

Port of Immingham | A160

Improvements

Report on Public Consultation

November 2009

Report on Public Consultation



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W11231/01/500 Rev 2	Option 5
W11231/01/600 Rev 2	Option 6
W11231/01/700 Rev 3	Option 7
W11231/01/800 Rev 2	Option 8

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APPENDIX C PRESS NOTICE

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EXECUTIVE SUMMARY

Immingham and Grimsby Ports are the largest ports in the UK by tonnage, handling some 10% of the UK's cargo market. The South Humber Bank also contains 27% of the UK's oil and gas refining capacity. The South Humber Bank remains the largest area of undeveloped land fronting a deep-water estuary in the United Kingdom. Approximately 1000 hectares of land is currently available for future development. The scheme brief is to improve access via the A160 to the Port of Immingham.

The A160 is approximately 5.15km in length and is currently a mix of single and dual carriageway running through areas of both agricultural and heavy industrial land associated with the petrochemical industry. It currently suffers severe congestion, particularly along the single carriageway sections, due to the very high proportion of heavy freight traffic (>42%) using this nationally strategic route to and from the ports.

Eight scheme options were developed and technically appraised during the Options Identification stage, resulting in four recommended options (Options 1, 2, 4 and 7) and four non-recommended options (Options 3, 5, 6 and 8).

A Public Consultation was undertaken between 8th June and 28th August 2009, including a Public Exhibition which was held on 3rd and 4th July 2009. 460 completed questionnaires and 16 written responses from Key Stakeholders were received. The public exhibition was attended by 316 people.

This Report on Public Consultation describes the consultation arrangements, and presents and analyses the responses that were received.

The consultation responses indicated that Option 7 was the most popular option; however there was a general view from local residents that access to the village of South Killingholme would be compromised by the scheme proposals. In order to address the issue of access to South Killingholme, the HA has determined that an additional option needs to be developed which is based on Option 7, with amendments to the junction arrangements at Ulceby Road, Habrough Road and Town Street.

1. INTRODUCTION

1.1. Purpose of Report on Public Consultation

1.1.1. This report describes the Public Consultation which has been undertaken by the Highways Agency (HA) for the A160 Port of Immingham Improvements scheme. The method of consultation is described in detail in Section 2. The results of public and stakeholder responses are presented in Section 3 and summarised in Section 4.

1.1.2. Section 5 of this report concludes the findings of the Public Consultation and describes any additional options which are to be investigated and assessed in detail, prior to the recommendation of the Preferred Route.

1.2. Public Consultation

1.2.1. The Government’s Code of Practice on Consultation (CoPoC - HM Government, 2008) has been adopted by the HA for use in all formal public consultation exercises. This Code of Practice sets out the main criteria for ensuring an effective consultation, which is an important aspect of developing new Government policies, processes or practices, including highway improvement schemes.

1.2.2. The seven consultation criteria which are set out in the CoPoC are included in Table 1.1 below. Each of these criteria has been met in order to ensure that this consultation exercise complies with the CoPoC. Table 1.1 indicates the relevant section of this report which explains how each of the criteria has been met.

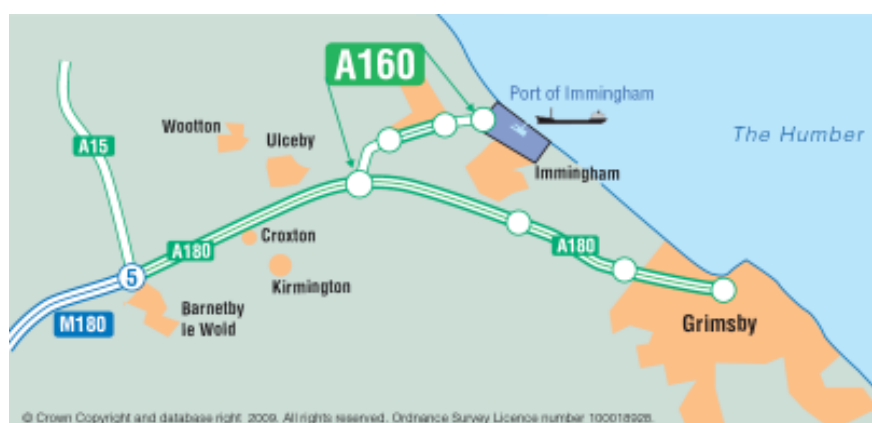
Table 1.1: The Seven Consultation Criteria

Criterion (and description)	Report section
Criterion 1 – When to consult <i>Formal consultation should take place at a stage when there is scope to influence the policy outcome</i>	1.3.14
Criterion 2 – Duration of consultation exercises <i>Consultations should normally last for at least 12 weeks with consideration given to longer timescales where feasible and sensible</i>	2.1.1.1
Criterion 3 – Clarity of scope and impact <i>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</i>	2.2.1.3
Criterion 4 – Accessibility of consultation exercises <i>Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach</i>	2.3.1.2
Criterion 5 – The burden of consultation <i>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</i>	2.2.2.1
Criterion 6 – Responsiveness of consultation exercises <i>Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation</i>	3.1.1
Criterion 7 – Capacity to consult <i>Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience</i>	2.2.1.4

1.3. Scheme History/Background

- 1.3.1. The South Humber Bank remains the largest area of undeveloped land fronting a deep-water estuary in the United Kingdom. Approximately 200 hectares of land is currently available for future development. The ports of Immingham and Grimsby located on the South Humber Bank are the largest ports in the UK by tonnage having handled 66 million tonnes of freight in 2007, representing some 10% of the UK's cargo market. The South Humber Bank is also home to the UK's largest refinery cluster representing 20% of the UK's refining capacity.
- 1.3.2. With the availability of developable land, increasing infrastructure constraints at the major southern ports (Felixstowe, Southampton etc), there is significant growth taking place on the South Humber Bank with the ports of Immingham and Grimsby forecast to grow rapidly over the next 10-15 years to meet growing UK demand.
- 1.3.3. The A160 is the principal route to the Port of Immingham from the junction with the A180, which carries on to Grimsby (see Figure 1.1). The A160 and A180 routes provide the strategic link between these ports and the National Road Network. The A160 and A180 form part of the Trans European Transport Network (TEN-T) and the Trans-Pennine Strategic National Corridor between Grimsby and Immingham in the east and Liverpool in the west.

Figure 1.1: Location of A160



- 1.3.4. Although the local motorway network in the vicinity of the South Humber Bank is reasonably lightly trafficked and provides excellent links to the national motorway network, the A160 between the A180 and the Port of Immingham remains the biggest single constraint to the area's development.
- 1.3.5. The A160 is part single carriageway, between the grade separated junction with the A180 at Brocklesby and the Habrough roundabout (2km), and again between

the Manby Road Roundabout and the port gates (0.7km), and part dual carriageway, between Habrough Roundabout and Manby Road Roundabout (2.5km). There are several direct accesses onto the A160 including a truck stop at the junction with A1077 Ulceby Road.

- 1.3.6. The extremely high proportion of heavy freight traffic serving the port (42%-52%) causes severe congestion on the two single carriageway sections, which in turn causes delays on the whole A160/A180 route.
- 1.3.7. With the planned expansion of the port and the land available for development, there is forecast to be considerable traffic growth in the next 10 to 15 years. This existing congestion problem already inhibits growth in the region, and will, without intervention, become worse over time.
- 1.3.8. The A160 Port of Immingham Improvements scheme was identified as being required by the Yorkshire and Humber Assembly (YHA) following assessments which examined the impacts of proposed development on the South Humber Bank (SHB) in North and North East Lincolnshire.
- 1.3.9. The Yorkshire & Humber Assembly have prioritised the scheme in their Regional Funding Allocation that was submitted to Ministers at the end of February 2009 and have allocated £95 million for the scheme. In July 2009 Ministers endorsed this allocation.
- 1.3.10. Pell Frischmann Consultants Limited (PFC) has been appointed by the Highways Agency (HA) under the Project Support Framework (PSF) to investigate options for the improvement of the A160 near Immingham in North Lincolnshire, to improve access to the Port of Immingham.
- 1.3.11. Previous commissions to develop solutions for improvements to the A160 proposed to upgrade the A160 to dual 2 lane carriageway standard over its full length, with junction improvements. Initially, two options for the scheme were developed: an option with grade separated junctions and an option with at-grade junctions. As well as developing these two options, PFC has examined the feasibility of six further options which have arisen following Options and Value Engineering workshops in July and November 2008 respectively.
- 1.3.12. These eight scheme options were developed and appraised during Stage 1 - Options Identification Stage of the Project Control Framework (PCF) Options Phase. The results of this appraisal are contained in the Technical Appraisal

Report (TAR) - Report Ref W11231/VAA/R03 Rev 3, which recommended 4 options to be taken forward to Public Consultation.

1.3.13. Ministerial approval for the scheme to commence Public Consultation was obtained in May 2009.

1.3.14. The project is currently in Stage 2 of the PCF lifecycle - Option Selection. One of the main objectives of this Stage is to carry out a Public Consultation to enable the public to express their views on the options recommended in the Technical Appraisal Report. This ensures that consultation is undertaken at a stage which can influence the outcome of the Preferred Route Announcement, and satisfies Criterion 1 of the CoPoC (see Table 1.1).

1.4. Scheme Objectives

1.4.1. The main scheme objectives are to:

- Relieve congestion on the A160;
- Provide improved access to the Port of Immingham;
- Improve safety.

1.4.2. For all options it is proposed to improve the A160 to dual 2 lane all-purpose carriageway between the A180/A160 junction (Brocklesby Junction) and the A160/Top Road/Habrough Road junction (Habrough Roundabout). Alternative junction arrangements are investigated in the scheme options.

1.5. Scheme Options

1.5.1. Eight scheme options were developed and appraised during the PCF Stage 1 - Options Identification. The 8 option drawings are included in Appendix A and described in the Public Consultation Leaflet which is included in Appendix B. The TAR identified 4 recommended options and 4 non-recommended options based on the consideration of a number of factors, including economic and environmental impact, cost and safety benefits.

1.5.2. All 8 options were included in the Public Consultation to enable the public to express their views on all of the options considered, not just the recommended options. The results of the TAR assessments were also included to explain the reasons for choosing the recommended options.

1.5.3. The Public Consultation information clearly stated which options were recommended following their assessment:

- Option 1;
- Option 2;
- Option 4;
- Option 7.

1.5.4. The Public Consultation information clearly stated which of the options were non-recommended and included the reasons for this:

- Option 3;
- Option 5;
- Option 6;
- Option 8.

2. PUBLIC CONSULTATION

2.1. Consultation Arrangements

2.1.1. Timing of Consultation

2.1.1.1. The consultation period was 12 weeks, in line with Criterion 2 of the CoPoC (see Table 1.1). It was not deemed necessary to consult for a period longer than this, as the scheme is not contentious, and 12 weeks was considered a sufficient amount of time to enable stakeholders to provide comment on the proposals.

2.1.1.2. The public consultation process commenced at the earliest opportunity in the PCF Option Selection stage. The main constraint to the start of the consultation was the European Elections held on 4th June 2009. It was decided that the Consultation should commence the following Monday (8th June 2009), and continue until 28th August 2009. This provided approximately 6 weeks of consultation prior to the local school summer holidays and the remainder during the summer break.

2.1.2. Public Exhibition

2.1.2.1. A public exhibition was held as part of the consultation process on 3rd and 4th July 2009, four weeks into the consultation process. It was considered that this would allow a reasonable amount of time to inform interested parties about the exhibition.

2.1.2.2. A preview exhibition was held for dignitaries at 6pm on 2nd July 2009. This comprised a presentation on the A160 scheme followed by a question and answer session. Members of the local press were also invited prior to the exhibition opening to the public on 3rd July 2009.

2.1.2.3. As the scheme was likely to have the greatest direct impact on the residents of South Killingholme it was considered appropriate to hold the exhibition in South Killingholme. South Killingholme Community Centre was chosen as the venue for the exhibition, and includes disabled access and facilities and car parking.

2.1.2.4. The exhibition was assembled in the main hall at South Killingholme Community Centre. Details of the exhibition display material are provided in Section 2.2.5 below.

2.1.2.5. Members of the project team from the Highways Agency, Pell Frischmann and Golder Associates were present at the exhibition to help explain the proposals to

members of the public. The HA's land and property valuer was also present to discuss queries relating to land acquisition and compensation. A briefing pack was prepared prior to the exhibition to provide relevant information to the exhibition staff including possible questions and answers.

- 2.1.2.6. A reception desk was set up and manned to record numbers and details of people attending the exhibition and to collect questionnaire responses and comments from members of the public.
- 2.1.2.7. Other information available to the public included HA information leaflets, DfT booklets on compulsory purchase and land compensation and the Public Consultation Leaflet (see section 2.2.1 below).
- 2.1.2.8. Additional background information was available for public viewing on request. This included Appraisal Summary Tables, accident location drawings, general arrangement drawings, land ownership drawings, the Technical Appraisal Report and the Environmental Assessment Report.

2.2. Consultation Material

2.2.1. Public Consultation Leaflet

- 2.2.1.1. A Public Consultation Leaflet (PCL) was produced to explain the scheme proposals to the public and to provide contact details for the return of questionnaires and requests for further information. A copy of the leaflet is included in Appendix B.
- 2.2.1.2. The leaflet included details of the scheme background, the options that have been developed, the results of the environmental and economic assessments, details of the consultation process and the current scheme programme. Details of the public exhibition, scheme webpage and CoPoC were also included.
- 2.2.1.3. The production of the Public Consultation Leaflet, and other material described in Section 2.2 complies with Criterion 3 of the CoPoC (see Table 1.1).
- 2.2.1.4. A Consultation Coordinator, Monica Brown was appointed to provide advice on planning the public consultation exercise. Monica was also named in the Consultation Leaflet as the person to contact with queries of complaints regarding the consultation process. This satisfies Criterion 7 of the CoPoC (Table 1.1).

2.2.2. Questionnaire

- 2.2.2.1. A questionnaire was produced as a convenient way for members of the public to provide written comments on the scheme options. The questionnaire was attached to the Public Consultation Leaflet (included in Appendix B). Once removed from the leaflet and completed, the questionnaire could be folded into a pre-paid envelope, and posted back to the HA. Providing a simple way of encouraging feedback on the scheme contributes to Criterion 5 of the CoPoC (see Table 1.1).
- 2.2.2.2. The questionnaire was designed to collect views on the 4 recommended scheme options. The majority of questions required simple responses (check boxes and ranking scores) to obtain views on a number of specific aspects of the scheme options. Space was also provided to enable the respondent to provide additional comments, including comments on the non-recommended options.
- 2.2.2.3. Additional information was requested such as address (optional), type of vehicles used by the respondent along the A160, and whether they were involved in the haulage of goods to the Port of Immingham. An online questionnaire was also

made available as described in Section 2.2.3.2. below. The received information has been used to identify trends in responses from different groups of people.

2.2.3. Scheme Webpage

2.2.3.1. A scheme webpage was uploaded to the Highways Agency's website at the following address: <http://www.highways.gov.uk/A160-A180improvements>

2.2.3.2. The webpage contained background information on the scheme, including details of the Public Exhibition. An online questionnaire was also available for members of the public to complete and submit responses electronically, thereby also contributing to Criterion 5 of the CoPoC. Downloadable versions of the Public Consultation Leaflet and Appraisal Summary Tables were also available.

2.2.4. Press Notice

2.2.4.1. A Press Notice was produced to provide the local media with information on the A160 scheme proposals, the consultation process and the public exhibition. A copy of the Press Notice is included in Appendix C.

2.2.5. Exhibition Material

2.2.5.1. Details of the exhibition arrangements are provided in Section 2.1.2 above. The exhibition display panels were based on the information contained in the Public Consultation Leaflet, a copy of the displayed information is included in Appendix D.

2.2.5.2. In addition to the static display, screens were provided to show 3d flythrough animations for each of the 8 scheme options.

2.2.5.3. A satisfaction questionnaire was also handed out to attendees to collect views on the quality of the exhibition and consultation information; a copy is included in Appendix E.

2.3. Consultation Publicity

2.3.1. General

2.3.1.1. It is essential that the consultation exercise is aimed at those people who may have an interest in the scheme. Three methods of publicising the proposals and the public exhibition were aimed at contacting specific groups of stakeholders, as indicated in Table 2.1.

Table 2.1: Methods used for publicising the consultation

Method of Publicising Consultation	Aimed At
Leaflet Mailings	<ul style="list-style-type: none"> • Local Residents and Businesses • Key Stakeholders: <ul style="list-style-type: none"> ▪ Local MPs and Councillors ▪ Local Authorities ▪ Government Departments/Agencies ▪ Emergency Services ▪ Utility Companies ▪ Public Transport Companies ▪ Other interest groups
Deposit Points	<ul style="list-style-type: none"> • Local and non-local residents not included in leaflet mailing
Media Advertisements	<ul style="list-style-type: none"> • Anybody else who may be interested in or affected by the proposals

2.3.1.2. The following sections describe the methods of publicising the consultation listed in Table 2.1. Ensuring that the consultation effectively reaches the target audience complies with Criterion 4 of the CoPoC (see Table 1.1).

2.3.2. Leaflet Mailings - Local Residents

2.3.2.1. It was presumed that people living close to the A160, especially residents of South Killingholme, would be the group of stakeholders most affected by the scheme proposals. It was expected that a significant number of consultation responses and comments would be from local residents; therefore it was important to ensure that they were consulted effectively.

2.3.2.2. Local residents were identified as those who were likely to be directly affected by the proposals, e.g. residents of South Killingholme, and those who might be indirectly affected by the proposals, e.g. residents of North Killingholme, Immingham, Ulceby, Habrough, Brocklesby and Wooton.

2.3.2.3. Distribution Business Services Limited was employed to deliver approximately 7000 Public Consultation Leaflets to local residents and businesses. Appendix F shows the area covered by the direct mailing.

2.3.3. Leaflet Mailings - Key Stakeholders

2.3.3.1. Public Consultation Leaflets were sent to all previously identified Key Stakeholders, including local dignitaries.

2.3.3.2. The local dignitaries were invited to the preview exhibition and included:

- 4 local MPs;
- 6 MEPs for Yorkshire and the Humber Region;
- 13 Councillors (local, County, District and Ward Councillors);
- 2 representatives from each of the local Parish Councils, Town Councils and Parish Meetings (South Killingholme, North Killingholme, East Halton, Ulceby, Habrough, Immingham and Brocklesby);
- 2 officers from each of the local councils (North Lincolnshire, North East Lincolnshire and Lincolnshire County);
- 1 representative from the Government Office for Yorkshire and the Humber;
- 1 representative from Yorkshire Forward;
- 1 representative from each of the emergency services (police, ambulance, fire) and Community Protection Units (North Lincolnshire and North East Lincolnshire).

2.3.3.3. Other Key Stakeholders included:

- Government Departments and Agencies, including the Environment Agency, Natural England and English Heritage;
- Major local businesses, including Associated British Ports, Conoco Phillips and Total;
- Utility companies, including National Grid Gas and British Telecom;
- Other interest groups, including The National Trust, Royal Automobile Club, etc.

2.3.4. Deposit Points

- 2.3.4.1. In order to target people who lived outside the distribution area, and to provide them with an opportunity to comment on the proposals, a number of deposit points were established, e.g. public places such as Post Offices, which provided a supply of Public Consultation Leaflets and had posters displayed to publicise the scheme.
- 2.3.4.2. Deposit Points were established in Post Offices in Barrow-upon-Humber, East Halton and Ulceby, and also in Immingham Leisure Centre and Swimming Pool.
- 2.3.4.3. A significant number of non-residents use the A160 regularly to access the oil refineries and ports. In order to reach this audience Deposit Points were also established in the following locations:
- Associated British Ports (Port of Immingham);
 - Humber Sea Terminal;
 - Conoco Phillips (Humber Oil Refinery);
 - Total (Lindsey Oil Refinery);
 - PD Ports;
 - Ulceby Fort Truck Stop.
- 2.3.4.4. Appendix F shows the locations of the Deposit Points. In total, approximately 17500 leaflets were distributed to Deposit Points during the consultation period.
- 2.3.4.5. Stocks of leaflets at Deposit Points were monitored regularly throughout the consultation period and replenished when necessary.

2.3.5. Media Advertisements

2.3.5.1. The local media was used to reach people who had not received a leaflet, or been made aware of the consultation and exhibition by other means.

2.3.5.2. Advertisements publicising the public consultation were placed in the following newspapers on the weeks commencing 22nd and 29th June 2009:

- Grimsby Evening Telegraph
- Grimsby & Cleethorpes Target/Life (free weekly)
- Yorkshire Post
- Scunthorpe Telegraph

2.3.5.3. Radio commercials were also broadcast between 27th June 2009 and 4th July 2009 on the following stations:

- Viking FM
- Magic 1161
- Lincs FM

2.4. Attendance at Exhibition

2.4.1. General

2.4.1.1. Attendance at the exhibition was as follows:

- 2nd July 2009 (Preview exhibition) - 18
- 3rd July 2009 (Public exhibition) - 189
- 4th July 2009 (Public exhibition) - 127

2.4.2. Preview Exhibition

2.4.2.1. The preview exhibition was attended by 18 dignitaries. None of the invited MPs, MEPs or representatives from the local Government office, Yorkshire Forward or the emergency services attended. Three officers from the local authorities attended (2 from North Lincs, 1 from North East Lincs) and four local Councillors attended (2 from North Lincs, 1 from North East Lincs and 1 from Lincolnshire County). Eleven parish councillors attended (2 from Habrough Parish Council, 1 from East Halton Parish Council and 8 from South Killingholme Parish Council).

2.4.2.2. The fact that 8 parish councillors attended from South Killingholme Parish Council highlights the level of interest from the local community.

2.4.3. Public Exhibition

2.4.3.1. In total, over the two days of the public exhibition, 316 members of the public attended. Of these approximately 55% were residents of South Killingholme, representing approximately 15-16% of the population of the village, indicating a very high level of interest from local residents.

3. CONSULTATION RESPONSES

3.1. Introduction

3.1.1. One of the main aims of the consultation exercise was to use the local knowledge, experience, expertise and views of respondents to develop a more effective solution. This section presents and analyses the results of all of the consultation responses to summarise the views on the proposed options. The analysis of the consultation responses is a significant part of the process of presenting the main points that were learnt during the consultation exercise, which satisfies Criterion 6 of the CoPoC (Table 1.1).

3.2. Questionnaires

3.2.1. Collation of responses

3.2.1.1. 371 written questionnaires and 89 electronic questionnaires were completed and returned. The questionnaire responses, both written and electronic, were entered into a single spreadsheet, to collate the responses and provide a means of analysing the results. The results of the questions which involved check box or ranking score responses were counted and analysed using this spreadsheet.

3.2.1.2. The written comments on the questionnaires contained a large number of additional opinions on the scheme options. These included comments on aspects of the scheme not covered by the other questions, suggestions for alternative solutions, and statements of strong support for, or opposition to, particular aspects of the options. Due to the information-rich nature of these comments, it was not possible to analyse them simply using a spreadsheet.

3.2.1.3. The written comments were individually reviewed. A list of the points raised in these comments was produced, and the number of times each point was mentioned was recorded.

3.2.1.4. A number of the satisfaction questionnaires contained comments relating to the scheme options proposals; these have been included in the analysis of written comments provided below.

3.2.2. Questionnaire responses – Question 1

3.2.2.1. Question 1 was split into two parts; firstly, to identify where the respondent lived (either address or postcode) and secondly, to ask if the respondent was involved in the haulage of goods to and from the Port of Immingham. This question was intended to enable the analysis of responses from different geographic locations, to understand trends, if any, in the collective opinions of these groups of people.

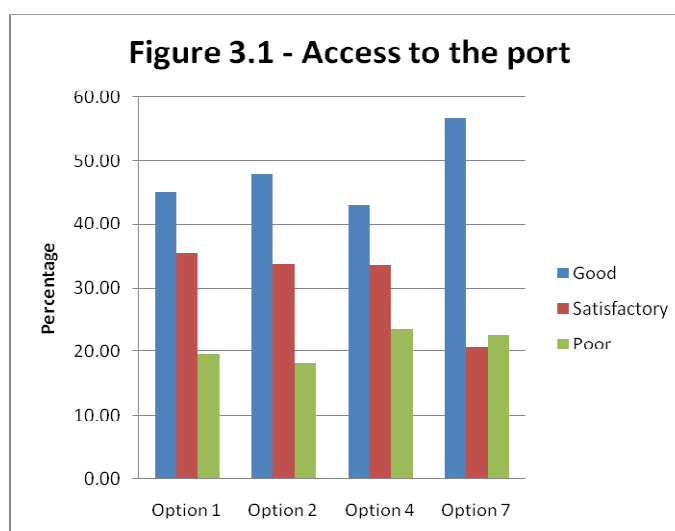
3.2.2.2. Approximately 13% of the respondents stated they were involved in the haulage of goods to and from the Port of Immingham.

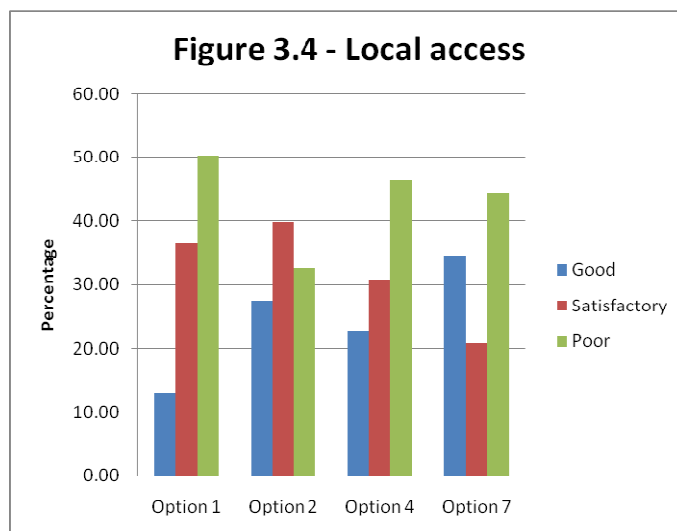
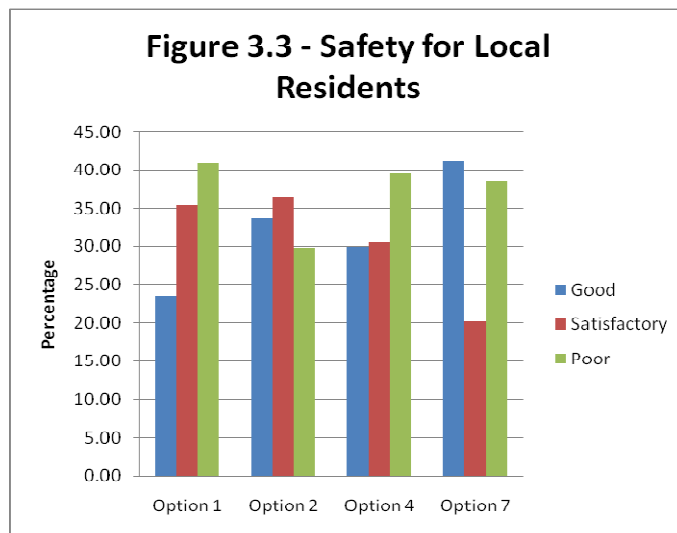
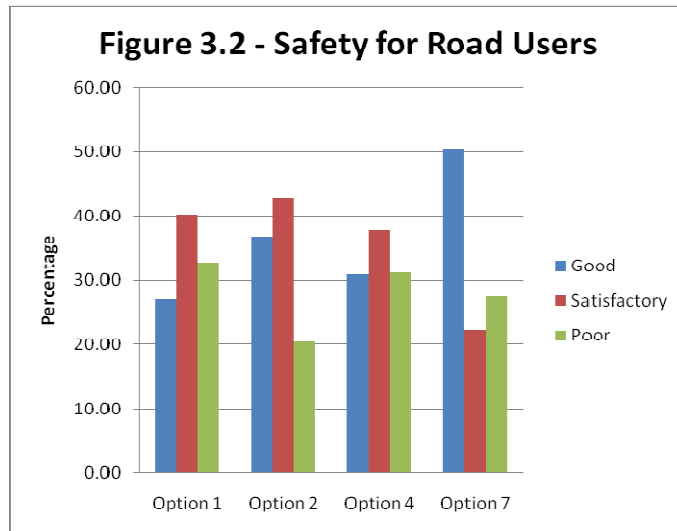
3.2.3. Questionnaire responses – Question 2

3.2.3.1. Question 2 was intended to gauge the respondents' opinions, using the ratings 'good', 'satisfactory' and 'poor', on how the each of the four recommended options achieved the scheme objectives of improving:

- Access to the port;
- Safety for road users;
- Safety for local residents; and
- Local access.

3.2.3.2. The results of the responses to Question 2 are indicated in Figures 3.1 to 3.4 below.





- 3.2.3.3. Figure 3.1 indicates that the public believe all options would improve access to the port. For each option, at least 43% of the rating scores are 'good'. Option 7 is perceived to provide the best access to the port, with 57% of the scores rated 'good'.
- 3.2.3.4. Figure 3.2 shows that Option 7 is perceived to be the safest for road users, with 50% of the scores rated 'good'. A possible reason is that the 2 bridge roundabout at Brocklesby junction in Option 7 is perceived to be safer than a dumb-bell arrangement. This agrees with a number of discussions held with members of the public during the exhibition and can also be supported from analysis of the written comments (see section 3.2.9.10).
- 3.2.3.5. Figure 3.3 shows that Option 7 is perceived to be the safest for local residents, with 41% of the scores rated 'good'. However, Options 1, 4 and 7 each have approximately 40% of their scores rated 'poor'. The high level of 'poor' ratings for Option 1 is likely to be due to the left in left out junction at Ulceby Road. The high level of 'poor' ratings for Options 4 and 7 are likely to be due to the removal of Habrough Roundabout, potentially resulting in higher vehicle speeds past South Killingholme. This agrees with a number of discussions held with members of the public during the exhibition and a number of the written comments received, and is discussed in more detail in Section 4.3.
- 3.2.3.6. Figure 3.4 indicates a strong public belief that Options 1, 4 and 7 would be very poor for local access, with each having at least 44% of the scores rated 'poor'. Option 2 has a more moderate rating, with 28% 'good' and 33% 'poor' ratings. Overall, Option 2 is still considered to be poor for local access, although not as poor as Options 1, 4 and 7. This is likely to be due to the provision of roundabouts at Ulceby Road and Habrough Roundabout in Option 2, which is perceived to be better for local access. This agrees with a number of discussions held with members of the public during the exhibition and a number of the written comments received, and is discussed in more detail in Section 4.3. However, it is also the case that Option 7 has the highest percentage of scores rated 'good' (35%).
- 3.2.3.7. In analysing the responses to Question 2 it is apparent that a significant number of people have allocated the same rating to each of the options when assessing each of the categories. For instance, approximately 39% of people gave the same rating to each of the options for 'access to the port'; this suggests that these people feel that each of the options would provide the same level of

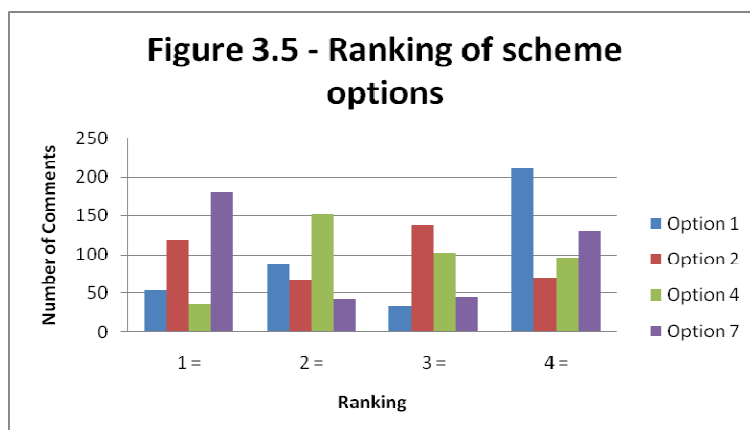
improvement to access to the port. This has also occurred in 26% of the responses to ‘safety for road users’, and 29% of responses to ‘safety for local residents’ and ‘local access’. Therefore, the results of Question 2 should not be used alone to determine option preference. However, these results do provide an indication of how well the public think the scheme objectives are achieved by the options.

3.2.4. Questionnaire responses – Question 3

3.2.4.1. Question 3 was provided to allow respondents to rank the recommended options in order of preference, with 1 being ‘most preferred’ and 4 being ‘least preferred’. Table 3.1 and Figure 3.5 below show the results of Question 3; the highest number of responses for each option is highlighted green in Table 3.1.

Table 3.1: Results of responses for Question 3

Ranking	Option 1	Option 2	Option 4	Option 7
1 st	54	118	36	179
2 nd	88	67	152	42
3 rd	34	138	102	45
4 th	212	69	97	131



3.2.4.2. Table 3.1 and Figure 3.5 show a preference ranking for the options as follows:

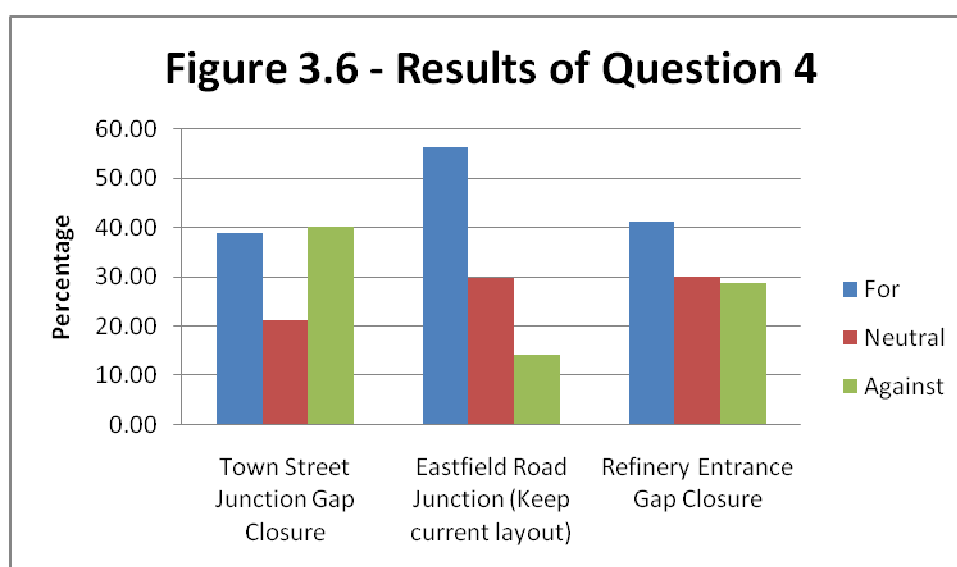
- 1st – Option 7
- 2nd – Option 4
- 3rd – Option 2
- 4th - Option 1

3.2.5. Questionnaire responses – Question 4

3.2.5.1. Question 4 was provided to gauge public opinion on three specific scheme proposals, to aid in the selection of details for the preferred route:

- closure of the central reserve gap at Town Street;
- retention of the current layout of Eastfield Road signalised junction;
- closure of the central reserve gap at the refinery entrance.

3.2.5.2. The results of Question 4 are shown in Figure 3.6 below.



3.2.5.3. Figure 3.6 indicates that a very slight majority of people against the proposal to close the central reserve gap at Town Street (39% 'for' and 40% 'against'). There is strong support for retaining the current layout at Eastfield Road signalised junction (56%) and for closing the central reserve gap at the refinery entrance (41%).

3.2.6. Questionnaire responses – Question 5

3.2.6.1. Question 5 was provided to gauge usage of the proposed footbridge, and to obtain views on the footbridge generally.

3.2.6.2. The first part of Question 5 asked 'Do you cross the A160 at South Killingholme on foot?'. 21% of respondents stated 'Yes'.

3.2.6.3. The second part of Question 5 provided an opportunity for people to comment on the proposed footbridge. These comments were analysed as described in section 3.2.1.3 and are presented in Table 3.2 below. These comments have been arranged into groups to aid in their analysis. Any comments which related

to other aspects of the scheme are included in the analysis of the other options (described in section 3.2.9).

Table 3.2: Summary of written comments on pedestrian footbridge

Issue	No of Comments
Support for footbridge	167
Support for footbridge (although ensure access for elderly, disabled, pushchairs etc.)	21
Support for footbridge (although ensure measures are put in place to prevent people throwing things from the bridge)	9
Against footbridge	36
The footbridge would not allow access for the elderly, disabled, etc.	30
Few (or no) people will use the bridge	13
The footbridge would be an eyesore	10
Cost of footbridge cannot be justified	10
A footbridge would attract anti-social behaviour	7
A footbridge would be dangerous to use (slippery ramps)	2
A footbridge would be a potential location for suicides	2
People will climb over the central reserve barriers rather than use the footbridge	2
A footbridge would split the village in two	1
Provide a signalised junction and pedestrian crossing at Town St junction	17
Provide underpass at Town St	4
Provide vehicular overbridge at Town St instead of footbridge	2
A pedestrian footbridge alone does not resolve the issues caused by closing the central reserve gap	11
High loads need to be considered in the design of the footbridge	9
Need to provide horse access for the footbridge	3
Suggest a visit is made to S Killingholme Primary School to educate children about using the footbridge safely	1

3.2.6.4. There is a strong support for provision of a pedestrian footbridge (167 comments), mainly due to the safety improvement for both pedestrians and drivers. A number of respondents said they would support a footbridge provided it was accessible to the elderly, disabled etc. and that provision is made to prevent people from throwing objects onto the A160 below.

3.2.6.5. Fewer respondents were opposed to the footbridge (36 comments). A number of reasons for objection were given, including the belief that the bridge would not allow access to the elderly and disabled, people would not use the bridge, it would attract anti-social behaviour or that it would be an eyesore.

3.2.6.6. Alternatives to a footbridge were also suggested, including:

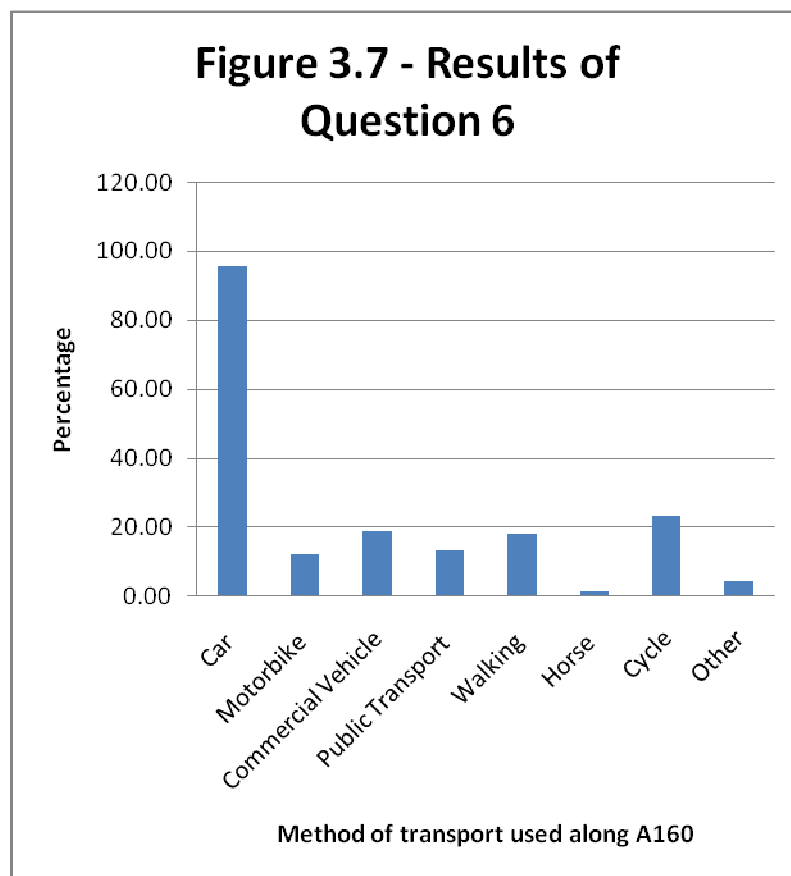
- provision of a signalised junction at Town St with pedestrian crossing (17 comments);
- provision of an underpass at Town St (4 comments); and
- provision of a vehicular overbridge instead of a footbridge (2 comments).

These alternatives are discussed in Section 3.7.

3.2.6.7. Some of the comments also raised new issues. 11 respondents commented that the footbridge alone would not resolve the issues caused by closing the central reserve gap. This is related to the opposition to the closure of the central reserve gap at Town Street and is discussed in more detail in Section 4.3. 9 respondents commented that high loads should be considered in the design of the footbridge. [It should be noted that abnormal load routes have been reviewed for the A160 and the A160 is not a designated high load route in this location.] 3 people also commented that they regularly crossed the A160 with horses so the bridge should provide for this type of usage.

3.2.7. Questionnaire responses – Question 6

3.2.7.1. Question 6 was provided to determine the types of transport used by respondents to travel along the A160. The results are shown in Figure 3.7 below.



3.2.7.2. Figure 3.7 indicates that the majority of respondents (96%) use a car to travel along the A160. Other methods of transport are also used by a significant number of people, including: motorbikes (12%), commercial vehicles (19%), public transport (13%), walking (18%), horse (2%) and cycle (23%). Vehicles mentioned in the 'other' category include fire engines, tractors and a horse box.

3.2.8. Questionnaire responses – Question 7

3.2.8.1. Question 7 was provided to determine whether or not the respondents found the consultation information useful; 90% of respondents stated 'Yes'.

3.2.9. Questionnaire responses – Question 8

3.2.9.1. Question 8 gave respondents the opportunity to provide further comments or suggestions. In addition to the written comments relating to the pedestrian footbridge in Question 5 (refer to Table 3.2 above), 74 discrete comments were received in response to Question 8. These comments have been arranged into groups in Table 3.3 below to aid in their analysis. Significant points are described in the paragraphs that follow.

Table 3.3: Summary of general comments

Issue	No of Comments
Against all proposals	13
No thought has been given to South Killingholme residents	11
The HA have already chosen the scheme option so there is no point in consultation	3
Why have we not been told about this before?	2
The proposals will adversely affect house prices in South Killingholme	2
The questionnaire is biased and designed to give the response wanted by the HA	1
Work should be shelved until a decision has been made on the development near East Halton	1
Scheme is a waste of money	1
Strong support for scheme	17
Option 2 is favourite	1
South Killingholme will be cut off by the proposals. Access will be an issue for residents, emergency access, businesses, public transport	31
Businesses will suffer as a result of the proposals	6
Provisions should be made for cyclists throughout the scheme	17
Provisions should be made for pedestrians throughout the scheme (including additional crossing points)	4
Reduce speed limit on A160	7
Noise due to the extra traffic needs to be considered (possibly provide noise fencing for S Killingholme)	7
Need to consider street lighting improvements	3
Need to consider the additional traffic generated by future development	3
Need to consider resurfacing the A160	2
Need to provide foreign languages on signs	1
Option 8 is favourite	7
Option 3 is favourite	1
Question 3 on the questionnaire should have included all 8 options	4
Maps in the leaflet were not clear enough (Eastfield Rd not highlighted)	2
Further information would have been useful for answering the questions	1
Entrance to the Port should be provided via Stallingborough junction	12

Issue	No of Comments
Entrance to the Port should be provided via Stallingborough junction, with the exit from the Port being along the A160	1
There are currently problems with lorry drivers using lay-bys	1
Get rid of S Killingholme lay-by	1
Need to provide improved facilities for lorry drivers	1
Improve Staple Rd	1
Roads to South Humber Sea Terminal are not suitable for HGVs	1
Reduce speed limit on Rosper Rd	1
Consultation is required with VOSA	1
Please buy the 8 houses adjacent to the A160 near Habrough roundabout so we don't have to put up with the dirt and noise caused by traffic	3

- 3.2.9.2. 13 respondents commented that they were against all of the scheme proposals, however no alternatives were suggested. A small number of respondents stated that the local residents have not been considered, that the consultation was a pointless exercise and that the scheme was a waste of money. 17 people offered strong support for the scheme.
- 3.2.9.3. 31 people commented that the proposals would reduce access to South Killingholme and gave a number of reasons including access for emergency vehicles, effects on businesses, effects on public transport, etc. 6 people also commented that businesses in South Killingholme would suffer as a result of the scheme. Access to South Killingholme was a major point of concern for a significant number of people who attended the public exhibition. This issue is related to a number of other written comments and is discussed in more detail in section 4.3.
- 3.2.9.4. A number of comments related to the need for specific consideration to be made in the detailed design of the scheme, including street lighting and assessment of noise. 17 people requested improved provisions for cyclists in the scheme proposals.
- 3.2.9.5. 7 people suggested that the speed limit should be reduced on the A160 to improve safety.
- 3.2.9.6. 7 people expressed a preference for Option 8, and 1 person expressed a preference for Option 3. As the number of people in support of these non-recommended options is so low; these opinions are very unlikely to have any influence on the choice of the preferred scheme option. However, 4 people did state that Questions 2 and 3 did not provide any space for commenting on the non-recommended options. There were also 2 other minor criticisms of the

consultation information provided. These should be taken into account as part of the 'lessons learned' process.

- 3.2.9.7. 12 people commented that the main entrance to the Port of Immingham should be via Stallingborough junction. The South Humber Bank Transport Study identifies the requirement to improve the routes to both the east and west gates of the Port of Immingham. The Stallingborough Improvements scheme is currently being planned by North East Lincolnshire Council and does not negate the need for the A160 improvements.
- 3.2.9.8. Other comments related to the provision of lay-bys, which will be considered at a later stage in the design process.
- 3.2.9.9. A summary of the written comments relating to Brocklesby Junction is included in Table 3.4 below.

Table 3.4: Summary of comments relating to Brocklesby junction

Issue	No of Comments
Support 2 bridge roundabout layout at Brocklesby junction	24
Against dumb-bell layout at Brocklesby junction	9
Support improvements at Brocklesby junction	2
No need for improvements at Brocklesby junction	1

- 3.2.9.10. Table 3.4 indicates that 24 people expressed support for the 2 bridge roundabout proposal at Brocklesby, and 9 people were against a dumb-bell layout at Brocklesby. This level of support, along with the results of Question 2, discussed in Section 3.2.3.4 above, and the discussions held with members of the public during the public exhibition, indicates that the preferred layout at Brocklesby Junction is a 2 bridge roundabout.

3.2.9.11. A summary of the written comments relating to Ulceby Road and Habrough Road junctions is included in Table 3.5 below.

Table 3.5: Summary of comments relating to Ulceby Rd junction and Habrough Rd junction

Issue	No of Comments
Currently problems accessing westbound A160 from Ulceby Road, need to be addressed (Option 1 does not improve this)	15
Roundabout needed at Ulceby junction	13
Against roundabout at Ulceby junction	2
Grade separated junction needed at Ulceby junction	4
Retain existing layout at Ulceby junction, with traffic signals	1
Provide new link from Ulceby roundabout to Chase Hill Road, through the airfield	11
Build by-pass past South Killingholme	6
A new link should be provided directly from the A180 to Chase Hill Road	2
Against link road to Top Road and Habrough Road (increased traffic through N Killingholme, additional journey time etc.)	17
For Link to Top Rd	3
Support for moving traffic away from passing residential properties at S Killingholme on Top Rd	9
Need to retain Habrough roundabout (retain access to South Killingholme and prevent rat-running)	50
Habrough roundabout needs to be improved (possibly signals)	6
Support removal of Habrough roundabout	5
Provide underpass underneath A160 instead of Habrough roundabout	3
Provide overbridge over A160 instead of Habrough roundabout	1
Retain Habrough roundabout and provide direct link to School Road	1
There is a safety issue with trucks pulling out of the truck stop	2
Replace level crossing near Ulceby with road bridge	1
Option 1 will reduce HGV traffic through Ulceby	1
Need weight restriction on Top Road and Habrough Road	2
Close Top Rd to the north of North Killingholme to prevent HGVs travelling along Top Road to the South Humber Sea Terminal	2

3.2.9.12. Table 3.5 shows that 15 people commented that they currently experience difficulties accessing the westbound A160 from Ulceby Road, and that Option 1 would not improve this. Also, 13 people commented that a roundabout is needed at Ulceby Junction. This level of support, along with the fact that Option 1 is the poorest rated option in terms of safety and local access (Question 2) and is the 4th ranked option overall (Question 3), indicates that the preferred junction type at Ulceby Road Junction is a roundabout.

3.2.9.13. 11 people suggested that a link should be provided directly northwards from Ulceby Roundabout to connect into Killingholme airfield, continuing northwards to

connect into Chase Hill Road. This was also raised during discussions with members of the public at the public exhibition. The purpose behind this suggestion was to route port traffic, and traffic accessing the airfield industrial estate, away from the villages of North and South Killingholme. It is not clear what is meant by the 6 comments which suggest that a by-pass is built; however, it is likely that they refer to the same route.

3.2.9.14. There were mixed views on the proposals for Habrough Roundabout and the proposed links between Top Road and Habrough Road. 17 people commented that they were against the links between Ulceby Roundabout and Top Road and Habrough Road. Reasons for objection to these links included:

- additional journey times for vehicles travelling between the A160 and Top Road or Habrough Road; and
- providing these links could encourage more vehicles to travel along Top Road, past North Killingholme, to access the port.

3.2.9.15. 50 people commented that Habrough Roundabout should be retained. Reasons included:

- removal of the roundabout would reduce access to South Killingholme; and
- removal of the roundabout would result in vehicles rat running through South Killingholme to avoid having to travel via the links to Ulceby Roundabout.

3.2.9.16. 3 people supported the proposed link to Top Road and 5 people supported the removal of Habrough Roundabout. Reasons for this included the belief that less traffic would travel along Top Road, resulting in reduced noise for residents living there. 9 people commented that they would support any proposal to move traffic away from the residential properties along Top Road.

3.2.9.17. Some alternative arrangements were also suggested for Habrough Roundabout, including an underpass, or a bridge over the A160, to connect Top Road and Habrough Road, or to retain Habrough Roundabout with a direct link to School Road.

3.2.9.18. The difference of opinion relating to the arrangement of junctions and link roads at the Ulceby Road and Habrough Road junctions is believed to relate to the broader issue of access to South Killingholme. This is an issue which was brought up in relation to a number of other aspects of the scheme and is discussed in more detail in Section 4.3.

3.2.9.19. A summary of the written comments relating to the proposed central reserve gap closures at Town Street and the refinery entrance is included in Table 3.6 below.

Table 3.6: Summary of comments relating to the central reserve gap closures at Town St and the refinery entrance

Issue	No of Comments
Against central reserve gap closure at Town St	39
For central reserve gap closure at Town St	1
Accessing Town St is currently dangerous. Vehicles need to slow down to turn into Town St, however HGVs travel too fast, potentially crashing into the back of vehicles entering S. Killingholme	1
Vehicles currently park on the acceleration and deceleration lanes at Town St, which causes safety problem	3
Against central reserve gap closure at refinery entrance	5

3.2.9.20. Table 3.6 shows that 39 people are against the central reserve gap closure at Town Street, with 1 person supporting the closure. Also, 5 people have commented that they are against the central reserve gap closure at the refinery entrance. These issues were investigated specifically in Question 4. The additional comments above do not affect the overall results.

3.2.9.21. The remaining comments highlight current safety issues at Town Street junction. One person commented that accessing the north side of Town Street from the eastbound A160 is currently dangerous, as there is no space for vehicles to decelerate. Three people also commented that there is a problem with vehicles parking in the deceleration lane on the south side of the Town Street junction, causing a safety issue. Both of these issues should be taken into account in the proposed layout at Town Street.

3.2.9.22. A summary of the written comments relating to the Eastfield Road junction is included in Table 3.7 below.

Table 3.7: Summary of comments relating to the Eastfield Road junction

Issue	No of Comments
Eastfield Road junction should be changed to a roundabout	7
Eastfield Road signals need to be improved	4
Include provision for pedestrians crossing at Eastfield Road junction	3
Close Eastfield Road junction	1

3.2.9.23. Table 3.7 shows that 7 people believed Eastfield Road Junction should be changed to a roundabout. This is considered in more detail in Section 3.7.5.

3.2.9.24. A summary of the written comments relating to the Manby Road and Rosper Road junctions is included in Table 3.8 below.

Table 3.8: Summary of comments relating to the Manby Road and Rosper Road junctions

Issue	No of Comments
Traffic signals at Rosper Road/Manby Road will cause delays to traffic	4
A roundabout is preferable at Rosper Road junction	4
Support for Option 5 layout (Grade Separated Junction at Manby Road)	1
Retain roundabout at Manby Road	1

3.2.9.25. Table 3.8 indicates that 4 people believe that traffic signals at Manby and Rosper Road Junction would cause delays to traffic. Also, 4 people commented that a roundabout would be preferable at Rosper Road junction. These comments are unlikely to have any influence of the choice of preferred option but should be considered at later stages of scheme development.

3.3. Local Views

3.3.1. The address/postcode information supplied in response to Question 1 has been used to identify where the respondents are from.

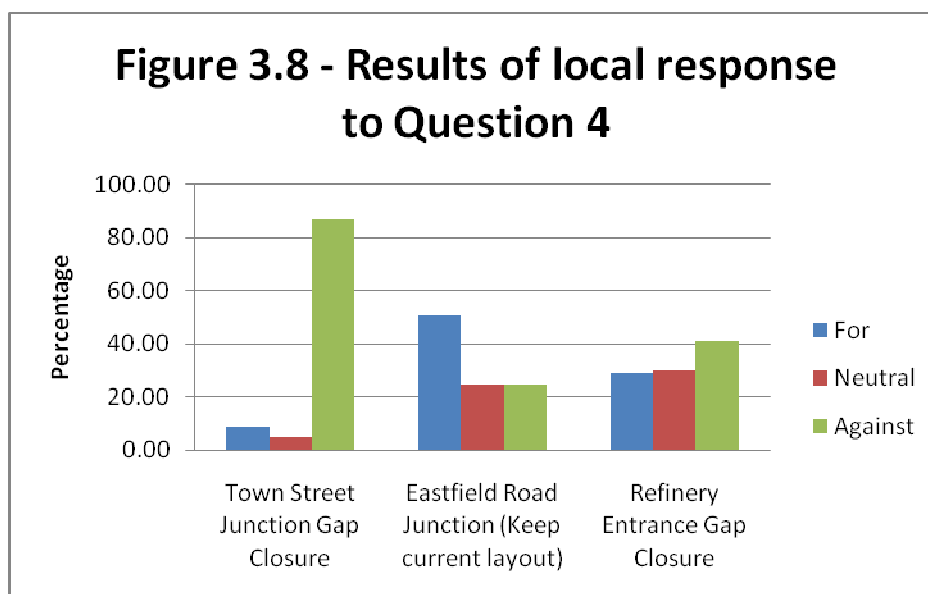
3.3.2. In total, 107 questionnaire responses were received by residents of South Killingholme, representing 23% of the total number of completed questionnaires. These have been analysed to identify any specific local views. Where local views differ significantly from the general views presented in Section 3.2, they are explained below.

3.3.3. The local responses to Question 2 indicate a strong feeling against the scheme proposals from the residents of South Killingholme. For all options, between 44% and 56% of people felt that the proposals would provide ‘poor’ access to the port. Approximately 70% of responses for all options are ‘poor’ for both road users’ and local residents’ safety.

3.3.4. More significant are the responses to how successful people think that the scheme options improve local access. The responses for Options 1 and 2 are 77% and 75% ‘poor’ respectively; however, the responses for Options 4 and 7 are over 80% ‘poor’. This highlights the high level of concern from local residents that the scheme proposals will have an adverse impact on access to South Killingholme.

3.3.5. In terms of ranking the order of preference for the scheme options, the local responses to Question 3 do not differ from the general trend discussed in Section 3.2.4.2.

3.3.6. The local response to Question 4 is indicated in Figure 3.8 below.



3.3.7. At the public exhibition it was apparent that the majority of local residents considered Town Street to be the main entrance to and from the village, and were against the proposal to close this gap in the central reserve. This is supported by Figure 3.8 which indicates that 87% of the local responses are ‘against’ the closure of the central reserve gap at Town Street. This level of local opinion against the proposal to close the central reserve gap is considerably stronger than the overall trend shown in Figure 3.6.

3.3.8. The local view on retaining the layout of the signalised junction at Eastfield Road is the same as the general view, i.e. the majority of people support retaining the current layout. The majority of local responses (41%) are against the central reserve gap closure at the refinery entrance. This conflicts with the general view that the refinery entrance central reserve gap should be closed.

3.3.9. In response to Question 5, which asked ‘do you cross the A160 on foot?’, 70% of local residents said ‘yes’. The written comments which accompanied Question 5 are summarised in Table 3.2. Of the local comments relating to the footbridge, approximately half expressed support for the footbridge with the remainder against.

- 3.3.10. It is noted that of all the local responses which were against the footbridge, all were also against the central reserve gap closure at Town Street. It is clear that these two aspects of the scheme are closely related and also correspond with the concerns regarding access to South Killingholme.
- 3.3.11. The local responses to Question 6, regarding the methods of transport used along the A160, are similar to those for all responses shown in Figure 3.7 above. The main differences are an increase in the number of people using public transport, walking and cycling (33%, 57% and 38% respectively), which is typical of a local population near a trunk road.

3.4. Written Consultation Responses

3.4.1. General

3.4.1.1. A number of written responses to the consultation have been received by the Highways Agency during the consultation period. The main points raised in these responses are discussed below.

3.4.2. Responses from Key Stakeholders

3.4.2.1. Responses from key stakeholders included 17 letters and 3 e-mails; copies of which are included in Appendix G. The main points are summarised in Table 3.9 below.

Table 3.9: Summary of Consultation Responses from Key Stakeholders

Stakeholder	Comments
Wilfred Scutt – S Killingholme PC	<ul style="list-style-type: none"> • Provide roundabout at Ulceby junction • Retain Habrough roundabout • Leave Town St central reserve gap open (or make roundabout) • Introduce speed limit on A160
Cllr David Wells – N Lincs Council (e-mail)	<ul style="list-style-type: none"> • Supports Option 7 • Alternative suggested at Manby/Rosper Road junctions to include gyratory using new railway bridge for eastbound traffic and existing bridge for westbound traffic.
N E Lincs Council	<ul style="list-style-type: none"> • Strong support for scheme • Request to Secretary of State that A18 to A180 Stallingborough link is progressed
N Lincs Council (2 letters)	<ul style="list-style-type: none"> • Strong support for Option 7 • Due to the proposed development in the South Humber Gateway, improvements may be necessary at Eastfield Road junction • N Lincs Council have plans to dual Rosper Road in the future and this should be taken into account in the chosen option • Suggestions for Noise and Air Quality monitoring
Yorkshire Forward	<ul style="list-style-type: none"> • Strong support for scheme
North Lincolnshire Strategic Partnership *	<ul style="list-style-type: none"> • Strong support for Option 7
Hull and Humber Chamber of Commerce *	<ul style="list-style-type: none"> • Strong support for Option 7
Yorkshire and Humber Chambers of Commerce *	<ul style="list-style-type: none"> • Strong support for Option 7
Environment Agency	<ul style="list-style-type: none"> • No option-specific comments
English Heritage	<ul style="list-style-type: none"> • Seriously concerned at any option which increases traffic along Top Rd
Natural England	<ul style="list-style-type: none"> • No preference for any option
Campaign to Protect Rural England	<ul style="list-style-type: none"> • Support for Option 7 • Significant traffic caused by development needs

Stakeholder	Comments
	to be considered in the scheme design
Cyclists Touring Club	<ul style="list-style-type: none"> Support for scheme provided signs are provided to direct cyclists to the footbridge
Conoco Phillips	<ul style="list-style-type: none"> Against refinery entrance gap closure as this would lengthen journeys for approx 79 lorry journeys every day (Mon – Fri). Suggest allow right turns from westbound A160 into refinery Provide 2 lanes on southbound Eastfield Road for vehicles turning right onto A160 westbound Support footbridge Retain Habrough roundabout if Town St central reserve gap is closed Possibly impose reduced speed limit on A160 Support for 2 bridge roundabout at Brocklesby junction Support Ulceby roundabout with link to Top Rd, but remove Habrough Rd link Expressed concern that Option 7’s arrangement at Manby and Rosper Rd passes through Conoco Phillip’s land, potentially making it unusable for future development
Total	<ul style="list-style-type: none"> Support all of Conoco Phillips’ comments, (although no specific comment is made in relation to the Manby Rd/Rosper Rd layout in Option 7).
Associated British Ports	<ul style="list-style-type: none"> Support for Option 7 (order of preference – Option 7, 4, 2, 1) Ensure Rosper Rd access is maintained for abnormal loads and emergency vehicles (also possibly for unloading new cars from Port to storage areas) Footbridge needs to be at sufficient height to allow for abnormal loads
PD Ports	<ul style="list-style-type: none"> Some of the scheme options impact on the PD Ports site adjacent to Manby Rd roundabout - avoid if possible
Ian Brown Planning Services (on behalf of Ulceby Fort truck stop) *	<ul style="list-style-type: none"> Support for scheme generally Particular support for roundabout at Ulceby Road junction Aspiration to expand truck stop
Mr Creswell (South Killingholme Fish & Chip Shop owner) *	<ul style="list-style-type: none"> Either Town St central reserve gap or Habrough roundabout should be retained If Town St gap is left open, provide no U-turn signs A lay-by should be provided to prevent lorries from parking on the deceleration lane at Town St

* indicates responses from key stakeholders who were not identified, as such, prior to undertaking the consultation exercise. These have been added to the list of stakeholders in the Communications Plan and will be contacted directly as part of future consultations.

3.4.2.2. The majority of responses from the key stakeholders indicate a strong support for the scheme, especially for Option 7. A number of other comments were made,

which were similar to those received in the written questionnaire responses, and included:

- support for 2 bridge roundabout layout at Brocklesby Junction;
- support for roundabout at Ulceby Road Junction;
- retain Habrough Roundabout;
- against central reserve gap closure at Town Street Junction;
- support footbridge;
- improvements needed at Eastfield Road Junction;
- reduce speed limit on A160; and
- implement Stallingborough junction link to A18.

3.4.2.3. Two alternative arrangements were suggested by key stakeholders. Wilfred Scutt suggested that Town Street Junction should be a roundabout. Cllr David Wells suggested that the junction layout at Manby/Rosper Road (in Option 7) should be re-arranged to provide a gyratory route, with eastbound vehicles travelling underneath the new railway bridge and westbound vehicles travelling underneath the existing railway bridge. Cllr Wells also made a number of other alternative layout suggestions, including grade separated junction layouts at Ulceby Junction and an alternative position for Habrough Roundabout. All of these alternative suggestions are discussed in Section 3.7.

3.4.2.4. The consultation response received from North Lincolnshire Council (NLC) stated that NLC has plans to upgrade Rosper Road to dual carriageway sometime in the future, and requested that this should be considered in the design of the A160 scheme. No evidence has been seen to suggest that this is anything more than aspirational, however the HA acknowledges NLCs plans for Rosper Road and will continue discussions throughout the design development.

3.4.2.5. In NLC's response, suggestions were also made for additional assessment of noise and air quality impacts of the scheme. These suggestions were consistent with the earlier discussions that were held with NLC following the environmental assessment work that was undertaken as part of the development of the scheme options. The points listed in NLC's response relating to Noise and Air Quality assessment will be considered in more detail at a later stage in the design process.

- 3.4.2.6. The Environment Agency (EA) did not provide comment on any of the proposed options, however comments included:
- Permission will be needed from the EA and Internal Drainage Board if the scheme affects any watercourses;
 - a Flood Risk Assessment will need to be undertaken and submitted to the EA for the selected option;
 - Appropriate pollution traps should be installed in the surface water drainage system.
- 3.4.2.7. No direct response to this consultation was received from English Heritage (EH), however it has confirmed that the points made in its letter dated 2nd December 2008 still reflect the view of EH (see Appendix G). EH is seriously concerned at any proposal which will result in additional traffic using Top Road, due to the potential impacts on North Garth and Manor Farm scheduled monuments and listed buildings in North Killingholme. EH has advised that any improvements designed to improve access to the South Humber Bank development and Humber Sea Terminal should be achieved via Eastfield Road and Rosper Road (and not via Top Road). Natural England indicated that it has no preference for any of the options.
- 3.4.2.8. The Cyclists Touring Club requested that signs should be provided to direct cyclists to the footbridge crossing. This will be considered during the later stages of the design process, as stated in Section 3.2.9.4.
- 3.4.2.9. Conoco Phillips (CP) expressed concern at the proposal to close the central reserve gap at the refinery entrance, as this would have an impact on approximately 79 coke movements every day. CP suggested that right turns should be allowed for westbound traffic only.
- 3.4.2.10. CP also expressed concern at the proposal in Option 7 to construct a link between Manby Road roundabout and Rosper Road, as the new link would pass through land owned by CP. CP felt that this new link would limit future development on the affected plot and make any future development there economically unviable. This issue will be considered in more detail at a later stage in the design process.
- 3.4.2.11. Associated British Ports (ABP) expressed support for Option 7 and also requested that access should be maintained onto Rosper Road for emergency vehicles and abnormal loads. ABP also requested that access onto Rosper Road

should be available for unloading new vehicles from the Port to nearby storage areas. ABP also stated that the footbridge at Town Street should be at a sufficient height to allow for abnormal loads. As stated in Section 3.2.6.7, the designated high load route does not include this section of the A160; ABP will be informed of this.

3.4.2.12. PD Ports requested that the chosen scheme option should not impact on its site adjacent to Manby Road Roundabout.

3.4.2.13. The representative from Ulceby Truck Stop stated that they have aspirations to expand the truck stop.

3.4.2.14. The owner of South Killingholme Fish & Chip Shop suggested that a lay-by should be provided near to Town Street Junction to prevent vehicles from parking in the A160 deceleration lane. The provision of lay-bys and the problem of vehicles parking in the deceleration lane of Town Street junction will be considered at a later stage in the design process.

3.4.2.15. A number of key stakeholders did not provide a response to the consultation. It is worth noting that of the statutory consultees, no consultation response was received from the local emergency services.

3.4.3. Questionnaire Responses from Key Stakeholders

3.4.3.1. A number of the questionnaires were received from other stakeholders, including:

- Freight Transport Association;
- Lincolnshire Biodiversity Partnership;
- Lincolnshire Wildlife Trust;
- Lincolnshire Bat Group;
- VOSA.

3.4.3.2. These responses have been analysed with all questionnaires (refer to Section 3.2); they generally expressed support for the scheme with few other comments.

3.4.4. Responses from others

3.4.4.1. A number of written responses were received from members of the public, including 8 e-mails and 2 written notes. The majority of comments were similar to those raised in the written questionnaire responses and included:

- strong support for Option 7;
- South Killingholme would be cut off by the proposals. Access will be an issue for residents, emergency access, businesses, public transport;
- against any roundabouts on A160;
- support for 2 bridge roundabout layout at Brocklesby Junction;
- support for roundabout at Ulceby Road Junction;
- retain Habrough Roundabout;
- support footbridge;
- need to consider horses crossing A160;
- need to consider safety issues of lay-bys and vehicles parking on the deceleration lane at Town Street; and
- implement Stallingborough junction link to A18.

3.4.4.2. A number of additional comments and suggestions were made:

- provide a roundabout at Town Street Junction (also suggested by Wilfred Scutt, see section 3.4.2.3)
- provide a signalised junction at Ulceby Rd Junction instead of a roundabout. This is discussed in Section 3.7.

3.4.4.3. One member of the public explained that as part of the planning application for the Humber Sea Terminal in the 1980's, a new road was also proposed from Ulceby Junction through Killingholme airfield to link to Chase Hill Road. This may explain the reason that a number of members of public have suggested this as an alternative route, as discussed in Section 3.2.9.13.

3.4.4.4. An e-mail from a member of the public stated that the A160 is in a COMAH (Control Of Major Accident Hazards) zone, due to its vicinity to the oil refineries. A suggestion was made that a means of alerting drivers to a major incident at the refineries should be provided, in order to prevent vehicles from driving towards a dangerous situation. This will be investigated at a later stage in the design process. The respondent also stated that barriers should be provided alongside the refineries to prevent a major incident from occurring due to errant vehicles veering off the A160 into the refineries. This is currently being investigated by Conoco Phillips.

3.5. Other Consultation Information

3.5.1. Meetings with Stakeholders

3.5.1.1. A number of meetings were held with local stakeholders during the consultation period, including:

- ABP;
- Network Rail;
- Conoco Phillips;
- PD Port Services;
- VOSA;
- Ulceby Truck Stop;
- Landowners; and
- Local Parish Councils.

3.5.1.2. The meetings with stakeholders involved discussion of the scheme options in order to determine how the scheme would impact on their operations. The majority of the meetings resulted in the stakeholder responding to the consultation by letter or questionnaire. These comments are included in Sections 3.2 and 3.4.2.

3.5.1.3. The meetings held with local landowners indicated that the proposals for Options 4 and 7 would cause severance to their land.

3.5.1.4. A meeting was held with representatives from South Killingholme, North Killingholme, East Halton, Habrough and Ulceby Parish Councils. The purpose of the meeting was to establish the common interests of the local parish councils in relation to the proposals for the A160 improvement scheme. At the meeting the Parish Councils agreed to submit a joint consultation response. A copy is included in Appendix G.

3.5.1.5. The response from the local Parish Councils contains individual statements from three of the Parish Councils, some with slightly differing views. However, the comments are generally very similar and include:

- the need to retain Habrough Roundabout;
- opposition to the central reserve gap closure at Town Street; and

- support for the link between Manby roundabout and Rosper Road.

3.5.1.6. One comment stated that the proposed footbridge was not seen as an adequate alternative to the existing vehicular access at Town Street; this suggestion was also repeated in some written questionnaire responses, as discussed in Section 3.2.6.7.

3.5.1.7. The proposal for Rosper Road to be used by vehicles to access the developments at North Killingholme Haven was acknowledged by South Killingholme Parish Council, however it was stated that the proposals would encourage vehicles to use Top Road. One suggestion to discourage this included provision of a new link from Ulceby Roundabout, through Killingholme airfield to Chase Hill Road, as previously discussed in Section 3.2.9.13. A suggestion from North Killingholme Parish Council was to provide some means of preventing HGVs from travelling north along East Halton Road from Lancaster Approach; this suggestion was also repeated in some written questionnaire responses (refer to Table 3.5).

3.5.1.8. The response from Ulceby Parish Council included comments relating specifically to Ulceby village. They requested a sign on the A160 to direct motorway traffic onto the A180, in order to reduce the number of HGVs passing through Ulceby village. Ulceby Parish Council also requested that traffic should not be diverted through Ulceby during construction works, and that construction vehicles should not pass through Ulceby. These requests will be considered in more detail at a later stage in the design process.

3.5.2. Meeting at South Killingholme Community Centre

3.5.2.1. One of the consultation responses included an anonymous note stating that at a South Killingholme Parish Council meeting held at South Killingholme Community Centre on 14th August 2009, people were encouraged to send in as many questionnaires as possible, 'using false names and children's names'.

3.5.2.2. It is not possible to verify this claim; however, on inspecting the questionnaires received following 14th August, it was apparent that a small number of questionnaires (16) were completed in a very similar manner, e.g. for Question 2, every option was marked 'poor' and for Question 4, every response was marked 'against'. These questionnaires also included written comments objecting to the footbridge and suggesting either a by-pass around South Killingholme or a new link from Ulceby Roundabout via Killingholme airfield to Chase Hill Road.

3.5.2.3. Even taking these responses at face value and including them in the analysis, the overall effect on the trend of consultation responses is insignificant.

3.6. Special Consideration

3.6.1. Closure of Central Reserve Gaps

3.6.1.1. A significant number of consultation responses relate to the closure of the central reserve gaps at Town Street and the refinery entrance. It was intended to close all central reserve gaps on the A160 for safety reasons. Comments have been received objecting to both of the proposed central reserve gap closures (refer to Sections 3.2.5.3, 3.2.9.20 and 3.3.7).

3.6.1.2. HA NetServ and Network Operations have confirmed their view that, for safety reasons, all central reserve gaps on the A160 should be closed as part of this improvement scheme. This should be taken into consideration when addressing the issues raised during Public Consultation.

3.7. Other Options Suggested

3.7.1. Access from Ulceby Junction via airfield to Chase Hill Road

3.7.1.1. 11 questionnaire comments suggested that a new route should be provided for vehicles travelling to North Killingholme Haven by means of a new link from Ulceby Junction, through Killingholme airfield, to connect into Chase Hill Road (refer also to Section 3.2.9.13). The main reason for this suggestion would be to divert vehicles away from South Killingholme and North Killingholme. 6 additional comments suggested that a by-pass should be provided; it is assumed that this refers to the same proposal. This route was also suggested in the joint consultation response from the local Parish Councils (refer to Section 3.5.1.7).

3.7.1.2. This alternative route is outside the scope of the A160 Improvement scheme.

3.7.2. Alternative junction layouts at Ulceby Road Junction

3.7.2.1. A number of alternative layouts for the grade separation of Ulceby junction were received (refer also to Section 3.4.2.3). The main intention of these proposals appears to be to reduce the footprint of the grade separated junction at this location included in the non-recommended Options 3 and 5, whilst maintaining uninterrupted flow on the A160.

3.7.2.2. It would not be feasible to reduce the size of Ulceby grade separated junction by any significant amount due to the requirements of current design standards. Also, the appraisal of Options 3 and 5 has shown them to provide poorer value for money than the recommended options. Consequently, alternative grade separated junction arrangements will not be considered for Ulceby Road Junction.

3.7.2.3. A suggestion was also made to provide a signalised junction at Ulceby Road Junction (refer to Section 3.4.4.2). Traffic assessments indicate that signalisation of this junction is not required, therefore, it is not intended to consider this suggestion further.

3.7.3. Alternative layouts at Habrough Junction

3.7.3.1. A number of alternative layouts were proposed at Habrough Roundabout. In relation to Options 4 and 7, which propose to remove Habrough Roundabout, with new links to Top Road and Habrough Road from Ulceby Roundabout, suggestions were made to provide a vehicular crossing over or under the A160 at the current location of Habrough Roundabout (refer also to Section 3.2.9.17). The main reason for these suggestions appeared to be to provide a direct route for vehicles travelling north to south along Top Road to Habrough Road, or vice versa, instead of having to travel via Ulceby Roundabout.

3.7.3.2. These suggested solutions would not remove the other problems that are associated with removing Habrough Roundabout; including access to South Killingholme, increased journey times for vehicles travelling between Top Road/Habrough Road and the A160, and rat-running through the village. Therefore, the provision of a vehicular crossing at the location of Habrough Junction will not be considered further.

3.7.3.3. One comment suggested the provision of a direct link from Habrough Roundabout to School Road in South Killingholme (refer to Section 3.2.9.17). Although access to South Killingholme was highlighted as a concern for many residents, there are known safety issues with providing direct access from a residential road onto the trunk road network. Therefore, this suggestion is not considered to be a feasible way of improving access to the village.

3.7.3.4. Another comment suggested that Habrough Roundabout should be relocated to take more vehicles wishing to access Top Road away from South Killingholme, whilst maintaining access to the village (refer to Section 3.4.2.3). The issue of

access to South Killingholme will be considered at a later stage in the design process.

3.7.4. Alternative layouts at Town Street Junction

3.7.4.1. A significant number of objections were received to the proposal to close the central reserve gap at Town Street Junction, with a number of alternative layouts being suggested for this junction. These included a signalised junction, a vehicular crossing (over or under), (refer to Section 3.2.6.6), and a roundabout (refer to Section 3.4.2.3). The issues associated with the closure of the central reserve gap at Town Street will be considered in more detail at a later stage in the design process.

3.7.5. Alternative layout at Eastfield Road Junction

3.7.5.1. 7 people suggested that Eastfield Road Junction should be changed to a roundabout (refer to Section 3.2.9.23). Detailed traffic assessments will be undertaken during the preliminary design stage to determine the effectiveness of the existing signalised junction. During this process the requirement for a roundabout will be considered at this location.

3.7.6. Alternative layout at Manby Road Junction

3.7.6.1. A suggestion was made for an alternative to the layout at Manby Road/Rosper Road proposed in Option 7, by providing a gyratory route, with eastbound vehicles travelling underneath the new railway bridge and westbound vehicles travelling underneath the existing railway bridge (refer to Section 3.4.2.3). The layout in Option 7 was developed with the aim of providing a single junction to distribute traffic to the nearby destinations of the Port of Immingham, Rosper Road, Manby Road and the A160 westbound. The suggested gyratory route would introduce a number of adjacent junctions, which would negate the benefit that Option 7 gains from providing a new bridge underneath the railway. Consequently, this suggestion will not be considered further.

3.8. Effectiveness of Consultation

3.8.1. The public consultation exercise was undertaken in line with the Government’s Code of Practice on Consultation, as described in Section 1.2.1, with the aim of ensuring that the consultation was as effective as possible.

3.8.2. 38 completed satisfaction questionnaires were returned to the reception desk at the public exhibition. Each of the questions asked the respondent to rate a particular aspect of the exhibition on a scale of 1 to 10, with 1 being ‘Very Dissatisfied’ and 10 being ‘Very Satisfied’. The average score for each of the questions is shown in Table 3.10.

Table 3.10: Summary of Responses to Satisfaction Questionnaire

Question	Average Score
1a) Was there sufficient notice and publicity for the exhibition?	7.3
1b) Were the opening times and location of the exhibition convenient?	7.8
1c) Were you satisfied with the consultation and communication received during your visit?	7.3
1d) Was the information displayed at the exhibition clear and easily understood?	7.5
1e) Did the leaflet properly describe the scheme proposals?	6.8
2a) How satisfied were you with the way your enquiries were handled?	7.5
2b) Were the project team representatives courteous and helpful?	8.2
2c) Were there sufficient staff members available to answer your queries?	8.1

3.8.3. Table 3.10 indicates that, generally, people were satisfied with the all aspects of the exhibition. A small number of written comments were also received including:

- some of the options shown in the leaflet had incorrect details/not enough detail;
- directions to the exhibition should have been provided in the leaflet;
- a physical model of the options would have been better than a computer representation;
- more staff should have been available at the exhibition;
- the exhibition should have been held for 1 more day.

3.8.4. These comments will be taken into consideration as part of the ‘lessons learned’ process to inform future public consultations undertaken by the HA. Overall, the majority of responses indicate that people were satisfied with the exhibition. This

is also supported by the response to Question 7 in the consultation questionnaire where 90% of people said that they found the information in the public consultation leaflet useful (refer to Section 3.2.8.1).

- 3.8.5. Of the 17,500 Public Consultation leaflets supplied to the deposit points, approximately 12,500 were taken by members of the public. In total, approximately 20,000 leaflets were distributed during the consultation period. 316 members of public attended the public exhibition and 460 questionnaire responses were received. This represents an attendance rate of 1.6% and a response rate of 2.3% which is considered to be good for this type of consultation.
- 3.8.6. The questionnaire responses have provided a sample of the views of users of the A160 on the scheme proposals. In addition, a significant proportion of the attendees at the exhibition (55%), and of questionnaire responses, were from residents of South Killingholme (23%), which provides an indication of the views of local residents on the scheme options. All views will be taken into consideration in the development of the chosen scheme option.

4. SUMMARY OF CONSULTATION RESPONSES

4.1. Preferred Option

4.1.1. Analysis of the consultation responses indicates that in overall terms Option 7 received the highest level of support. A number of additional issues have arisen as a result of the consultation; these will be considered in the selection of a Preferred Route. In order to summarise the consultation responses, individual sections of the scheme have been considered separately below.

4.1.2. Comments relating to Ulceby Road Junction, Habrough Road Junction and Town Street Junction are closely related and have, therefore, been considered together.

4.2. Brocklesby Junction

4.2.1. The responses to Questions 2 and 3 in the consultation questionnaire indicated that there was an overall preference for Option 7 (refer to Sections 3.2.3 and 3.2.4), the only option to include a 2 bridge roundabout layout at Brocklesby Junction. Of the written questionnaire responses relating to Brocklesby junction, 24 supported the 2 bridge roundabout layout, whilst 9 were against the dumb-bell arrangement (refer to Section 3.2.9.10).

4.2.2. Two of the written consultation responses from Key Stakeholders specifically stated support for a 2 bridge roundabout layout at Brocklesby Junction. In addition, seven of the Key Stakeholders' responses indicated strong support for Option 7 (refer to Table 3.9).

4.2.3. Overall, the public consultation results indicated strong support for a 2 bridge roundabout layout at Brocklesby Junction.

4.3. Ulceby Road, Habrough Road and Town Street Junctions

4.3.1. Ulceby Road Junction

4.3.1.1. Option 1 was considered to be the poorest option in terms of road users' safety, local residents' safety and local access; this is likely to be due to the left-in left-out junction arrangement proposed at Ulceby Road (refer to Section 3.2.3.5). This conclusion is supported by discussions held with members of the public at the public exhibition and the written questionnaire responses, in which 15 people stated that they currently experience problems accessing the A160 westbound

from Ulceby Road and that Option 1 would not improve this. Also, 13 people commented that they were in favour of a roundabout at Ulceby Road junction (refer to Section 3.2.9.12.).

- 4.3.1.2. Three of the consultation responses from Key Stakeholders stated support for the proposed roundabout at Ulceby Road Junction, in addition to their general strong support for Option 7 (refer to Table 3.9).

4.3.2. Habrough Road Junction

- 4.3.2.1. Options 4 and 7 were considered to be poor in terms of local residents' safety and local access (refer to Sections 3.2.3.5 and 3.2.3.6); this is likely to be due to the removal of Habrough Roundabout in both options. This conclusion is supported by discussions held with members of the public at the public exhibition and the written questionnaire responses, where the view was expressed that the removal of Habrough Roundabout would result in higher vehicle speeds along the A160, adversely affecting local residents' safety, and reduced access to South Killingholme. Analysis of the responses from local residents indicated that the local view was that Options 4 and 7 were the poorest in terms of local access (refer to Section 3.3.4).

- 4.3.2.2. Options 4 and 7 include link roads from Ulceby Junction to Top Road and Habrough Road and the removal of Habrough Roundabout, therefore, the comments about these links are closely related to the comments regarding Habrough Roundabout. In the written questionnaire comments, 50 people commented that Habrough Roundabout should be retained (refer to Section 3.2.9.15). Also, four of the responses from Key Stakeholders stated that Habrough Roundabout should be retained (refer to Table 3.9). Reasons given for this included:

- removal of the roundabout would reduce the level of access to South Killingholme; and
- removal of the roundabout would result in vehicles rat-running through South Killingholme, to the north of the A160, and along unsuitable roads to the south, including Baptist Chapel Lane.

- 4.3.2.3. 17 people commented that they were against the links from Ulceby Roundabout to Top Road and Habrough Road (refer to Section 3.2.9.14). Reasons given for this included:

- increased journey times for vehicles travelling between the A160 and Top Road or Habrough Rd; and
- providing these links would encourage more vehicles to travel along Top Road to access the port.

4.3.2.4. Some comments were received in support of the proposal to remove Habrough Roundabout (refer to Section 3.2.9.16). These were generally from residents of Top Road, who mentioned that noise was an issue on Top Road. 9 people commented that they would support any proposal that moved traffic away from the residential properties on Top Road.

4.3.3. Town Street Junction

4.3.3.1. Overall, there was a slight majority of people who were against the proposal to close the central reserve gap at Town Street Junction. 39% of people stated they were 'for' the closure and 40% stated they were 'against' the closure (refer to Section 3.2.5.3). Analysis of the responses from local residents indicated a far stronger view about the central reserve gap closure, with 87% of local residents 'against' the closure (refer to Section 3.3.7). In addition, 39 people (refer to Section 3.2.9.20) and 4 Key Stakeholders (refer to Table 3.9) provided written comments opposing the Town Street gap closure.

4.3.3.2. It was clear from discussions held with local residents that Town Street was considered to be the main entrance to South Killingholme, and that closing the central reserve gap would result in significant detrimental effects. 31 written questionnaire comments stated that closing the central reserve gap would have a major impact on access to the village (Section 3.2.9.3). Specific concerns relating to this included:

- reduced access/additional journey times for local residents;
- access for emergency vehicles;
- access for public transport; and
- adverse effect on local businesses.

4.3.3.3. The footbridge was proposed in order to provide a safe means of crossing the A160. A number of comments were received regarding the footbridge. These were closely related to the issue of closing the central reserve gap at Town Street. 167 people stated that they supported the footbridge (refer to Section 3.2.6.5) and two Key Stakeholders specifically included support for the footbridge

in their responses (refer to Table 3.9). A number commented that a footbridge would improve safety for both road users and pedestrians crossing the A160. 36 people commented that they were opposed to the footbridge (refer to Section 3.2.6.6). Overall, this indicated support for the provision of a pedestrian crossing at Town Street.

- 4.3.3.4. However, of the questionnaire comments relating to the footbridge received from local residents, approximately half expressed support for the footbridge and half opposed the footbridge (refer to Section 3.3.9). All of the local residents who commented that they opposed the footbridge also opposed the Town Street central reserve gap closure. This indicated that many residents did not support the proposals at Town Street and that a pedestrian footbridge would not be a suitable replacement for the existing arrangement. 11 people stated that the footbridge proposal would not resolve the issues caused by closing the central reserve gap at Town Street (refer to Section 3.2.6.7). This comment was also made by South Killingholme Parish Council (refer to Section 3.5.1.6).

4.3.4. Alternatives to consider

- 4.3.4.1. Access to South Killingholme was highlighted as a specific concern by the majority of local residents, resulting in numerous comments which are summarised above. In order to resolve these issues, some alternative junction layouts at Ulceby Road, Habrough Road and Town Street junctions should be considered at a later stage in the design process. These should include:

- relocation of Habrough Roundabout (refer to Section 3.7.3.4);
- signalisation of Town Street Junction, with the provision of a pedestrian crossing (refer to Section 3.7.4.1);
- the provision of an underpass or overbridge to cross the A160 at Town Street (refer to Section 3.7.4.1);
- the provision of a roundabout at Town Street Junction (refer to Section 3.7.4.1).

- 4.3.4.2. When considering alternative arrangements to address the issue of local access, it should be noted that the HA has confirmed that it intends to close central reserve gaps on the A160 for safety reasons (refer to Section 3.6.1)

4.4. Eastfield Road Junction

- 4.4.1. There was general support for retaining the current layout of the signalised junction at Eastfield Road (56% 'for', as reported in Section 3.2.5.3). This was also reflected in the responses from local residents. In the written responses, four people commented that improvements were needed to the signals at Eastfield Road Junction (refer to Table 3.7). This was also stated by 3 of the Key Stakeholders (Table 3.9).
- 4.4.2. The public consultation results indicated strong support for retaining the current layout at Eastfield Road Junction. Any improvements required to Eastfield Road Junction will be investigated at a later stage in the design process.

4.5. Central Reserve Gap Closure at Refinery Entrance

- 4.5.1. There was general support for closing the central reserve gap at the refinery entrance (41% 'for', as reported in Section 3.2.5.3). The response from local residents, however, indicated that the majority (41%) were opposed to the proposal to close this gap (refer to Section 3.3.8). In the written responses, five people commented that they were opposed to the central reserve gap closure at the refinery entrance (refer to Table 3.6); this was also stated by two of the Key Stakeholders, Conoco Phillips and Total, as shown in Table 3.9.
- 4.5.2. The public consultation results indicated general support for closing the central reserve gap at the refinery entrance. Also, it should be noted that the HA has confirmed that it intends to close central reserve gaps on the A160 for safety reasons (refer to Section 3.6.1)

4.6. Manby Road and Rosper Road Junctions

- 4.6.1. Table 3.8 shows the comments that relate to the Manby Road and Rosper Road Junctions. The general strong support for Option 7 indicated that the preferred arrangement at Manby Road and Rosper Road junction is as shown in Option 7. One of the Key Stakeholders (Conoco Phillips) expressed concern at this proposal (refer to Table 3.9). The joint response from the local Parish Councils indicated strong support for this layout (refer to Section 3.5.1.5).
- 4.6.2. The arrangement at Manby Road/Rosper Road junction in Option 7 was developed with the aim of providing a single junction to distribute traffic to the nearby destinations of the Port of Immingham, Rosper Road, Manby Road and

the A160 westbound. Option 7 offers better value for money compared to other options, in part due to the operational benefits that this layout provides.

- 4.6.3. The public consultation results indicated general support for the Manby Road/Rosper Road arrangement as shown in Option 7.

5. CONCLUSIONS

- 5.1. The public consultation exercise gave the public the opportunity to gain information about the scheme and to comment on the proposals. A significant number of local and non-local responses have been received, and all views have been analysed.
- 5.2. The consultation responses indicated an overall preference for Option 7; however, the issue of access to South Killingholme has dominated the consultation responses. Significant findings include:
- 87% of South Killingholme residents are against the closure of the central reserve gap at Town Street;
 - Over 75% of local residents feel that all of the options are 'Poor' for local access;
 - 167 comments and 2 responses from Key Stakeholders included support for the footbridge, as it would improve safety for road users and pedestrians.
 - 50 comments and 4 responses from Key Stakeholders state that Habrough roundabout should be retained in order to improve access to South Killingholme and remove the need for vehicles to rat-run through the village.
- 5.3. In order to address the issue of access to South Killingholme, the HA has determined that an additional option needs to be developed which is based on Option 7, with amendments to the junction arrangements at Ulceby Road, Habrough Road and Town Street.
- 5.4. It will be necessary to carry out a full technical appraisal of the new option, including environmental and economic assessments. The HA does not intend to undertake a consultation on the new option at this stage, as the alterations would be minor and only affect side roads. Also, as the minor amendments would address comments received during the formal consultation exercise, it is not considered necessary to consult on the new option.
- 5.5. This consultation exercise has also highlighted a number of other points which will require consideration during the development of the scheme. These are to include:
- provision for all Non-Motorised Users, including pedestrians, cyclists and horses;

- continue discussions with North Lincolnshire Council regarding their aspirations for Rosper Road and environmental monitoring;
- continue discussions with Conoco Phillips regarding the central reserve gap closure at the refinery entrance and the new link between Manby Road Roundabout and Rosper Road; and
- continue dialogue with all other stakeholders.

5.6. It should be noted that HA NetServ and Network Operations have confirmed their view that, for safety reasons, all central reserve gaps on the A160 should be closed as part of this improvement scheme.