

**From:** Rob Beales [<mailto:Rob.Beales@northlincs.gov.uk>]

**Sent:** 26 November 2015 17:12

**To:** River Humber Gas Pipeline

**Cc:** cllr richardhannigan; Cllr Davidwells; Cllr PeterClark

**Subject:** Response to the Hearing Action Points : Action 17 - Representation from Ward Councillors

**Importance:** High

**Consent for the River Humber Gas Pipeline Replacement Project**

Please find attached a considered response from North Lincolnshire Council Ward Councillors as requested in Action point 17 - Representation from Ward Councillors.

If you need any further details please come back to me.

Please acknowledge receipt of this email.

Thank you

Regards

Rob Beales

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Rob Beales  
Head of Highway & Neighbourhood Services  
Community Services  
Places Directorate

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Dear Sir

**Goxhill Pipeline Replacement Project Transport Plan  
Representation by Ferry Ward Councillors**

Thank you for inviting us to make a representation regarding the proposed transport plan for the Goxhill Pipeline Replacement Project. As ward councillors it is our duty to act in the best interests of the people whom we represent though we are acutely aware of the importance of this national infrastructure project. We welcome the opportunity to make a positive contribution to this process.

Ferry Road Goxhill is a relatively quiet, well-kept road running through the western perimeter of the village and it is fronted by many residential properties. The proposed use of Ferry Road as a route for LGV traffic serving this project would have a significant long term, negative effect on the lives of many residents. Our preferred proposal would remove LGV traffic from Ferry Road apart from occasional exceptional loads. We therefore request that you give serious consideration to our proposal to avoid the use of Ferry Road.

You will be aware that we have already met with representatives of National Grid and asked them to consider adjusting their proposed transport plan in a way that would reduce the impact of this project on the Goxhill community and would provide lasting benefit to that community. We asked them to assess the feasibility of changing the proposed Haul Route from a one-way temporary route to a two-way permanent route that would join Soff Lane further out of the village and would consequently relieve Ferry Road of much of the LGV traffic thus providing a permanent improvement to traffic flow around Goxhill. National Grid did as we asked and their feasibility study showed that our proposal was unaffordable and that it would take the Haul Route outside of the development area. In addition to this they could not secure permanent ownership of the necessary additional land. We understand their position.

We believe however that most of the benefits of that proposal could still be achieved by increasing the width of the proposed temporary Haul Route to allow two way traffic thus removing the need for LGV traffic to use Ferry Road. It is acknowledged that there is insufficient width to widen this route between the end of the Haul Route and Soff Lane but it would be possible to install traffic lights to manage the traffic on this short length of road. There may also be a need to provide additional passing places between the south end of the Haul Road and College Road. The route could further be improved by adding a set of traffic lights between the north end of the Haul Road and the disused railway line.

This proposal would not require the purchase of any additional land and the temporary road would be much less expensive than the permanent route. Eliminating the use of Ferry Road for LGV traffic (other than exceptional loads) has benefits for the community and for National Grid. Far fewer residents would be affected by the route we have proposed which will result in fewer complaints to National Grid. It has already been agreed that Ferry Road can only be used on weekdays between the hours of 0930 and 1530 and on Saturday mornings. This will greatly restrict traffic movements for National Grid and will prove extremely difficult to manage. The alternative we have proposed could be used without such restrictions.

Whilst we regard our proposal as being entirely reasonable we appreciate that different views may be expressed by other interested parties. Should it not be possible to accept our proposals then you are respectfully requested to consider a number of issues associated with the use of Ferry Road.

As mentioned previously it will prove extremely difficult to ensure that use of the road is restricted to the agreed hours. We would like to be consulted on the traffic management plan so that we can be assured that it is practicable and enforceable and that it protects residents from the adverse impacts of the increased volume of heavy vehicles. We also believe that it would be necessary to install traffic lights at the junction of ferry Road and North End due to the layout of the road at this point.

We are pleased that National Grid are prepared to make the passing places on Ferry Road permanent but we would urge them to review the location of some passing places which encroach on the land of some home owners on Ferry Road. We believe it would be possible to locate these passing places elsewhere, perhaps on the other side of the road.

Whilst the pipeline replacement project is critical to national infrastructure it brings no direct benefit to the residents of Goxhill who must endure three years of disruption. I think it is essential that National Grid does all that it reasonably can to reduce the impact of this work and that the proposal we have put forward is a practical way of achieving that.

We would be pleased to discuss our proposal with you or with National Grid should you or they require it.

Yours sincerely

Cllr David Wells  
Cllr Peter Clark  
Cllr Richard Hannigan  
Ferry Ward  
North Lincolnshire Council.