

# Technical Memorandum

29 August 2023

<b>To</b>	Angus Walker	<b>Contact No.</b>	-
<b>Copy to</b>	Andrew Byrne	<b>Email</b>	-
<b>From</b>	Matthew East	<b>Project No.</b>	12578580
<b>Project Name</b>	DFDS Traffic Impact Study - Immingham		
<b>Subject</b>	IERRT – DFDS Written Response Addendum – Port of Immingham Existing Gate House Operation		

## 1. Introduction

Associated British Ports (ABP) are looking to expand RoRo operations at Immingham via undertaking the Immingham Eastern Ro-Ro Terminal (IERRT) project. The IERRT would likely facilitate Stena, who are aiming to shift sailings from Killingholme to Immingham, which requires a major upgrade to the Immingham Port. DFDS would like to test the level of effort, assumptions and conclusions being advised by ABP and the effects this may have on the existing operations at the port.

To address the concerns DFDS have on ABPs proposed plans the following areas have been assessed and compared to the ABP assumptions to test the level of effort and conclusions being advised:

- Implications of current and known future developments within the local community, including business parks and residential projects;
- Impacts upon the existing operation of the Port of Immingham and congestion at east and west gate houses;
- Behavioural implications of drivers, including consideration of how drivers will utilise entry gates to the port, local truck stops, location of major transport companies and other amenities;
- Capacity of the proposed IERRT terminal and associated daily and annual estimated throughputs;
- Environmental and social implications of increased traffic within the local area;
- Interoperability of hauliers within the terminal, particularly on the way hauliers and units move around the terminal; and
- Secondary facilities for hauliers.

### 1.1 Purpose of this Memorandum

This technical memorandum provides assessments and analysis associated DFDS assessment of the Port of Immingham’s existing gate house operations.

### 1.2 Scope and limitations

This technical memorandum has been prepared by GHD for DFDS Seaways PLC and may only be relied on by DFDS Seaways PLC for the purpose agreed between GHD and DFDS Seaways PLC.

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The opinions, conclusions and any recommendations in this technical memorandum are based on assumptions made by GHD described in this technical memorandum. GHD disclaims liability arising from any of the assumptions being incorrect.

### **1.3 Accessibility of documents**

If this Technical Memorandum is required to be accessible in any other format this can be provided by GHD upon request and at an additional cost if necessary.

## **2. Port of Immingham Existing Gate House Operation**

To better understand the existing gates' conditions and capacity, a video survey was commissioned by GHD on Wednesday 15 June 2022 at both East and West Gates.

The footage was analysed to determine the gates' typical processing times. This showed that, on average, HGVs processing time is 30 seconds with 20 seconds for LGVs. It is expected that processing of port employee vehicles would be faster.

It is worth mentioning that during busy periods, the security barrier is mainly always open to speed up processing times. The average processing times listed above were measured at less busy periods where the barrier would normally be closed after each processed vehicle.

It is therefore recommended that detailed on-site surveys are undertaken during different days of the week and different time of the day to capture an accurate processing time for each vehicle type.

In addition to processing times, the following observations have also been made at each of the gates.

### **2.1 West Gate Observations**

The video footage showed slow moving queues on the West Gate between 06:30am and 08:00am. During periods of high demand, the queues occasionally back up to the Humber Road Junction as shown in Figure 1. It is worth noting that those occurrences are infrequent, and queues generally dispersed in two to four minutes.

It was also noted that the security barrier is not closed after every vehicle check when queues are present to reduce processing times.



Figure 1 West Gate Approach from junction with Rosper Road

To better understand the origin of inbound traffic on the West Gate, the ATCs collected along Rosper Road and Humber Road as well as the MCC at Humber Road Junction were analysed. This showed that 14% of HGVs travelling southbound on Rosper Road turns left towards Immingham West Gate, equating to approx. 5% of the total West Gate HGVs inbound traffic.

A summary of the proportion of inbound traffic at the West Gate originating from Rosper Road is presented in Figure 2.

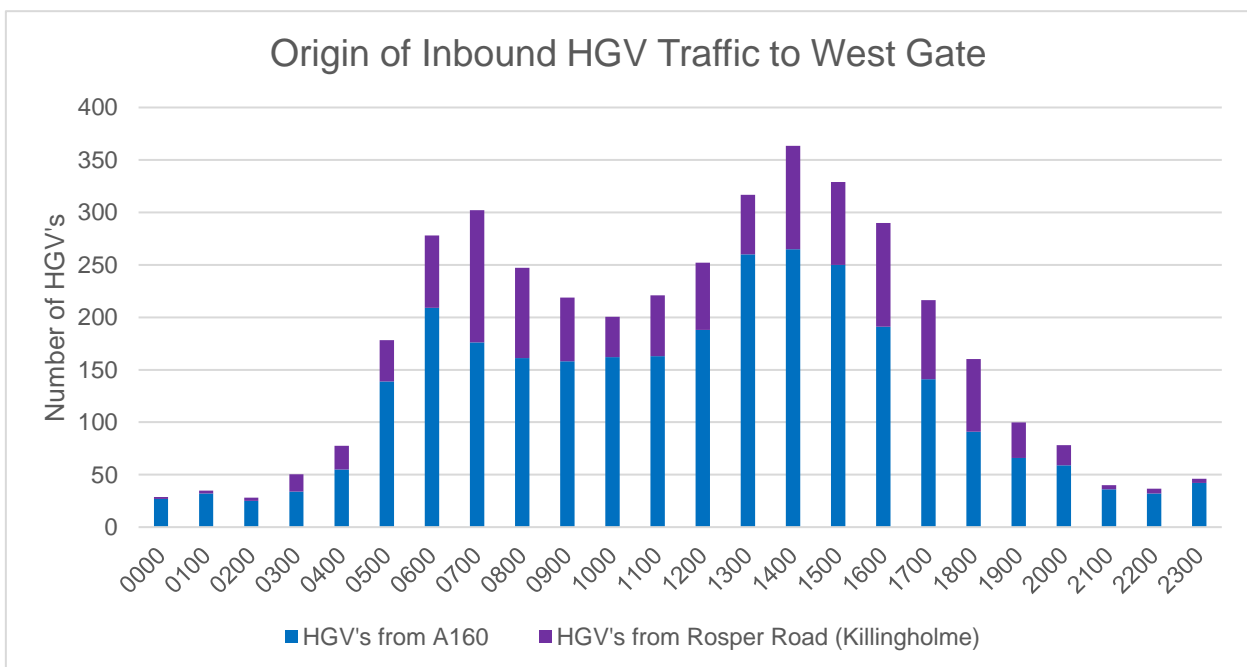


Figure 2 Origin of Inbound HGV Traffic to West Gate

## 2.2 East Gate Observations

Similar to the West Gate, the East Gate was typified by slow moving queues between 06:30am and 08:00am. This involved occasional backing up of queues through the junction with Laporte Road as shown

in Figure 3. The video footage review showed that there is limited capacity to accommodate additional demand during peak periods.



Figure 3 East Gate Approach

## 2.3 Summary

The presence of queues at both security gates indicated that the Terminal approaches are operating at capacity or close to capacity during the peak hours, with queues likely being alleviated through management of processing times and checking process at the security gates.

It therefore follows that both gates will be sensitive to additional demand and will likely require improved management or infrastructure improvements to ensure that security processes are not unacceptably compromised to avoid further congestion on the external highway network.

Regards

**Matt East**  
Sub Sector Lead