified to acknowledge the safety concern caused by reduced forward visibility for drivers heading into Town Street (south) from the A160 westbound carriageway. It is now proposed to acquire some land from the front garden of the property in order to widen the existing road verge and remove all obstructions to forward visibility and improve it to an acceptable level. This will also facilitate the construction of a consistent 2m footway into Humber Road.
	Requested the agency review acquisition of properties affected by the scheme before works commence as recently reviewed on the new High Speed 2 rail link.		The Highways Agency will compensate landowners using the national compensation code.
Land Interest (RJ Design Architecture Ltd)	Requested the consultation plan and would like to discuss the new access to their clients land in the drawings provided.	N	The consultation letter and detailed plan were sent to the agent. A meeting was also offered to discuss the design and any issues. No further response has been received prior to the application being placed.
Land Interest (VPI Immingham)	We have no specific issues with the land take for enabling works, however we do see that this land take could have an impact on the Natural Gas pipeline feeding the power plant, if not managed correctly. Drawing provided with notes to explain how we feel we need the work to be managed	N	Protective measures would be put in place prior to any construction work in and around the apparatus, and VPI representatives would be involved in review of method statements, etc prior to works being undertaken. Ongoing engagement will continue with Vitol Power Immingham on this and any other issues as the project progresses.

Section 47 – Local Community			
Consultee / Organisation	Comments	Change to Proposal (Y/N)	Response to comments
Community Member Mayfield Avenue	Complaint about traffic running through and onto Baptist Chapel Lane. Issues with large vehicles causing safety concerns.	N	The project will improve capacity on the A160 and its junctions with minor side roads which will reduce the likelihood that road users will seek alternative routes via local roads. There is currently a 7.5 tonne weight limit along Eastfield Road, Baptist Chapel Lane, Faulding Lane and Town Street.
Community Member	Would like to know what is happening to the wooded area running along School Road. The plan shows it is to be acquired permanently.	N	This area is shown as land being required permanently to illustrate that it is part of the highway boundary and to ensure that land ownership / rights over the land can be updated where necessary as part of the project. Trees and other landscaping will remain adjacent to School Road with additional landscaping introduced in the space made available by the new A160 / Habrough Roundabout being realigned further south. Details of the proposed landscaping design are shown on the Environmental Masterplan within the Environmental Statement.
Community Member Chapel Lane	The constructions of any new roundabouts and slip roads should incorporate noise reducing tarmac, and if possible the remaining concrete section of road on the A180 be replaced with this.		The noise assessment has assumed that low noise surfacing would be laid where new road construction works are proposed. We will not look to improve/alter any surfacing on the A180 at this stage unless.
	Concerned about Ragwort weed in the area, specifically in the topsoil storage areas. Concern that livestock maybe affected if allowed to spread.		Details on how Ragwort and other problem weeds will be contained/controlled is in the construction environmental management plan (CEMP) which will be drafted by the contractor in the lead up to construction.