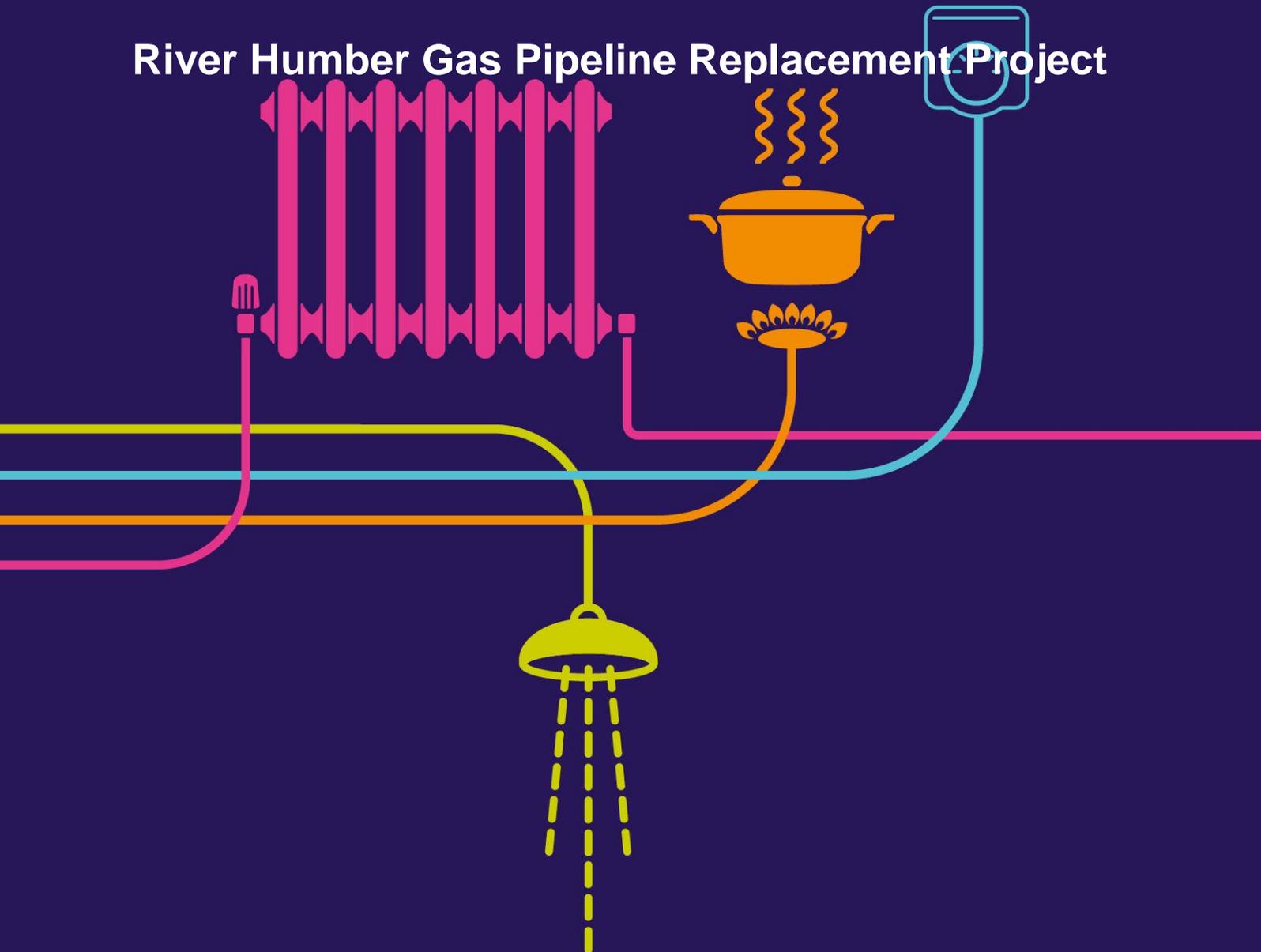


# Annexure 4 to Response to First Written Questions – Q8.34 Summary of Traffic Mitigation Assessments

## River Humber Gas Pipeline Replacement Project





## Question 8.35 - Mitigation

The following environmental design measures are proposed to minimise potential effects of the Scheme. Many of these measures provide mitigation for a number of the potential effects.

Effect	Locations	Mitigation
<b>Pedestrian Severance</b>	Ferry Rd (north of N End) Ferry Rd (north of Neatgangs) East Marsh Rd Chapel Field Rd Farbridge Lane west of Rose Hill Farm Thorngumbald Rd	<ul style="list-style-type: none"> <li>• Temporary signage for construction traffic and public to notify all road users of the presence of HGVs. Signs to be erected where PRowS and Bridleways intersect the highway</li> <li>• TMP driver pack would advise drivers to be observant of walkers, cyclists and equestrians (the latter particularly on East Marsh Road near Uplands Lodge).</li> <li>• The transportation of segments and waste/arising is planned to be carried out during working hours Monday to Friday i.e. weekdays only and during school term this will be restricted between the hours of 09:00-15:15hrs.</li> <li>• Speed limit reductions for construction vehicles only on routes to site would be in place. 30mph zones outside of the site would be restricted to 25mph for HGV drivers and 60mph zones would be restricted to 40mph for HGV drivers.</li> </ul>
<b>Pedestrian Severance</b>	Churchside	<ul style="list-style-type: none"> <li>• A temporary haul road would be created to by-pass the Churchside / Soff Lane junction at South End, which would remove potential HGV/pedestrian conflict</li> </ul>

Effect	Locations	Mitigation
<b>Pedestrian Amenity</b>	All roads	<ul style="list-style-type: none"> <li>• Temporary signage for construction traffic and public to notify all road users of the presence of HGVs. Signs to be erected where PRowS and Bridleways intersect the highway; and</li> <li>• TMP driver pack would advise drivers to be observant of walkers, cyclists and equestrians (the latter particularly on East Marsh Road near Uplands Lodge).</li> <li>• The transportation of segments and waste/arising is planned to be carried out during working hours Monday to Friday i.e. weekdays only and during school term this will be restricted between the hours of 09:00-15:15hrs.</li> <li>• Speed limit reductions for construction vehicles only on routes to site would be in place. 30mph zones outside of the site would be restricted to 25mph for HGV drivers and 60mph zones would be restricted to 40mph for HGV drivers.</li> </ul>
<b>Pedestrian Amenity</b>	Churchside	<ul style="list-style-type: none"> <li>• A temporary haul road would be created to by-pass the Churchside / Soff Lane junction at South End, which would remove potential HGV/pedestrian conflict</li> </ul>
<b>PRowS and Bridleways</b>	<p>Ferry Rd south of Mill Lane</p> <p>Ferry Rd south of Howe Lane</p> <p>Ferry Rd (north of N End)</p> <p>Chapel Field Rd</p> <p>Churchside</p>	<ul style="list-style-type: none"> <li>• Temporary signage for construction traffic and public to notify all road users of the presence of HGVs. Signs to be erected where PRowS and Bridleways intersect the highway;</li> <li>• TMP driver pack would advise drivers to be observant of walkers, cyclists and equestrians (the latter particularly on East Marsh Road near Uplands Lodge).</li> <li>• There are no planned closures of PRowS or bridleways near to the Goxhill Site.</li> <li>• HGV movements would be restricted to 07:00 to 19:00 on weekdays (excluding bank holidays). Use of PRow and bridleways is generally higher at the weekend.</li> </ul>

Effect	Locations	Mitigation
<b>PRoWs and Bridleways</b>	Paull Rd Thorngumbald Rd	<ul style="list-style-type: none"> <li>• Temporary signage for construction traffic and public to notify all road users of the presence of HGVs. Signs to be erected where PRoWs and Bridleways intersect the highway;</li> <li>• TMP driver pack would advise drivers to be observant of walkers, cyclists and equestrians</li> <li>• The Scheme at Paull would require temporary 3 day closure of PRoWs No. 6 and No. 1 past the AGI whilst decommissioning the existing pipeline, and;</li> <li>• HGV movements would be restricted to 07:00 to 19:00 on weekdays (excluding bank holidays). Use of PRoW and bridleways is generally higher at the weekend.</li> </ul>
<b>Accidents and Road Safety</b>	Ferry Rd (north of N End) Ferry Rd (north of Neatgangs) East Marsh Rd Chapel Field Rd Thornton Rd Farbridge Lane west of Rose Hill Farm	<ul style="list-style-type: none"> <li>• Traffic management would be provided in the form of traffic marshals to control the movement of general traffic and construction vehicles (particularly those with abnormal loads) at each site access/egress;</li> <li>• Highway improvements such as localised widening to the road geometry would be undertaken to ensure sufficient swept paths are provided at junctions for HGVs and avoid conflict with other road users;</li> <li>• Localised widening of the carriageway and hedge removal would be undertaken to improve visibility splays on approaches to access/egress to site;</li> <li>• Passing places would be provided on single carriageway roads where two-way traffic movement is restricted and existing passing places lengthened where required;</li> <li>• Speed limit reductions for construction vehicles only on routes to site would be in place. Limits would be; inside the redline site boundary all non-surfaced roads restricted to 10mph and any surfaced roads would be restricted to 15mph. 30mph zones outside of the site would be restricted to 25mph for HGV drivers</li> </ul>

Effect	Locations	Mitigation
		<p>and 60mph zones would be restricted to 40mph for HGV drivers. The Soff Lane Diversion would be limited to 15mph at all times;</p> <ul style="list-style-type: none"> <li>• Electronic speed notification signs may be installed along the construction route to remind residents of the speed limit, particularly in sensitive areas;</li> <li>• Site accesses would be provided with advance information signs and count down signs to provide a clear notification to road users approaching the site;</li> <li>• Brushes and scrapers would be kept at access points to clean roads;</li> <li>• Local roads and roads off the public highway that are not currently subject to gritting during the winter months will be identified. A gritting regime shall be agreed with the Local Highway Authority to reduce the potential for sheet ice on the highway used by construction vehicles;</li> <li>• Monthly condition assessments of the construction haul routes would be undertaken by the Main Works Contractor (MWC) to inspect for defects such as potholes which could cause an increase in noise levels. The highway authority would be notified and invited to attend inspections. Indentations would be repaired where required by the MWC; and</li> <li>• HGV movements would be restricted to 07:00 to 19:00 on weekdays (excluding bank holidays) only. Any HGV movements at the site would be limited to movements between the two construction sites along East Marsh Lane or a very small number of isolated movements at the weekend. Any isolated HGV movements on a Saturday would be occur before 1pm and there would be no HGV movements on a Sunday.</li> </ul>

Effect	Locations	Mitigation
<b>Accidents and Road Safety</b>	East Marsh Rd Chapel Field Rd	<ul style="list-style-type: none"> <li>• A temporary haul road is to be created through the construction area to reduce the potential for conflict at the East Marsh Road / Chapel Field Road junction which has a tight bend in the carriageway and to avoid two-way traffic on the private track road leading towards the site (refer to the Site Layout Plans (DCO Document Reference 2.4B).</li> </ul>
<b>Parking and Loading</b>	None	<ul style="list-style-type: none"> <li>• The TMP and site layout plans would provide sufficient off road parking for all construction traffic. This would avoid parking on the footpaths, grass verges and double parking occurring by construction vehicles.</li> </ul>
<b>Increase in Traffic Levels and Driver Delay</b>	Ferry Rd (north of N End) Ferry Rd (north of Neatgangs) East Marsh Rd Chapel Field Rd	<ul style="list-style-type: none"> <li>• A one-way traffic route would be used around Goxhill to reduce the potential impact on receptors;</li> <li>• Abnormal loads would be planned to avoid disruption on the highway with other HGV vehicles travelling to the sites;</li> <li>• Traffic routes would be clearly signed and drivers would be provided with route plans identifying local weight restrictions;</li> <li>• Speed limit reductions for construction vehicles only on routes to site would be in place. Limits would be; inside the redline site boundary all non-surfaced roads restricted to 10mph and any surfaced roads would be restricted to 15mph. 30mph zones outside of the site would be restricted to 25mph for HGV drivers and 60mph zones would be restricted to 40mph for HGV drivers.</li> <li>• The transportation of segments and waste/arising is planned to be carried out during working hours Monday to Friday i.e. weekdays only and during school term this will be restricted between the hours of 09:00-15:15hrs.</li> </ul>
<b>Increase in Traffic Levels and Driver Delay</b>	Churchside	<ul style="list-style-type: none"> <li>• A temporary haul road would be created to by-pass the Churchside / Soff Lane junction at South End, which has width</li> </ul>

Effect	Locations	Mitigation
		restrictions and poor visibility which would affect the movement of HGVs.
<b>Increase in Traffic Levels and Driver Delay</b>	Farbridge Lane west of Rose Hill Farm  Thorngumbald Rd	<ul style="list-style-type: none"> <li>• The private track road for Rose Hill Farm would be used to minimise the impact of receptors by avoiding the Paull and Thorngumbald villages;</li> <li>• Abnormal loads would be planned to avoid disruption on the highway with other HGV vehicles travelling to the sites;</li> <li>• Traffic routes would be clearly signed and drivers would be provided with route plans identifying local weight restrictions;</li> <li>• Speed limit reductions for construction vehicles only on routes to site would be in place. Limits would be; inside the redline site boundary all non-surfaced roads restricted to 10mph and any surfaced roads would be restricted to 15mph. 30mph zones outside of the site would be restricted to 25mph for HGV drivers and 60mph zones would be restricted to 40mph for HGV drivers; and</li> <li>• The transportation of segments and waste/arising is planned to be carried out during working hours Monday to Friday i.e. weekdays only and during school term this will be restricted between the hours of 09:00-15:15hrs.</li> </ul>
<b>Public Transport</b>	None	<ul style="list-style-type: none"> <li>• There will be no change to bus services or locations of bus stops</li> <li>• There will be no change to rail services. Abnormal loads at Goxhill are directed away from the level crossing on Soff Lane.</li> </ul>