

**Pit Lane, Wombwell  
Proposed Residential Development  
Technical Note 1**

October 2025 (Rev 1)

Prepared on behalf of  
**Crest Nicholson Operations Ltd**

# Quality Management

| Pit Lane, Wombwell - Technical Note 1<br>Project No: 21030 |  |   |                   |                   |
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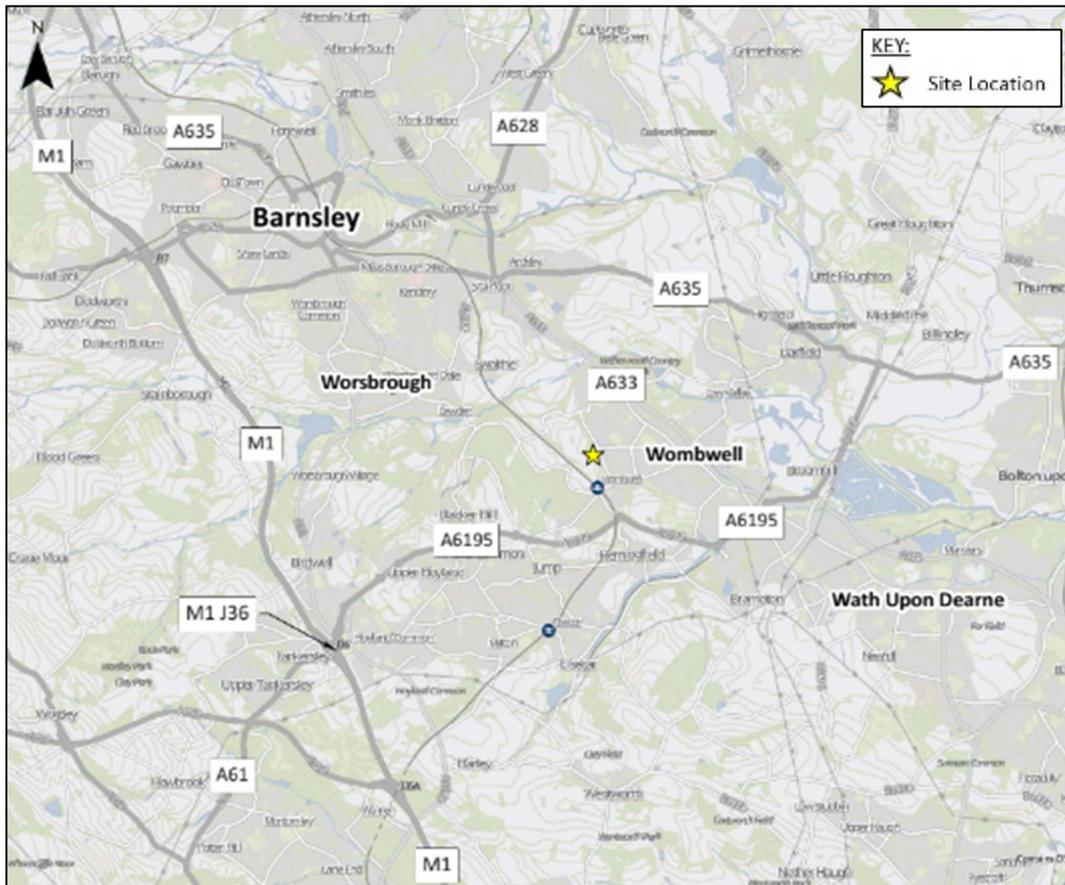
# 1. Introduction

## 1.1 BACKGROUND

1.1.1 This Technical Note (TN) has been prepared by Optima Highways & Transportation Ltd (“Optima”) to address post submission Highways consultation comments related to a proposed residential development on land to the south of Pit Lane, Wombwell (“the Site”).

1.1.2 The location of the Site is identified at Image 1.1.

**Image 1.1 Site Location Plan**



1.1.3 Optima prepared a Transport Assessment (TA) dated June 2025 (rev 1), which was submitted in support of outline planning application ref. 2025/0514, for the residential development of land at Pit Lane, Wombwell.

1.1.4 The proposals are shown on the STEN Proposed Development Framework contained at Appendix A and include up to 230 residential dwellings.

1.1.5 Barnsley Metropolitan Borough Council (BMBC) Highways Development Control team (HDC) provided comments on the TA by way of formal consultation response dated 11<sup>th</sup> August 2025, which can be summarised as follows:

- Request for a Designers Checklist to ensure the proposed site access is in accordance with CD 123;
- Request for a Stage 1/2 Road Safety Audit (RSA) of the proposed access arrangements and off-site highway works;



- Confirmation that the TA has tested the upper limit of development permissible under the local plan allocation as a worst-case;
- Request for queue length survey data to be presented;
- Request for a Walking Route Audit Tool (WRAT) assessment of local route; and
- Request for a Cycle Level of Service (CLOS) assessment in accordance with LTN 1/20.

1.1.6 A copy of the consultation response is contained at Appendix B.

1.1.7 A meeting was held with HDC officers on 2<sup>nd</sup> September 2025, during which clarity was sought on several points raised, and it was agreed that:

- The requested Designs Checklist should focus on adherence to the South Yorkshire Residential Design Guide (SYRDG) and Manual for Streets (MfS), rather than DMRB CD123, given the proposed 30mph speed limit and residential use;
- A CLOS assessment should not be required at outline stage and can be provided for the new infrastructure within the Site as part of a the reserved matters submission; and
- Queue length surveys should not be strictly utilised to calibrate junction models, rather they should be viewed with caution and provide an overview of existing operations.

1.1.8 A consultation response has also been received from Network Rail dated 6<sup>th</sup> August 2025, which requested improvements to the footpath along the western boundary of the Site.

1.1.9 This TN has been prepared to address all outstanding Highway related matters.



## 2. Response to Highways Development Control

### 2.1 DESIGNERS CHECKLIST

2.1.1 BMBC requested the provision of Designers Checklist to ensure the proposed site access arrangements comply with DMRB CD 123 design standards.

2.1.2 It was agreed at the meeting conducted on 2<sup>nd</sup> September 2025 that the Designers Checklist should focus on adherence to the SYRDG and Manual for Streets (MfS), given the residential use and that the proposals will be subject to a 30mph speed limit.

2.1.3 A copy of the completed Designers Checklist is contained at Appendix C, which was issued to HDC on 26<sup>th</sup> September 2025.

2.1.4 The proposed access arrangements shown on drawing 23081/GA/01 Rev D contained at Appendix D, which now include the following minor amendments in order to demonstrate full compliance with the relevant guidance:

- All verges provided at min. 1.5m width (unless formalising an existing verge); and
- Refuse collection swept path analysis shown to be accommodated at the proposed Site Access/Pit Lane junction.

2.1.5 The results show that the proposals are accord with all relevant design standards.

### 2.2 STAGE 1 ROAD SAFETY AUDIT

2.2.1 A copy of the proposed Stage 1 RSA Brief is contained at Appendix E, which was also issued to HDC on 26<sup>th</sup> September 2025.

2.2.2 A subsequent Stage 2 Road Safety Audit would be completed at the S278/38 detailed design stage.

### 2.3 DEVELOPMENT QUANTUM

2.3.1 The safeguarded land allocation, as set out in the Local Plan, provides no indicative site capacity. The quantum of 230 dwellings assessed within the Transport Assessment is derived through density policy expectations. The delivery of 230 units would result in a net density of 40 dwellings per hectare (dph) based on the net developable area of 5.7 ha as stated in the Design and Access Statement. 40 dph is compliant with the provisions of Policy H6 Housing Mix and Efficient Use of Lane of the Local Plan. At this outline stage it is a reasonable assumption in which to assess the proposal.

2.3.2 The Applicant agrees to a change in the application description to:

*“Outline planning for residential development of up to 230 dwellings including associated landscaping and infrastructure works. All matters reserved apart from means of access into (but not within) the site.”*



## 2.4 QUEUE LENGTH SURVEY DATA

2.4.1 It was agreed with HDC that, based on both TRL and JCT advice, queue survey information from a single day should not be utilised to validate models, as the level of queueing recorded at any junction will vary from minute to minute, day to day and week to week. The use of queue data recorded from a single day is not an accurate method of calibrating an ARCADY model, as it does not allow for queue variability.

2.4.2 An ARCADY model runs the traffic scenario for an infinite number of times, which accounts for queueing variability and therefore the results present a typical level of queueing estimated over an extended period of time – not just a single day. Therefore, it would be inappropriate to seek to manually adjust or calibrate a model to try reflect the recorded queues.

2.4.3 TRL guidance states:

*“it must be stressed that the calculated queues and queuing delays are average values of broad distributions, and considerable variation about these values will be encountered in practice. In fact, day-to-day variations in the queue-lengths and delays can occur at any given time in the peak period”.*

*“During peak periods (when the flow/capacity ratios are high) there is a large daily variation in queue lengths even if the average flow for each time segment does not vary from day to day. To take a typical example, a mean queue of 26 pcu would be derived from queues which varied between 5 pcu and 50 pcu from day to day. In fact, on 1 day in 20 the queue would be outside even this large envelope of possible values. So you can see that many days of queue measurements would have to be taken to obtain a reliable estimate of mean queues. The junction model predictions are based on an infinite number of days”.*

2.4.4 JCT (traffic signal) guidance states:

*“Due to the variability of queues and sensitivity to small changes in conditions both in models and in reality, we recommend avoiding directly calibrating models to measured queues as unless done with extreme care and highly detailed data it has the potential for introducing significant inaccuracy in the model. It is recommended that a greater emphasis is placed on ensuring capacities are modelled correctly whilst still checking that modelled queues are acceptable”.*

2.4.5 However, it was agreed that queue survey information would be provided in inform HDCs analysis.

2.4.6 The queue and delay survey data was recorded on the same day as the manually classified counts on Wednesday 13<sup>th</sup> November 2024.

2.4.7 Full results are contained at Appendix F and Table 2.1 below compares the predicted and recorded queue and delay figures at each of the junctions included within the TA capacity assessment during the 2024 Survey scenario.



Table 2.1 2024 Queue and Delay Traffic Survey Data

| Arm  | AM Peak Hour (07:45 - 08:45) |          |          |          | PM Peak Hour (16:15 - 17:15) |          |          |          |
|--|------------------------------|----------|----------|----------|------------------------------|----------|----------|----------|
|  | Average Recorded             |          | Modelled |          | Average Recorded             |          | Modelled |          |
|  | Queue                        | Delay    | Queue    | Delay    | Queue                        | Delay    | Queue    | Delay    |
| <b>J1 - Aldham House Lane/Windmill Road/Summer Lane/Pit Lane</b> |                              |          |          |          |                              |          |          |          |
| Aldham House Lane  | 0.0                          | 00:00:00 | 0        | 00:00:05 | 0                            | 00:00:00 | 0.0      | 00:00:05 |
| Summer Lane  | 1.4                          | 0:00:00  | 0.2      | 00:00:07 | 1.5                          | 00:00:03 | 0.2      | 00:00:08 |
| Windmill Road  | 1.4                          | 00:00:00 | 0.1      | 00:00:06 | 0.4                          | 00:00:00 | 0.2      | 00:00:05 |
| Pit Lane   | 1.3                          | 00:00:00 | 0.1      | 00:00:09 | 1.4                          | 00:00:00 | 0.1      | 00:00:09 |
| <b>J2 - B6096 Hough Lane/Windmill Road</b>                       |                              |          |          |          |                              |          |          |          |
| Windmill Road Left Turn  | 0.5                          | 00:00:00 | 0.1      | 00:00:12 | 0.3                          | 00:00:01 | 0.1      | 00:00:14 |
| Windmill Road Right Turn   | 6.9                          | 00:00:29 | 1.3      | 00:00:22 | 7.8                          | 00:00:25 | 1.3      | 00:00:25 |
| B6096 Hough Lane (E)   | 0.3                          | 0:00:00  | 0.0      | 00:00:05 | 0.5                          | 00:00:00 | 0.1      | 00:00:05 |
| <b>J3 - B6069 Hough Lane/Hemingfield Road/Dovecliffe Road</b>    |                              |          |          |          |                              |          |          |          |
| B6096 Hough Lane   | 0.6                          | 00:00:00 | 0.2      | 00:00:04 | 0.8                          | 00:00:01 | 0.1      | 00:00:04 |
| Hemingfield Road Left Turn                                       | 0.5                          | 0:00:00  | 0.2      | 00:00:14 | 0.9                          | 00:00:00 | 0.3      | 00:00:18 |
| Hemingfield Road Right Turn                                      | 4.9                          | 0:00:14  | 0.7      | 00:00:18 | 7.5                          | 00:00:24 | 1.4      | 00:00:27 |
| B6096 Wood Walk  | 0.8                          | 00:00:00 | 0.1      | 00:00:05 | 0.7                          | 00:00:00 | 0.1      | 00:00:04 |
| Dovecliffe Road Left Turn  | 2.3                          | 00:00:09 | 0.1      | 00:00:11 | 3.7                          | 00:00:22 | 0.2      | 00:00:13 |
| Dovecliffe Road Right Turn                                       | 0.1                          | 00:00:00 | 0.1      | 00:00:13 | 0.3                          | 00:00:00 | 0.1      | 00:00:15 |
| <b>J4 - Hemingfield Roundabout</b>                               |                              |          |          |          |                              |          |          |          |
| A6195 (E) Left   | 2.3                          | 00:00:00 | 1.5      | 00:00:05 | 5.9                          | 00:00:00 | 2.3      | 00:00:06 |
| A6195 (E) Right  | 1.1                          | 0:00:00  |          |          | 2.5                          | 00:00:00 |          |          |
| Hemingfield Road (S) Left  | 3.8                          | 0:00:05  | 0.3      | 00:00:05 | 3.2                          | 00:00:02 | 0.3      | 00:00:05 |
| Hemingfield Road (S) Right                                       | 0.9                          | 00:00:04 |          |          | 1.4                          | 00:00:00 |          |          |
| A6195 (W) Left   | 3.2                          | 00:00:00 | 1.1      | 00:00:04 | 3.6                          | 00:00:00 | 1.4      | 00:00:04 |
| A6195 (W) Right  | 2.7                          | 00:00:00 |          |          | 3.1                          | 00:00:00 |          |          |
| Hemingfield Road (N)   | 2.7                          | 00:00:05 | 0.4      | 00:00:04 | 3.3                          | 00:00:03 | 0.5      | 00:00:04 |

2.4.8 As shown above, the predicted queue and delay volumes are generally reflective of recorded values recorded during the 2024 survey and therefore the models are considered to be suitable for assessment purposes.

2.4.9 It is noted that the HDC consultation concludes that all junctions will operate within capacity in both the 2025 and 2031 future year scenarios.



## 2.5 WALKING ROUTE AUDIT TOOL ASSESSMENT

2.5.1 As requested, a Walking Route Audit Tool (WRAT) assessment has been conducted of the key local routes identified within the Active Travel Assessment (ATA) included within the TA.

2.5.2 The identified routes to key local facilities within the vicinity of the Site are summarised within Table 2.2 below.

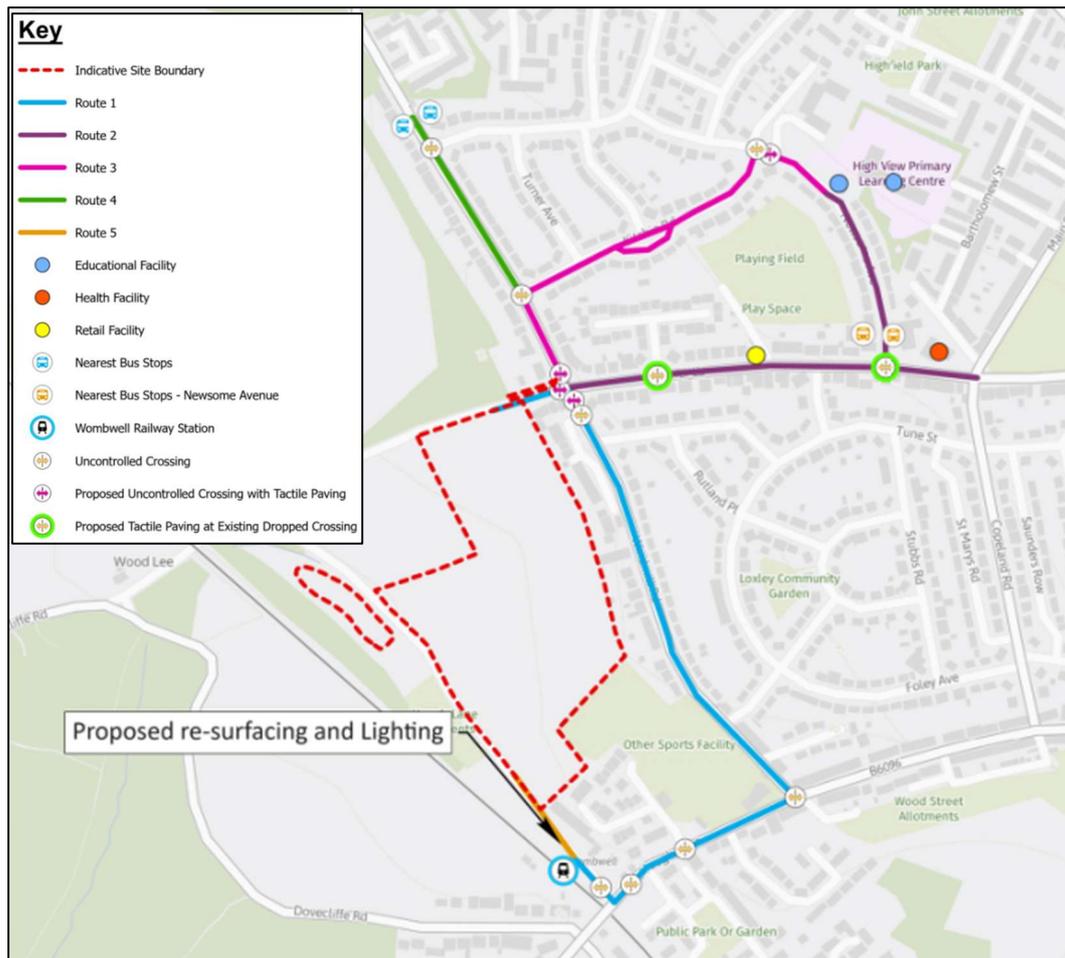
**Table 2.2 Potential Routes and Facilities**

| Route Reference | Description   | Facilities   |
|-----------------|---|--|
| Route 1         | South via Windmill Road/B6096 Hough Lane                            | <ul style="list-style-type: none"> <li>• Wombwell Railway Station</li> <li>• Little Unicorns Day Nursery</li> <li>• Wombwell Cricket Club</li> <li>• Café</li> <li>• Hair Salon</li> </ul>                               |
| Route 2         | East via Summer Lane/Newsome Avenue/ PRow Wombwell 2                | <ul style="list-style-type: none"> <li>• Summer Lane Convenience Store</li> <li>• Public Open Space/Park</li> <li>• Alternative bus stops</li> <li>• Summer Lane Practice</li> <li>• High View Primary School</li> </ul> |
| Route 3         | East via Aldham House Lane/Kitchen Road/Newsom Avenue               | <ul style="list-style-type: none"> <li>• High View Primary School</li> <li>• Kids World Wombwell Day Nursery</li> </ul>  |
| Route 4         | North via Aldham House Lane   | <ul style="list-style-type: none"> <li>• Bus stops along Aldham House Lane</li> </ul>  |
| Route 5         | South via proposed boundary connection and existing ped/cycle route | <ul style="list-style-type: none"> <li>• Wombwell Railway Station</li> </ul>   |

2.5.3 Routes identified above are also illustrated on Figure 6a, an extract of which is contained within Image 2.1.



Image 2.1 Active Travel Assessment



2.5.4 A Site visit was conducted on Wednesday 10<sup>th</sup> September 2025 between 10:30-12:00, during which the identified routes were assessed against the following WRAT criteria:

- Attractiveness;
- Comfort;
- Directness;
- Safety; and
- Coherence.

2.5.5 As per WRAT guidance, a score of 70% (i.e. 28 out of 40 points) should normally be regarded as a minimum level of provision overall. Routes that score less than this, and factors which are scored as zero should be used to identify where improvements are required.

2.5.6 A copy of the resulting scoring sheet for each route is provided within Appendix G and each route assessment is summarised below.



## Route 1

2.5.7 Route 1 covers the realigned section of Pit Lane, Windmill Road and B6096 Hough Lane and provides access to Wombwell Railway Station, Wombwell Cricket Club, a Day Nursery, Café and Hair Salon.

2.5.8 The Route 1 WRAT results are summarised within Table 2.3.

**Table 2.3 Route 1 WRAT Results**

| Criterion      | Performance Scores |
|----------------|--------------------|
| Attractiveness | 7                  |
| Comfort        | 7                  |
| Directness     | 12                 |
| Safety         | 6                  |
| Coherence      | 2                  |
| <b>Total</b>   | <b>34</b>          |

2.5.9 Route 1 received 34 points out of 40, which is above the minimum level of overall provision and was not scored 0 for any categories. Therefore, route 1 is suitable to accommodate trips on foot by proposed residents with no further action required.

## Route 2

2.5.10 Route 2 covers Summer Lane, Newsome Avenue and PRow Wombwell 2 between Pit Lane, the nearest convenience store, the closest public open space/park, High View Primary School, Kids World Wombwell Day Nursery and Summer Lane Practice.

2.5.11 The Route 2 WRAT results are summarised within Table 2.4.

**Table 2.4 Route 2 WRAT Results**

| Criterion      | Performance Scores |
|----------------|--------------------|
| Attractiveness | 8                  |
| Comfort        | 10                 |
| Directness     | 11                 |
| Safety         | 6                  |
| Coherence      | 0                  |
| <b>Total</b>   | <b>35</b>          |

2.5.12 Route 2 received 35 points out of 40, which is above the minimum level of overall provision, however, was scored 0 for the following categories.



**Table 2.5 Route 2 WRAT – Required Improvements**

| Audit Categories                                    | 2 (Green)   | 1 (Amber)   | 0 (Red)   | Score | Comments  | Actions   |
|---|---|---|---|-------|---|---|
| 20. COHERENCE<br>- dropped kerbs and tactile paving | Adequate dropped kerb and tactile paving provision. | Dropped kerbs and tactile paving provided, albeit not to current standards. | Dropped kerbs and tactile paving absent or incorrect. | 0     | Lack of tactile paving at existing Summer Lane/South Place and Summer Lane/Newsome Avenue junction dropped crossings. | Tactile paving to be installed at the existing dropped crossing locations identified on the attached Figure 6a. |

2.5.13 The improvements identified above will ensure that Route 2 suitable to accommodate trips on footway by proposed residents, in accordance with the WRAT and can be secured by S106 contribution.

### Route 3

2.5.14 Route 3 covers Aldham House Lane, Kitchen Road and Newsome Avenue between the Site, High View Primary School and Kids World Wombwell Day Nursery.

2.5.15 The Route 3 WRAT results are summarised within Table 2.6.

**Table 2.6 Route 3 WRAT Results**

| Criterion      | Performance Scores |
|----------------|--------------------|
| Attractiveness | 7                  |
| Comfort        | 7                  |
| Directness     | 8                  |
| Safety         | 6                  |
| Coherence      | 0                  |
| <b>Total</b>   | <b>28</b>          |

2.5.16 Route 3 received 28 points out of 40, which is above the minimum level of overall provision, however, was scored 0 for the following categories.

**Table 2.7 Route 3 WRAT – Required Improvements**

| Audit Categories                | 2 (Green)  | 1 (Amber)  | 0 (Red)  | Score | Comments  | Actions                     |
|---------------------------------|--|--|--|-------|---|-----------------------------|
| 8. COMFORT<br>- footway parking | No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions. | Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads. | Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. | 0     | Whilst minor instances of clearances of less than 1.5m noted due to parking on footways, pedestrian flows are extremely low and therefore instances of 'give and take' are also low. Furthermore, footway parking causes no deviation from desire lines. Residents can also access the School and Nursery via Route | No further action required. |



|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  |   |   |   |   | 2, which provides clearance widths of above 1.5m.   |  |
| 12.DIRECTNESS<br>- location of crossings in relation to desire lines | Crossings follow desire lines.                      | Crossings partially diverting pedestrians away from desire lines.           | Crossings deviate significantly from desire lines.    | 0 | Proposed dropped crossing with tactile paving provided across Aldham House Lane, as shown on drawing 23081/GA/01 rev D. However, no existing crossing providing access to the School and Nursery along the desire line. | Dropped crossing with tactile paving to be installed in the location identified on the attached Figure 6a to provide access to the School and Nursery. |
| 20. COHERENCE<br>- dropped kerbs and tactile paving                  | Adequate dropped kerb and tactile paving provision. | Dropped kerbs and tactile paving provided, albeit not to current standards. | Dropped kerbs and tactile paving absent or incorrect. | 0 | No existing crossing providing access to the School and Nursery along the desire line.  |  |

2.5.17 The improvements shown on the proposed access drawing will ensure that Route 3 suitable to accommodate trips on foot by proposed residents, in accordance with the WRAT.

#### Route 4

2.5.18 Route 4 covers Aldham House Lane between Kitchen Road and the nearest north and southbound bus stops.

2.5.19 The Route 4 WRAT results are summarised within Table 2.8.

**Table 2.8 Route 2 WRAT Results**

| Criterion      | Performance Scores |
|----------------|--------------------|
| Attractiveness | 8                  |
| Comfort        | 12                 |
| Directness     | 12                 |
| Safety         | 6                  |
| Coherence      | 0                  |
| <b>Total</b>   | <b>38</b>          |

2.5.20 Route 4 received 38 points out of 40, which is above the minimum level of overall provision, however, was scored 0 for the following categories.

**Table 2.9 Route 4 WRAT – Required Improvements**

| Audit Categories                                    | 2 (Green)   | 1 (Amber)   | 0 (Red)   | Score | Comments   | Actions  |
|---|---|---|---|-------|--|--|
| 20. COHERENCE<br>- dropped kerbs and tactile paving | Adequate dropped kerb and tactile paving provision. | Dropped kerbs and tactile paving provided, albeit not to current standards. | Dropped kerbs and tactile paving absent or incorrect. | 0     | Lack of tactile paving at existing Aldham House Lane/Kitchen Road and Aldham House Lane/Wilson Street dropped crossings. | Bus stops along Hough Lane identified as being the most suitable by SYMCA, therefore improvements to the bus stops along Aldham Lane not required. |



## Route 5

2.5.21 Route 5 covers a proposed boundary connection to the south of the Site with an existing pedestrian/cycle route which can be utilised to access Wombwell Railway Station.

2.5.22 The Route 5 WRAT results are summarised within Table 2.10.

**Table 2.10 Route 5 WRAT Results**

| Criterion      | Performance Scores |
|----------------|--------------------|
| Attractiveness | 3                  |
| Comfort        | 9                  |
| Directness     | 12                 |
| Safety         | 6                  |
| Coherence      | 2                  |
| <b>Total</b>   | <b>32</b>          |

2.5.23 Route 5 received 32 points out of 40, which is above the minimum level of overall provision, however, was scored 0 for the following categories.



Table 2.11 Route 4 WRAT – Required Improvements

| Audit Categories                | 2 (Green)   | 1 (Amber)   | 0 (Red)   | Score | Comments   | Actions   |
|---------------------------------|---|---|---|-------|--|---|
| 1. ATTRACTIVENESS - maintenance | Footways well maintained, with no significant issues noted.   | Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).  | Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair. | 0     | Overgrown vegetation to both sides and poor surfacing. | Route to be re-surfaced between proposed southern boundary connection and Wombwell Railway Station car park, as proposed as part of the original Active Travel Assessment (Improvement 1) presented within the TA – refer to Chapter 3. |
| 4. ATTRACTIVENESS - other       | Examples of 'other' attractiveness issues include:<br>- Evidence that lighting is not present, or is deficient;<br>- Temporary features affecting the attractiveness of routes (e.g. refuse sacks).<br>- Excessive use of guardrail or bollards |   |   | 0     | No lighting present.                                   | Lighting to be provided as requested by BMBC – refer to Chapter 3.  |
| 5. COMFORT - condition          | Footways level and in good condition, with no trip hazards.   | Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface. | Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.  | 0     | Poor surfacing representing a trip hazard.             | Route to be re-surfaced between proposed southern boundary connection and Wombwell Railway Station car park – refer to Chapter 3.   |

2.5.24 The improvements identified above are detailed within Chapter 3 and will ensure that Route 5 suitable to accommodate trips on foot by proposed residents, in accordance with the WRAT.



## Summary

2.5.25 All 5 routes assessed as part of the WRAT have been demonstrated by be provided with the required minimum level of operation provision. However, the following improvements have been identified:

- **Route 1** - No improvements required.
- **Route 2** - Tactile paving to be installed at the existing Summer Lane/South Place and Summer Lane/Newsome Avenue junction dropped crossings.
- **Route 3** - Dropped crossing with tactile paving to be installed across Newsome Avenue to provide access to the School and Nursery.
- **Route 4** - No improvements required.
- **Route 5** - Route to be re-surfaced between proposed southern boundary connection and Wombwell Railway Station car park, as proposed as part of the original Active Travel Assessment (Improvement 1) presented within the TA. Lighting to also be provided between the Southern boundary connection and Wombwell Railway Station car park.

2.5.26 The off-site improvements identified above can be costed and delivered via S106 contribution.



### 3. Response to Network Rail

3.1.1 A copy of the Network Rail consultation is contained at Appendix H. The highway related topic refers to the request for improvements to the footpath, which runs along the western boundary of the Site. It should be noted that the path does not form part of the adopted highway, is not a public right of way and is also not within the ownership or control of the applicant. It is understood that ownership of the path lies with BMBC. The feedback from Network Rail is repeated below in bold italics for ease of reference and address in the following section.

#### ***Wombwell Railway Station***

***“Given the size and proximity of the development in relation to the railway it is considered that there may be significant impacts on Wombwell Railway Station. The planning statement indicates that the station is approximately 340 metres from the development site, with an existing public right of way providing convenient access to the Station. It is therefore reasonable to assume that the majority of station users from the development would travel on foot or by bicycle via this route. Upon review, it has been noted that the existing right of way is currently unlit. As such, it is considered appropriate to seek a developer contribution towards lighting enhancements along this route, as well as improved cycle facilities at the station. We are happy to discuss these potential improvements with the Council as part of any Section 106 package as the application is processed”.***

3.1.2 Drawing 23081/GA/02 contained at Appendix I illustrates the preliminary design of the proposed improvements to the existing footpath, which shows resurfacing and street lighting.

3.1.3 The cost of the works has been estimated at **£57,450**, which can be secured by S106 agreement as summarised below:

- Excavation of 535sqm @ £15 per sqm = £8,025
- Resurfacing of 535sqm @ £55 per sqm = £29,425
- 8 lighting columns @ £2,500 per column = £20,000
- **Total = £57,450**



## 4. Summary and Conclusion

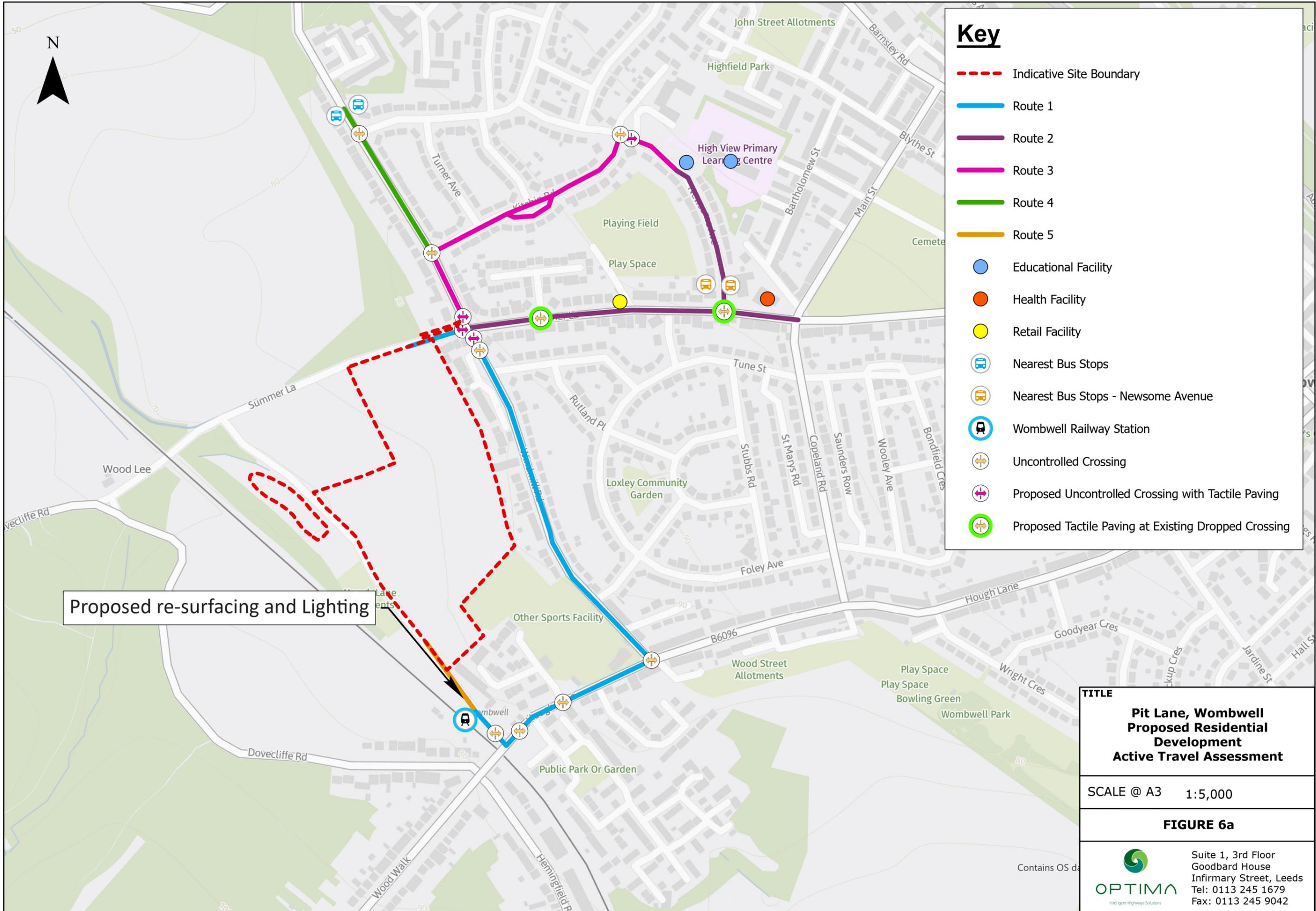
4.1.1 This Technical Note has been prepared by Optima to address post submission consultation comments from BMDC Highways Development Control and Network Rail on a proposed residential development on land to the south of Pit Lane, Wombwell, submitted under application ref. 2025/0514.

4.1.2 This report has comprehensively addressed the points raised by BMDC and Network Rail. Therefore, from the additional work undertaken it remains the conclusion that there are no reasons on highways or transport grounds why the development Site should not be granted full planning permission.



# Figures





Path: O:\Pit Lane, Wombwell\DRAWINGS\GIS\Pit Lane, Wombwell GIS.aprx

# Appendices



# Appendix A Proposed Development Framework





Balance of Allocation  
- in separate land ownership

- LOW RESIDENTIAL DENSITY
  - MEDIUM RESIDENTIAL DENSITY
  - HIGH RESIDENTIAL DENSITY
  - LANDSCAPE BUFFER INCLUDING EXISTING TREES
  - OPEN SPACE
  - GREEN INFRASTRUCTURE
  - LANDSCAPE BUFFERS WITH PLANTING
  - GATEWAY
  - PRIMARY FRONTAGE
  - LANDSCAPE FRONTAGE
  - LANDMARK BUILDING
  - PROPOSED SUDS BASIN
  - POTENTIAL BNG LAND
  - EXISTING BUS STOPS
  - PRIMARY BOULEVARD
  - SECONDARY HIGHWAYS
  - TERTIARY HIGHWAYS
  - ACTIVE TRAVEL ROUTE
  - EXISTING WALKING ROUTE
  - EXISTING RAILWAY
- 
- 1 FEATURE SPACE AT THE CENTRE OF THE PROPOSAL
  - 2 EQUIPPED PLAYSPACE
  - 3 UPDATED ARRANGEMENT OF PIT LANE
  - 4 PROPOSED NON-VEHICULAR CONNECTION

PROJECT:  
PROPOSED RESIDENTIAL DEVELOPMENT  
PIT LANE, WOMBWELL

DRAWING:  
2348.01 DEVELOPMENT FRAMEWORK, REV B  
MAY 2025

SCALE:  
1:1250 @ A1

**STEN**  
ARCHITECTURE

RIBA **URBAN DESIGN GROUP**  
Chartered Practice **RECOGNISED PRACTITIONER**

SCALE 1:1250  
0 10 20 50 100

NORTH

## Appendix B BMBC Highways Consultation Response





## PLANNING CONSULTATION RESPONSE

|                                   |  |
|-----------------------------------|--|
| <b>Application No</b>             | 2025/0514  |
| <b>Proposal</b>                   | Outline planning for residential development including associated landscaping and infrastructure works. All matters reserved apart from means of access into (but not within) the site |
| <b>Address</b>                    | Land at Pit Lane Wombwell Barnsley   |
| <b>Date of Consultation Reply</b> | 11/08/2025   |
| <b>Consultee</b>                  | Highways Development Control   |

### Consultation Assessment and Justification

Thank you for consulting Highways Development Control on this outline application for residential development of approximately 230 dwellings on land between Summer Lane and Hough Lane, Wombwell.

The application seeks approval for access only, with all other matters reserved. The site forms part of safeguarded land allocation SL20 within the adopted Local Plan and has previously been subject to pre-application engagement under reference 2024/ENQ/00121, during which access arrangements discussed in detail.

Access is proposed via the realignment of Pit Lane, forming a new priority controlled junction with the site's internal spine road. The submitted access drawing (23081/GA/01 Rev C) shows a 5.5m carriageway with 2m footways on both sides and visibility splays of 2.4m x 70m based on a proposed reduction of the existing speed limit on Summer Lane to 30mph. A Traffic Regulation Order will be required to implement this speed reduction, subject to agreement with South Yorkshire Police and the Council's Traffic team. Internal consultation has taken place with the Council's Traffic team, and once formal comments are received, these will be forwarded on.

We have also requested that our Traffic team formally consult with South Yorkshire Police regarding the proposed speed limit reduction to ensure the acceptability and enforceability of the proposal. Should the speed limit reduction not be supported or progressed, the applicant will need to demonstrate that the necessary visibility splays can still be achieved or that the access design can be amended accordingly. At pre-application stage, the Council's Traffic team raised no objection in principle to the access, and this position remains unchanged, subject to confirmation of the speed limit change.



Offsite Highway improvement works are also proposed at the junction of Summer Lane, Aldham House Lane, Windmill Road and Pit Lane, including localised widening and adjustments to signal timings and pedestrian crossings, as shown on drawing 23081/IN/01. Whilst these proposals are acceptable in principle, they will need to be supported by a Stage 1/2 Road Safety Audit in accordance with GG119. The audit brief should be agreed with the Highway Authority, and a representative of the Council's Traffic team must be invited to attend.

Swept path analysis is included within Appendix F of the Transport Assessment and confirms that a standard 11.2m refuse vehicle can enter and exit the proposed access junction. Tracking has also been provided for a Large Car 2006, which has not highlighted any concern.

A Designer's Checklist is required to ensure that the design of the access junction is in accordance with DMRB standard CD123 and to confirm that no departures from standard are proposed. The checklist should provide a structured summary of key design elements and their compliance. The checklist should be submitted alongside the access drawing and will be used to support any subsequent technical approval process.

Having reviewed the Transport Assessment, I note that this has been prepared based on an indicative development of approximately 230 dwellings. However, as this figure has not been fixed at this stage due to the outline nature of the application, it remains subject to change through any future reserved matters submission. The assessment should clearly acknowledge this and demonstrate that the proposed access strategy and mitigation are capable of accommodating the upper development quantum permissible under the Local Plan allocation.

The TA uses filtered TRICS data, excluding surveys from 2020–2021 to avoid COVID-related anomalies. Distribution is based on 2011 Census journey-to-work data and local network hierarchy. All junctions forecast to receive 30 or more two-way trips appear to have been assessed, including the new access junction, Aldham House Lane / Windmill Road, Hough Lane, Wood Walk / Dovecliffe Road, and the A6195 Hemingfield Road roundabout.

I note that the modelling confirms that all junctions will operate within capacity in both the 2025 base year and 2031 future year scenarios, with mitigation proposed at Aldham House Lane to maintain acceptable operation. However, the TA does not include queue length outputs at key junctions, including the signal-controlled Aldham House Lane junction. Queue length surveys are necessary to validate the model and should be included as part of the assessment.

In terms of sustainable transport, the Framework Travel Plan sets out a range of behavioural measures including appointment of a Travel Plan Coordinator, cycle storage and vouchers, welcome packs, and bus ticketing. I have forwarded the



# **BARNSELEY**

**Metropolitan Borough Council**

submitted Travel Plan to our Transportation Team for their comments and once received, I will forward these on.

I would take this opportunity to remind the applicant that Active Travel England is a statutory consultee for developments over 150 dwellings and I would strongly suggest, at this stage that the application completed and submits the Active Travel Toolkit, along with a supporting Active Travel Assessment.

While the TA contains some mapping of 5, 10 and 15 minute walking catchments and broad walking time estimates to local amenities, this is limited to isochrone mapping. The TA should include a Walking Route Audit Tool (WRAT) a Cycle Level of Service (CLOS) assessment in accordance with LTN 1/20. These tools are essential to assess the quality, safety, accessibility and attractiveness of local walking and cycling connections, rather than just their proximity in terms of distance or time. The applicant should provide both WRAT and CLOS outputs to allow a full review of active travel provision and to determine whether any improvements works along the network are necessary.

Although layout is a reserved matter, it remains important to reiterate the guidance provided at pre-application stage. Any future reserved matters submission must demonstrate compliance with the South Yorkshire Residential Design Guide (SYRDG), Manual for Streets, and Barnsley Council's adopted SPDs and any submitted layout should ensure pedestrian and cycle connections are direct, inclusive, and designed to meet LTN 1/20 principles, with integration into the wider local network.

| <b>NO OBJECTION*</b>                      | <b>Defer for amends/further information*</b> | <b>OBJECT*</b> |
|---|--|----------------|
| <b>Consultation Suggested Conditions:</b> |  |                |
| <b>Consultation Informative(s):</b>       |  |                |
| <b>Planning Obligations required</b>      |  |                |

## Appendix C Site Access Arrangements Designers Checklist



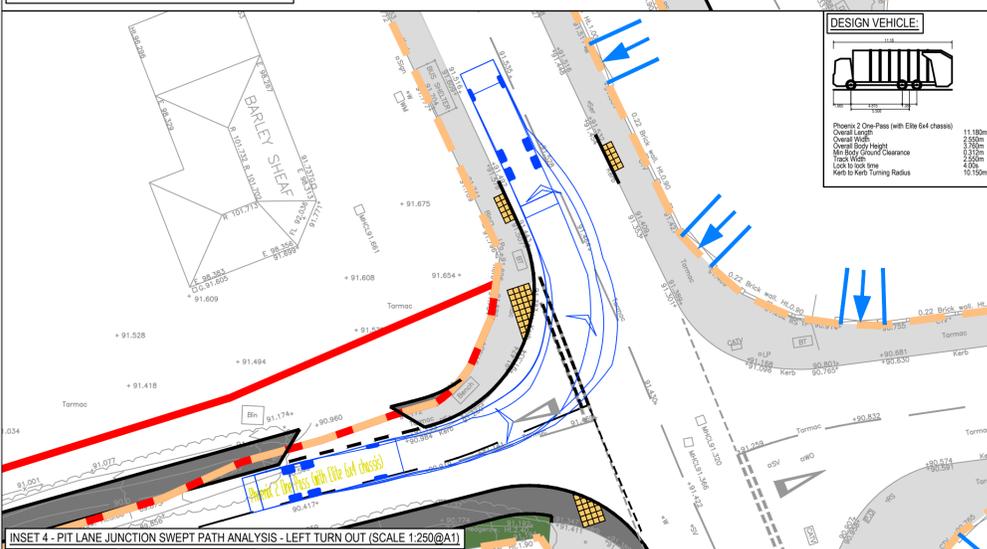
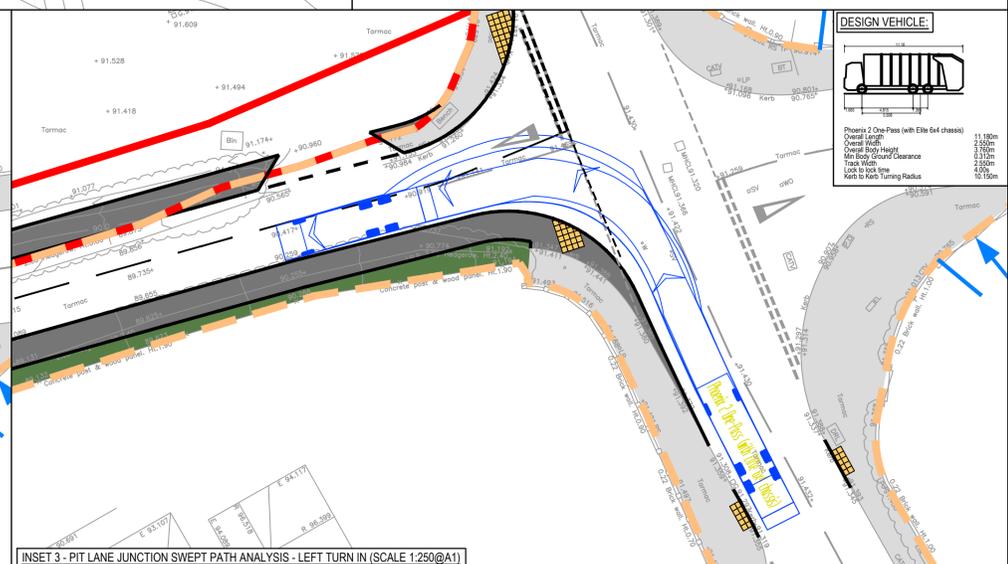
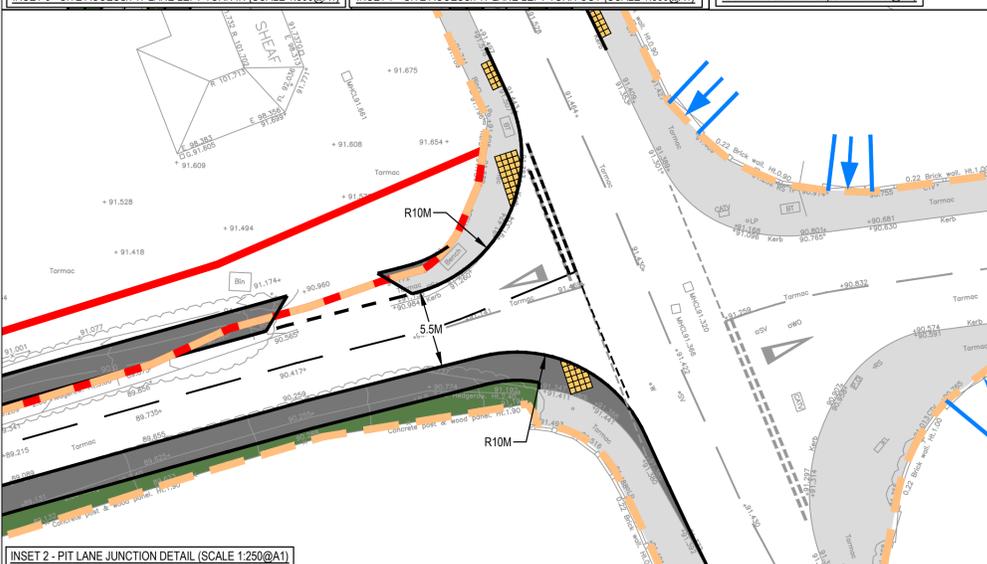
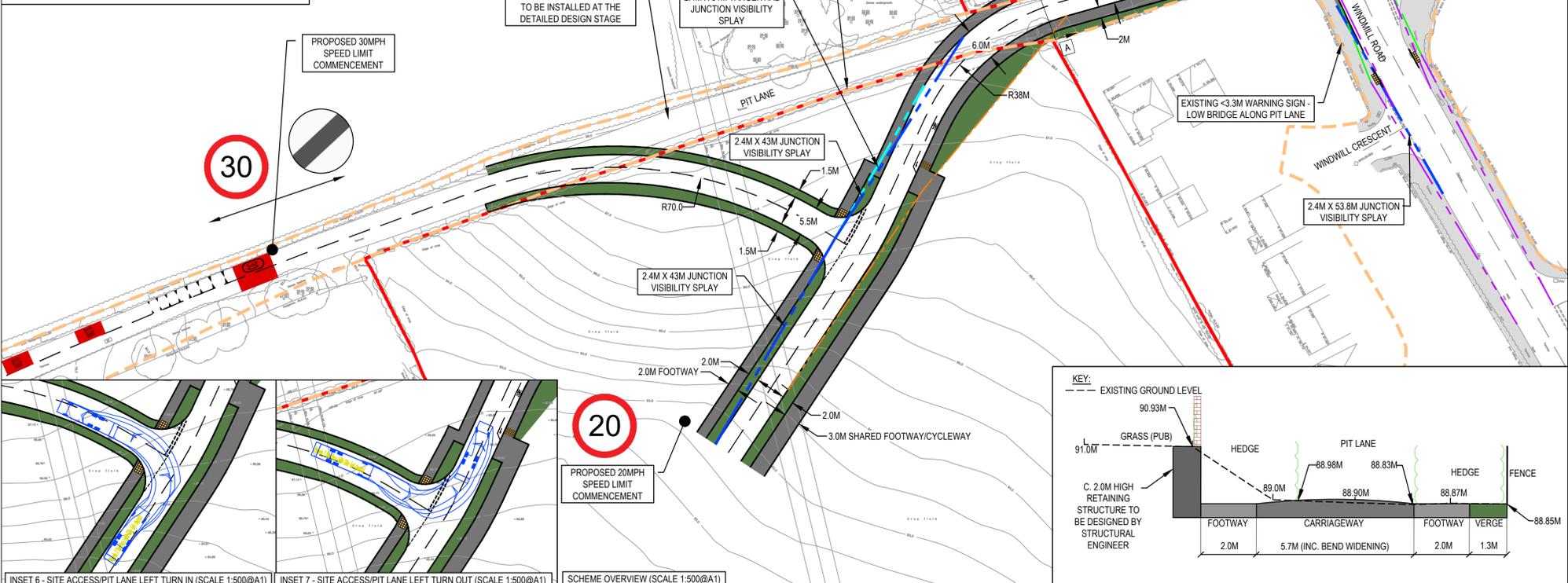
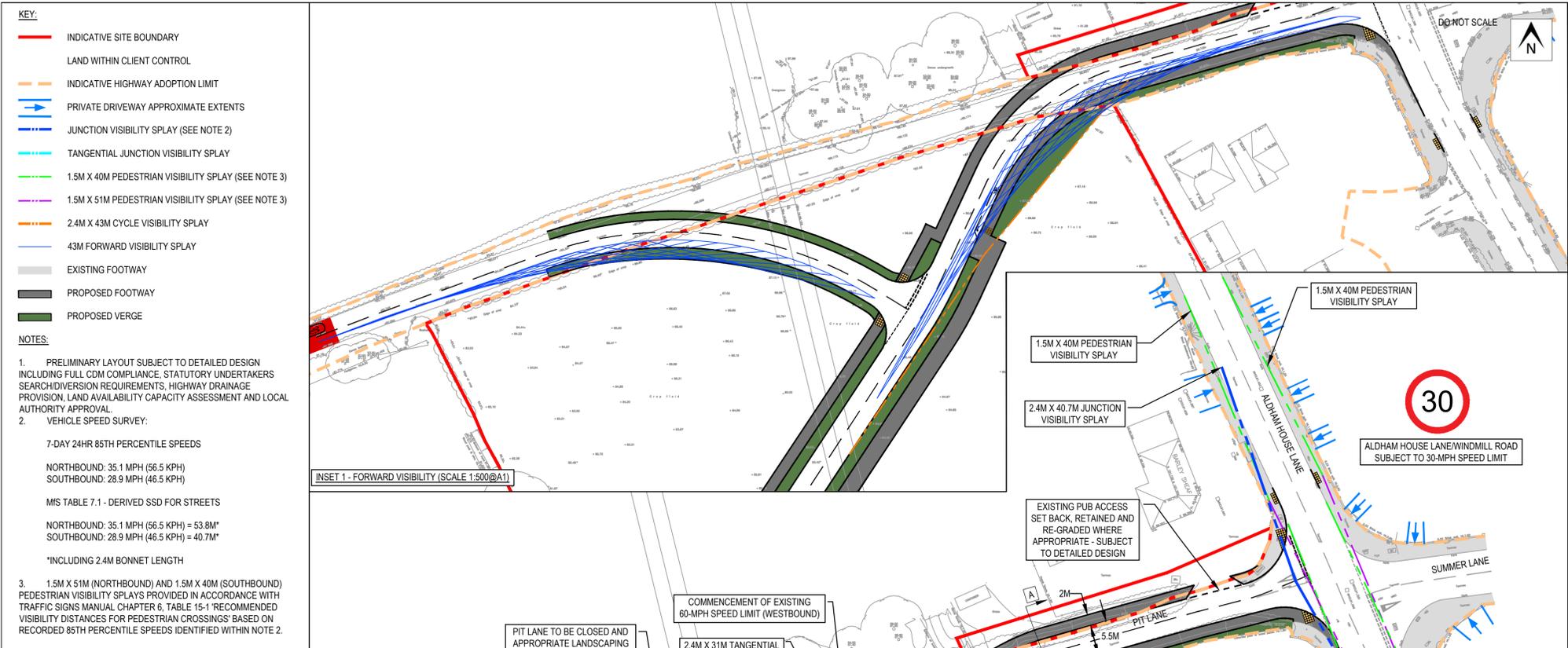
**Pit Lane, Wombwell – Proposed Site Access Arrangements (23081/GA/01 rev D) – Design Checklist**

| Criteria                   | Guidance   | Location  | Guideline   | Measurement   | Compliance |
|----------------------------|--|---|---|---|------------|
| <b>Visibility</b>          |  |   |   |   |            |
| Junction Visibility        | Manual for Streets (MfS) – Table 7.1                       | Aldham House Lane/Windmill Road/Pit Lane/Summer Lane Junction | 2.4m x 43m based on 30mph speed limit   | 7-day 24hr 85 <sup>th</sup> Percentile Speeds - Northbound: 35.1 mph (56.5 kph) = 53.8m<br>Southbound: 28.9 mph (46.5 kph) = 40.7m  | ✓          |
|                            |  | Pit Lane/Site Access Junction                                 | 2.4m x 43m based on 30mph speed limit   | 2.4m x 43m  | ✓          |
| Forward Visibility         | Manual for Streets (MfS2) – Table 7.1/SYRDG Section 4B.1.3 | All corners   | 43m based on 30mph speed limit  | 43m   | ✓          |
| Pedestrian Visibility      | Traffic Signs Manual Chapter 6, Table 15-1                 | Proposed Aldham House Lane/Windmill Road dropped crossings    | 40m based on 30mph speed limit  | 1.5m x 51m (northbound) and 1.5m x 40m (southbound) pedestrian visibility splays based on recorded 85th percentile speeds (NB: 35.1mph / SB: 40.7m)   | ✓          |
| Cycle Visibility           | LTN 1/20 Section 5.8                                       | Proposed shared use cycleway discharge point                  | 2.4m x 43m based on 30mph speed limit   | 2.4m x 43m  | ✓          |
| <b>Geometry</b>            |  |   |   |   |            |
| Carriageway Width          | SYRDG Section 4B.2.1                                       | Throughout  | 5.5m based on 30mph speed limit   | 5.5m  | ✓          |
| Centreline Radii           | SYRDG Section 4B.1.4                                       | All corners   | Min. 30m based on 30mph speed limit   | Min. 38m  | ✓          |
| Bend Widening              | SYRDG Section 4B.2.1                                       | Corner leading into Site (38m centreline radius)              | The need for curve widening on principal streets with higher design speeds and serving mixed use areas will be determined on a case by case basis   | 6m (to accommodate refuse vehicle passing a large car)  | ✓          |
| Corner Radii               | SYRDG Section 4B.3.3                                       | Aldham House Lane/Windmill Road/Pit Lane/Summer Lane Junction | Min. 3m based on 30mph speed limit and >50 vph, <300 vph minor arm flows (AM: 212 / PM: 210)  | 10m   | ✓          |
|                            |  | Pit Lane/Site Access Junction                                 | Min. 3m based on 30mph speed limit and >50 vph, <300 vph minor arm flows (AM: 98 / PM: 102)   | 6m  | ✓          |
| Footway Provision          | SYRDG Section 4B.2.2                                       | Throughout  | Min. 2m width   | Min. 2m to both sides   | ✓          |
| Verge Provision            | SYRDG Section 4B.2.4                                       | Throughout  | Min. 1.5m width   | Proposals shown on drawing 23081/GA/01/REV/D amended to include a min. 1.5m (unless formalising existing verge)   | ✓          |
| <b>Swept Path Analysis</b> |  |   |   |   |            |
| Junctions                  | SYRDG Section 4B.3.3                                       | Aldham House Lane/Windmill Road/Pit Lane/Summer Lane Junction | Where average peak hour 2 way traffic flow on the major arm exceeds 500 vph, the design vehicle should be able to turn without crossing into the opposing lane on the major arm. (Major Arm - AM: 469 / PM: 593. Minor Arm - AM: 212 / PM: 210) | Left turn in - compliant<br>Left turn out – slight body overhang along major arm centreline. However, this is an existing junction, and the only minor amendments are proposed to the northern kerb line. | ✓          |
|                            |  | Pit Lane/Site Access Junction                                 | Where the average 2 way peak hour traffic flows on both the major and minor arm are less than 500vph, the design vehicle should be able to turn with the vehicle body leaving a 0.5   | Both left in and left out movements compliant. Swept path analysis demonstrated on drawing 23081/GA/01/REV/D  | ✓          |

|               |                             |  |  |  |   |
|---------------|-----------------------------|--|--|--|---|
|               |                             |  | metres clearance to the carriageway edge on both the major and minor arms. (Major Arm - AM: 94 / PM: 90. Minor Arm - AM: 98 / PM: 102)             |  |   |
| <b>Corner</b> | <b>SYRDG Section 4B.2.1</b> | Corner leading into Site (38m centreline radius) | The need for curve widening on principal streets with higher design speeds and serving mixed use areas will be determined on a case by case basis. | 6m (to accommodate refuse vehicle passing a large car) | ✓ |

## Appendix D Drawing 23081/GA/01 rev D





| REV         | DATE     | BY | DESCRIPTION                    | CHK | APP | PROJECT  | CLIENT          | CHECKED    | APPROVED | DRG No.     |
|-------------|----------|----|--------------------------------|-----|-----|--|-----------------|------------|----------|-------------|
| D           | 09/09/25 | JS | DESIGNERS CHECKLIST AMENDMENTS | MEW | MEW | PIT LANE, WOMBWELL                                     | CREST NICHOLSON | MEW        | MEW      | 23081/GA/01 |
| C           | 24/02/25 | JS | TIE INTO LAYOUT                | MEW | MEW |  |                 | MEW        | MEW      |             |
| B           | 24/01/25 | JS | GENERAL AMENDMENTS             | MEW | MEW |  |                 | MEW        | MEW      |             |
| A           | 08/02/24 | JS | PRE APP SUBMISSION             | MEW | MEW |  |                 | MEW        | MEW      |             |
| -           | 03/11/23 | JS | INITIAL ISSUE                  | MEW | MEW |  |                 | MEW        | MEW      |             |
| STATUS      |          |    |                                |     |     | PROPOSED ACCESS ARRANGEMENTS AND PIT LANE IMPROVEMENTS | DRAWN BY:       | SCALE @ A1 | DATE     | REV.        |
| PRELIMINARY |          |    |                                |     |     |  | JS              | AS SHOWN   | 09/09/25 | D           |



## Appendix E Stage 1 RSA Brief



**Table C.1 Project Summary**

|   |   |
|---|---|
| <b>Date:</b>  | 26 <sup>th</sup> September 2025   |
| <b>Document reference:</b>  | Stage 1 Road Safety Audit Brief   |
| <b>Prepared by:</b>   | Optima Highways and Transportation Consultancy Ltd                                |
| <b>On behalf of:</b>  | Barnsley Metropolitan Borough Council (BMBC)                                      |
| <b>AUTHORISATION SHEET</b>  |   |
| <b>Project:</b>   | Pit Lane, Wombwell  |
| <b>Report title:</b>  | 250926 Pit Lane, Wombwell – Stage 1 Road Safety Audit Brief                       |
| <b>PREPARED BY</b>  |   |
| <b>Name:</b>  | James Stackhouse  |
| <b>Signed:</b>  |  |
| <b>Organisation:</b>  | Optima Highways and Transportation Consultancy Ltd                                |
| <b>Date:</b>  | 26 <sup>th</sup> September 2025   |
| <b>I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:</b> |   |
| <b>Name:</b>  | Sarah Sharp   |
| <b>Signed:</b>  |   |
| <b>Organisation:</b>  | BMBC  |
| <b>Date:</b>  |   |

**Table C.2 General Details**

| General details   |  |   |                                     |                                   |                          |   |                          |   |                          |
|---|--|---|-------------------------------------|-----------------------------------|--------------------------|---|--------------------------|---|--------------------------|
| <b>Highway scheme name and number:</b>  |  | Proposed Site Access Arrangements including re-alignment and changing of priorities along Pit Lane and improvements to the Aldham House Lane/Windmill Road/Pit Lane/Summer Lane junction. |                                     |                                   |                          |   |                          |   |                          |
| <b>Type of scheme:</b>  |  | Construction of up to 230 dwellings with a mix of house types, including access, landscaping and areas of public open space at land to the south of Pit Lane, Wombwell.                   |                                     |                                   |                          |   |                          |   |                          |
| <b>RSA stage tick as appropriate</b>  |  | 1   | <input checked="" type="checkbox"/> | 2                                 | <input type="checkbox"/> | 3 | <input type="checkbox"/> | 4 | <input type="checkbox"/> |
|   |  | Interim   |                                     |                                   |                          |   |                          |   |                          |
| Overseeing organisation details   |  |   |                                     | Design organisation details       |                          |   |                          |   |                          |
| BMBC  |  |   |                                     | Optima Highways                   |                          |   |                          |   |                          |
| Police contact details  |  |   |                                     | Maintaining agent contact details |                          |   |                          |   |                          |
| N/A   |  |   |                                     | BMBC                              |                          |   |                          |   |                          |
| RSA team membership   |  |   |                                     |                                   |                          |   |                          |   |                          |
| <u>Road Safety Initiatives</u><br>Team Leader: Martin Morley BSc(Hons) MCIHT MSoRSA Certificate of Competency or Mark Hedley IEng MCIHT MSoRSA FIHE RegRSA (IHE) Certificate of Competency<br>Team Member: Alan Bawn BSc(Hons) MICE |  |   |                                     |                                   |                          |   |                          |   |                          |
| Terms of reference  |  |   |                                     |                                   |                          |   |                          |   |                          |
| South Yorkshire Residential Design Guide (SYRDG)<br>Manual for Streets (MfS)<br>LTN 1/20<br>Traffic Signs Manual  |  |   |                                     |                                   |                          |   |                          |   |                          |

**Table C.3 Scheme Details**

| Scheme description/objective   |
|--|
| <b>General</b>   |
| <p>The extent of the works included within the audit are shown on Optima drawing no. 23081/GA/01 REV D and can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• Upgrade of the Aldham House Lane/Windmill Road/Summer Lane/Pit Lane junction to provide 10m corner radii and tactile paving;</li> <li>• Provision of 2x dropped crossings with tactile paving across Aldham House Lane and Windmill Road;</li> <li>• Realignment and upgrading of Pit Lane to include: <ul style="list-style-type: none"> <li>➤ 5.5m wide single carriageway (including 6m bend widening);</li> <li>➤ 2m footways to both sides connecting with existing provision at the Aldham House Lane/Windmill Road/Summer Lane/Pit Lane junction;</li> <li>➤ 2m verges to both sides within the Site;</li> <li>➤ 3m wide shared footway/cycleway to the east and 2m wide footway to the west, within the Site;</li> <li>➤ Min. 38m centreline radius; and</li> <li>➤ 43m forward visibility splay.</li> </ul> </li> <li>• Provision of a simple priority T junction connecting the remainder of Pit Lane with the proposed spine road comprising of: <ul style="list-style-type: none"> <li>➤ 6m corner radii;</li> <li>➤ 5.5m wide single carriageway;</li> <li>➤ Min. 1.5m verges to both sides;</li> <li>➤ Min. 70m centreline radius tie in to Pit Lane; and</li> <li>➤ 2.4m x 43m junction visibility splays.</li> </ul> </li> <li>• Retained access to the Public House north of Pit Lane (Barley Sheaf); and</li> <li>• Relocation of existing 60mph/30mph speed limit to incorporate the full extent of new works along Pit Lane and provision of ‘Slow’ road markings, red blister surfacing and dragons teeth on approach to the relocated speed limit change.</li> </ul> <p>Vehicle swept path analysis is shown on drawing 23081/GA/01 Rev D.</p> |
| <b>Design standards applied to the scheme design</b>   |
| <p>South Yorkshire Residential Design Guide (SYRDG)<br/>Manual for Streets (MFS)<br/>LTN 1/20</p>  |
| <b>Design speeds</b>   |
| <p>30mph (relocated along Pit Lane).</p>   |

|  |
|--|
| <b>Speed limits</b>  |
| <p>Pit Lane – 30/60mph<br/>         Internal Spine Road – 20mph</p> <p>Recorded vehicle speeds are shown on drawing 23081/GA/01 Rev D.</p>   |
| <b>Existing traffic flows/queues</b>   |
| <p>2024 Survey flows – see Traffic Flow Diagram Figures 100-101<br/>         2031 Base flows - see Traffic Flow Diagram Figures 109-110</p>  |
| <b>Forecast traffic flows</b>  |
| <p>2031 Design flow - see Traffic Flow Diagram Figures 111-112</p>   |
| <b>Pedestrian, cyclist and equestrian desire lines</b>   |
| <p>Desire lines to/from the development are identified within the Active Travel Assessment (ATA) included within Chapter 5 of the TA.</p> <p>Key desire lines are as follows:</p> <p>Nearest bus stops – Pit Lane then north along Aldham House Lane;<br/>         Nearest Primary School/Convenience Store – Pit Lane, then east along Summer Lane/Newsome Avenue<br/>         Wombwell Train Station – Either south via Windmill Road/B6096 Hough Lane or the proposed 3m wide shared footway/cycleway connection proposed to the south of the Site, connecting directly to Wombwell Train Station car park.</p> |
| <b>Environmental constraints</b>   |
| <p>None known.</p>   |

**Table C.4 Locality**

| Description of locality   |
|---|
| <b>General Description</b>  |
| <p>The Site has an approximate area of 7.85 hectares (19.4 acres) and is located to the west of Wombwell, approximately 5.5km south-east of Barnsley town centre. The Site occupies the majority of land safeguarded for residential development under site reference SL20.</p> <p>The Site is of irregular shape and formed of open agricultural land bound by Pit Lane to the north, existing residential development served by Windmill Crescent to the east, Wombwell Main Cricket Club and further residential development served via Pashley Croft to the south and an existing track running between Pit Lane and Wombwell Station car park to the west.</p> <p>Pit Lane runs along the Sites northern boundary and is an adopted highway, which is maintained at public expense. Leading west from the Aldham House Lane/Windmill Road/Summer Lane/Pit Lane crossroads, Pit Lane is rural in nature and formed of a c. 4-5m wide single carriageway with verges to both sides. The initial c. 110m of Pit Lane is subject to a 30mph speed limit, which increases to national speed limit (60mph) further west, approximately midway along the Site frontage.</p> <p>Aldham House Lane and Windmill Road form the major arm of the Aldham House Lane/Windmill Road/Summer Lane/Pit Lane crossroads to the east of the Site and are formed of a c. 7.6m wide carriageway with 2-2.5m wide footways to both sides. Aldham Lane and Windmill Lane are subject to a 30mph speed limit.</p> <p>Adham House Lane and Windmill Road form part of a bus route serving the surrounding residential estate, running roughly on a north-south alignment between B6096 Hough Lane and the A633 Barnsley Road via Roy Kilner Road.</p> |
| <b>Relevant factors which may affect road safety</b>  |
| None known.   |

**Table C.5 Analysis**

|  |
|--|
| <b>Collision data analysis</b>   |
| <p>Personal Injury Collision (PIC) Analysis detailed within Section 2.7 of the TA.</p> <p>No collisions were recorded along Pit Lane, and a single (slight) collision have been recorded at the Aldham House Lane/Windwill Road/Pit Lane/Summer Lane junction between 01/01/2019 and 27/09/2024 (5-year and 9-months).</p> |
| <b>Departures from standards</b>   |
| None. Refer to Design Checklist.   |
| <b>Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions</b>   |
| Not applicable.  |
| <b>Strategic decisions</b>   |
| None.  |
| <b>List of included documents and drawings</b>   |
| <b>Documents</b>   |
| <ul style="list-style-type: none"> <li>• Optima Transport Assessment (Rev 1) Dated June 2025.</li> </ul>   |
| <b>Drawings</b>  |
| <ul style="list-style-type: none"> <li>• Optima drawing 23081/GA/01 rev D.</li> </ul>  |

**Table C.6 Checklist**

| Tick all that are included and provide reasons for those that are not included |                                     |   |                                     |
|--|-------------------------------------|---|-------------------------------------|
| Site location plan   | <input checked="" type="checkbox"/> | Scale layout plans  | <input checked="" type="checkbox"/> |
| Departures and relaxations from standards <b>N/A</b>                           | <input checked="" type="checkbox"/> | Construction/typical details <b>N/A</b>                                 | <input checked="" type="checkbox"/> |
| Previous RSA reports <b>N/A</b>  | <input checked="" type="checkbox"/> | Previous RSA response reports and evidence of agreed actions <b>N/A</b> | <input checked="" type="checkbox"/> |
| Collision data and collision data analysis                                     | <input checked="" type="checkbox"/> | Road traffic collision plot   | <input checked="" type="checkbox"/> |
| Traffic signal staging <b>N/A</b>  | <input checked="" type="checkbox"/> | Traffic counts  | <input checked="" type="checkbox"/> |
| Speed surveys  | <input checked="" type="checkbox"/> | Pedestrian, cyclist and horse-riding desire lines and volumes           | <input checked="" type="checkbox"/> |
| Walking, cycling and horse-riding assessment and reviews <b>N/A</b>            | <input checked="" type="checkbox"/> | Items outside the scope of the RSA/strategic decisions <b>N/A</b>       | <input checked="" type="checkbox"/> |
| Other factors that may impact on road safety <b>N/A</b>                        | <input checked="" type="checkbox"/> | Design speeds/speed limits  | <input checked="" type="checkbox"/> |
| Design standards used  | <input checked="" type="checkbox"/> | Adjacent land uses  | <input checked="" type="checkbox"/> |

## Appendix F 2024 MCC Queue and Delay Survey Results



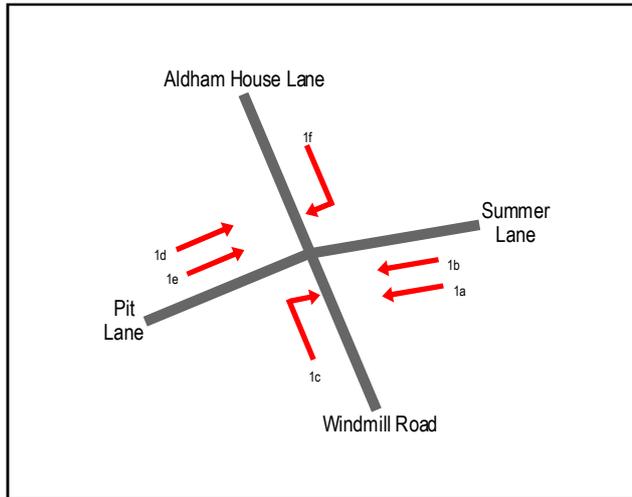
**Wombwell**  
Queue Length Survey

**Site 1 of 4**  
Summer Lane  
Windmill Road  
Pit Lane  
Aldham House Lane

**Lat/Long**  
lat 53.522768° lon -1.416288°

**Date**  
Wednesday 13 November 2024

**Weather**  
Cloudy  
Temp: 3°C



0700 - 1000 (Weekday AM Peak)

| TIME                  | 1a          | 1b          | 1c          | 1d          | 1e          | 1f          |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 0700 - 0705           | 0           | 1           | 0           | 0           | 0           | 0           |
| 0705 - 0710           | 1           | 1           | 0           | 0           | 0           | 0           |
| 0710 - 0715           | 0           | 1           | 0           | 1           | 1           | 0           |
| 0715 - 0720           | 1           | 0           | 0           | 0           | 0           | 0           |
| 0720 - 0725           | 0           | 1           | 0           | 0           | 0           | 0           |
| 0725 - 0730           | 0           | 1           | 0           | 0           | 2           | 0           |
| 0730 - 0735           | 0           | 1           | 0           | 0           | 1           | 0           |
| 0735 - 0740           | 0           | 1           | 0           | 0           | 1           | 0           |
| 0740 - 0745           | 1           | 0           | 0           | 0           | 0           | 0           |
| 0745 - 0750           | 1           | 0           | 0           | 0           | 1           | 0           |
| 0750 - 0755           | 1           | 1           | 0           | 0           | 0           | 0           |
| 0755 - 0800           | 1           | 2           | 1           | 0           | 1           | 0           |
| <b>Hourly Average</b> | <b>0.50</b> | <b>0.83</b> | <b>0.08</b> | <b>0.08</b> | <b>0.58</b> | <b>0.00</b> |
| 0800 - 0805           | 2           | 1           | 0           | 0           | 1           | 0           |
| 0805 - 0810           | 0           | 2           | 0           | 1           | 2           | 0           |
| 0810 - 0815           | 0           | 1           | 1           | 0           | 2           | 0           |
| 0815 - 0820           | 0           | 1           | 0           | 0           | 1           | 0           |
| 0820 - 0825           | 0           | 1           | 0           | 0           | 2           | 0           |
| 0825 - 0830           | 1           | 1           | 1           | 0           | 1           | 0           |
| 0830 - 0835           | 0           | 1           | 1           | 0           | 1           | 0           |
| 0835 - 0840           | 1           | 3           | 0           | 1           | 1           | 0           |
| 0840 - 0845           | 1           | 3           | 0           | 1           | 2           | 0           |
| 0845 - 0850           | 1           | 1           | 0           | 1           | 1           | 0           |
| 0850 - 0855           | 1           | 2           | 0           | 1           | 2           | 1           |
| 0855 - 0900           | 0           | 1           | 0           | 0           | 1           | 0           |
| <b>Hourly Average</b> | <b>0.58</b> | <b>1.50</b> | <b>0.25</b> | <b>0.42</b> | <b>1.42</b> | <b>0.08</b> |
| 0900 - 0905           | 0           | 1           | 1           | 0           | 1           | 1           |
| 0905 - 0910           | 1           | 1           | 0           | 0           | 1           | 0           |
| 0910 - 0915           | 1           | 1           | 0           | 0           | 0           | 0           |
| 0915 - 0920           | 0           | 1           | 0           | 0           | 1           | 0           |
| 0920 - 0925           | 0           | 1           | 0           | 0           | 1           | 0           |
| 0925 - 0930           | 1           | 1           | 0           | 0           | 1           | 1           |
| 0930 - 0935           | 0           | 2           | 0           | 1           | 1           | 0           |
| 0935 - 0940           | 0           | 1           | 0           | 0           | 0           | 0           |
| 0940 - 0945           | 0           | 1           | 1           | 0           | 1           | 0           |
| 0945 - 0950           | 0           | 0           | 0           | 0           | 0           | 1           |
| 0950 - 0955           | 1           | 2           | 0           | 0           | 1           | 0           |
| 0955 - 1000           | 0           | 1           | 0           | 0           | 1           | 0           |
| <b>Hourly Average</b> | <b>0.33</b> | <b>1.08</b> | <b>0.17</b> | <b>0.08</b> | <b>0.75</b> | <b>0.25</b> |
| <b>Session Total</b>  | <b>0.47</b> | <b>1.14</b> | <b>0.17</b> | <b>0.19</b> | <b>0.92</b> | <b>0.11</b> |

**Date**  
Wednesday 13 November 2024

**Weather**  
Cloudy  
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| TIME                  | 1a          | 1b          | 1c          | 1d          | 1e          | 1f          |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1500 - 1505           | 0           | 2           | 1           | 0           | 3           | 0           |
| 1505 - 1510           | 0           | 1           | 2           | 0           | 0           | 0           |
| 1510 - 1515           | 0           | 3           | 0           | 0           | 1           | 0           |
| 1515 - 1520           | 1           | 2           | 0           | 0           | 1           | 0           |
| 1520 - 1525           | 0           | 2           | 0           | 0           | 1           | 0           |
| 1525 - 1530           | 1           | 4           | 0           | 0           | 2           | 0           |
| 1530 - 1535           | 0           | 1           | 0           | 1           | 1           | 0           |
| 1535 - 1540           | 1           | 2           | 1           | 1           | 2           | 0           |
| 1540 - 1545           | 1           | 1           | 1           | 1           | 2           | 0           |
| 1545 - 1550           | 0           | 2           | 1           | 0           | 2           | 0           |
| 1550 - 1555           | 1           | 2           | 1           | 1           | 1           | 0           |
| 1555 - 1600           | 1           | 1           | 0           | 0           | 1           | 0           |
| <b>Hourly Average</b> | <b>0.50</b> | <b>1.92</b> | <b>0.58</b> | <b>0.33</b> | <b>1.42</b> | <b>0.00</b> |
| 1600 - 1605           | 0           | 1           | 0           | 1           | 1           | 0           |
| 1605 - 1610           | 0           | 2           | 0           | 1           | 1           | 0           |
| 1610 - 1615           | 1           | 2           | 0           | 1           | 1           | 0           |
| 1615 - 1620           | 1           | 2           | 0           | 0           | 2           | 0           |
| 1620 - 1625           | 1           | 1           | 0           | 1           | 1           | 0           |
| 1625 - 1630           | 0           | 1           | 0           | 0           | 0           | 0           |
| 1630 - 1635           | 1           | 2           | 1           | 1           | 2           | 0           |
| 1635 - 1640           | 0           | 2           | 1           | 0           | 3           | 0           |
| 1640 - 1645           | 0           | 2           | 1           | 0           | 1           | 0           |
| 1645 - 1650           | 1           | 1           | 0           | 1           | 2           | 0           |
| 1650 - 1655           | 0           | 1           | 0           | 0           | 1           | 0           |
| 1655 - 1700           | 1           | 2           | 1           | 0           | 0           | 0           |
| <b>Hourly Average</b> | <b>0.50</b> | <b>1.58</b> | <b>0.33</b> | <b>0.50</b> | <b>1.25</b> | <b>0.00</b> |
| 1700 - 1705           | 1           | 2           | 0           | 0           | 3           | 0           |
| 1705 - 1710           | 1           | 1           | 1           | 1           | 1           | 0           |
| 1710 - 1715           | 1           | 1           | 0           | 1           | 1           | 0           |
| 1715 - 1720           | 0           | 1           | 1           | 0           | 1           | 0           |
| 1720 - 1725           | 1           | 1           | 1           | 0           | 2           | 0           |
| 1725 - 1730           | 0           | 1           | 0           | 0           | 2           | 0           |
| 1730 - 1735           | 1           | 1           | 1           | 1           | 1           | 0           |
| 1735 - 1740           | 0           | 3           | 1           | 1           | 2           | 0           |
| 1740 - 1745           | 1           | 0           | 0           | 0           | 1           | 0           |
| 1745 - 1750           | 1           | 1           | 0           | 0           | 1           | 0           |
| 1750 - 1755           | 1           | 1           | 1           | 0           | 3           | 0           |
| 1755 - 1800           | 1           | 1           | 0           | 1           | 2           | 0           |
| <b>Hourly Average</b> | <b>0.75</b> | <b>1.17</b> | <b>0.50</b> | <b>0.42</b> | <b>1.67</b> | <b>0.00</b> |
| 1800 - 1805           | 1           | 1           | 1           | 0           | 1           | 0           |
| 1805 - 1810           | 0           | 1           | 0           | 0           | 1           | 0           |
| 1810 - 1815           | 0           | 1           | 1           | 0           | 1           | 0           |
| 1815 - 1820           | 0           | 2           | 0           | 1           | 0           | 0           |
| 1820 - 1825           | 1           | 1           | 0           | 0           | 1           | 0           |
| 1825 - 1830           | 0           | 0           | 0           | 0           | 2           | 0           |
| 1830 - 1835           | 1           | 1           | 0           | 1           | 1           | 0           |
| 1835 - 1840           | 0           | 1           | 1           | 0           | 1           | 0           |
| 1840 - 1845           | 0           | 1           | 0           | 1           | 1           | 0           |
| 1845 - 1850           | 1           | 0           | 0           | 0           | 1           | 0           |
| 1850 - 1855           | 1           | 1           | 0           | 0           | 0           | 0           |
| 1855 - 1900           | 1           | 1           | 0           | 0           | 1           | 0           |
| <b>Hourly Average</b> | <b>0.50</b> | <b>0.92</b> | <b>0.25</b> | <b>0.25</b> | <b>0.92</b> | <b>0.00</b> |
| <b>Session Total</b>  | <b>0.56</b> | <b>1.40</b> | <b>0.42</b> | <b>0.38</b> | <b>1.31</b> | <b>0.00</b> |

Wombwell  
Queue Length Survey

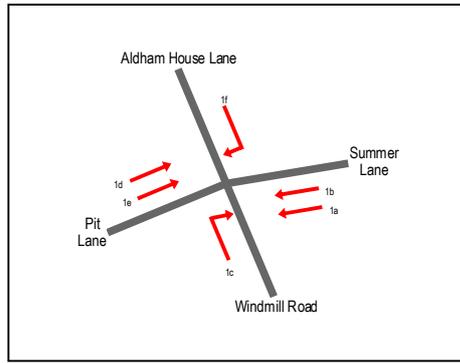
Site 1 of 4  
Summer Lane  
Windmill Road  
Pit Lane  
Aldham House Lane

Lat/Long  
lat 53.522768° lon -1.416288°

Date  
Wednesday 13 November 2024

Weather  
Cloudy  
Temp: 3°C

0700 - 1000 (Weekday AM Peak)



| TIME                  | 1a          |                 | 1b          |                 | 1c          |                 | 1d          |                 | 1e          |                 | 1f          |                 |
|-----------------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|
|                       | Queue       | Delay           |
| 07:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> |
| 08:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:25                 | 0           | 00:00:00        | 1           | 00:00:04        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:55                 | 0           | 00:00:00        | 1           | 00:00:10        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.17</b> | <b>00:00:01</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> |
| 09:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:05                 | 0           | 00:00:00        | 1           | 00:00:07        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.08</b> | <b>00:00:01</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> |
| <b>Session Total</b>  | <b>0.00</b> | <b>00:00:00</b> | <b>0.08</b> | <b>00:00:01</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> |



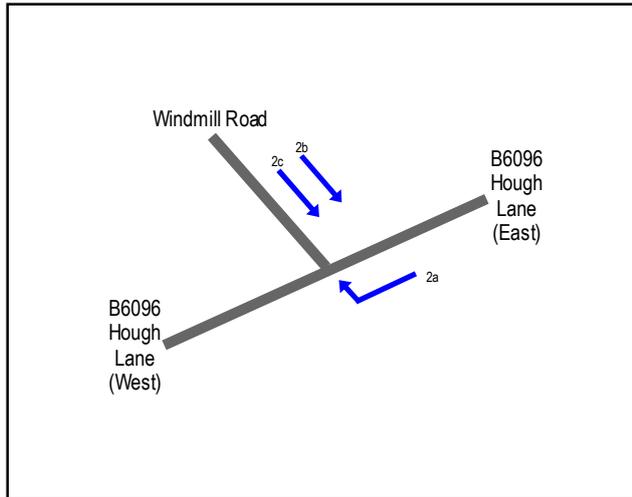
**Wombwell**  
Queue Length Survey

**Site 2 of 4**  
B6096 Hough Lane (East)  
B6096 Hough Lane (West)  
Windmill Road

**Lat/Long**  
lat 53.518320° lon -1.412307°

**Date**  
Wednesday 13 November 2024

**Weather**  
Cloudy  
Temp: 3°C



0700 - 1000 (Weekday AM Peak)

| TIME                  | 2a          | 2b          | 2c          |
|-----------------------|-------------|-------------|-------------|
| 0700 - 0705           | 0           | 0           | 2           |
| 0705 - 0710           | 0           | 1           | 5           |
| 0710 - 0715           | 1           | 0           | 2           |
| 0715 - 0720           | 0           | 0           | 3           |
| 0720 - 0725           | 0           | 0           | 2           |
| 0725 - 0730           | 0           | 0           | 4           |
| 0730 - 0735           | 0           | 1           | 7           |
| 0735 - 0740           | 1           | 1           | 3           |
| 0740 - 0745           | 0           | 0           | 3           |
| 0745 - 0750           | 0           | 0           | 7           |
| 0750 - 0755           | 0           | 0           | 8           |
| 0755 - 0800           | 0           | 2           | 9           |
| <b>Hourly Average</b> | <b>0.17</b> | <b>0.42</b> | <b>4.58</b> |
| 0800 - 0805           | 1           | 0           | 4           |
| 0805 - 0810           | 1           | 2           | 3           |
| 0810 - 0815           | 0           | 0           | 8           |
| 0815 - 0820           | 1           | 0           | 7           |
| 0820 - 0825           | 1           | 0           | 5           |
| 0825 - 0830           | 0           | 0           | 9           |
| 0830 - 0835           | 0           | 1           | 9           |
| 0835 - 0840           | 0           | 0           | 4           |
| 0840 - 0845           | 0           | 1           | 10          |
| 0845 - 0850           | 1           | 0           | 11          |
| 0850 - 0855           | 0           | 1           | 9           |
| 0855 - 0900           | 1           | 0           | 6           |
| <b>Hourly Average</b> | <b>0.50</b> | <b>0.42</b> | <b>7.08</b> |
| 0900 - 0905           | 1           | 1           | 6           |
| 0905 - 0910           | 0           | 0           | 4           |
| 0910 - 0915           | 0           | 0           | 2           |
| 0915 - 0920           | 0           | 0           | 10          |
| 0920 - 0925           | 0           | 0           | 2           |
| 0925 - 0930           | 2           | 0           | 4           |
| 0930 - 0935           | 1           | 0           | 3           |
| 0935 - 0940           | 0           | 0           | 2           |
| 0940 - 0945           | 0           | 0           | 4           |
| 0945 - 0950           | 0           | 0           | 2           |
| 0950 - 0955           | 0           | 0           | 1           |
| 0955 - 1000           | 0           | 0           | 5           |
| <b>Hourly Average</b> | <b>0.33</b> | <b>0.08</b> | <b>3.75</b> |
| <b>Session Total</b>  | <b>0.33</b> | <b>0.31</b> | <b>5.14</b> |

**Date**

Wednesday 13 November 2024

**Weather**

Cloudy

Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| TIME                  | 2a          | 2b          | 2c          |
|-----------------------|-------------|-------------|-------------|
| 1500 - 1505           | 1           | 0           | 2           |
| 1505 - 1510           | 1           | 0           | 3           |
| 1510 - 1515           | 1           | 0           | 4           |
| 1515 - 1520           | 1           | 0           | 4           |
| 1520 - 1525           | 1           | 1           | 7           |
| 1525 - 1530           | 0           | 1           | 14          |
| 1530 - 1535           | 1           | 1           | 9           |
| 1535 - 1540           | 1           | 1           | 6           |
| 1540 - 1545           | 0           | 2           | 4           |
| 1545 - 1550           | 1           | 0           | 2           |
| 1550 - 1555           | 0           | 0           | 5           |
| 1555 - 1600           | 1           | 1           | 5           |
| <b>Hourly Average</b> | <b>0.75</b> | <b>0.58</b> | <b>5.42</b> |
| 1600 - 1605           | 0           | 0           | 2           |
| 1605 - 1610           | 1           | 0           | 3           |
| 1610 - 1615           | 0           | 0           | 6           |
| 1615 - 1620           | 1           | 0           | 6           |
| 1620 - 1625           | 1           | 0           | 11          |
| 1625 - 1630           | 0           | 1           | 10          |
| 1630 - 1635           | 0           | 0           | 5           |
| 1635 - 1640           | 0           | 0           | 12          |
| 1640 - 1645           | 1           | 0           | 9           |
| 1645 - 1650           | 0           | 0           | 8           |
| 1650 - 1655           | 1           | 0           | 3           |
| 1655 - 1700           | 1           | 0           | 8           |
| <b>Hourly Average</b> | <b>0.50</b> | <b>0.08</b> | <b>6.92</b> |
| 1700 - 1705           | 0           | 0           | 8           |
| 1705 - 1710           | 1           | 1           | 9           |
| 1710 - 1715           | 0           | 1           | 4           |
| 1715 - 1720           | 0           | 0           | 3           |
| 1720 - 1725           | 1           | 0           | 5           |
| 1725 - 1730           | 0           | 1           | 9           |
| 1730 - 1735           | 1           | 1           | 7           |
| 1735 - 1740           | 1           | 0           | 8           |
| 1740 - 1745           | 1           | 0           | 3           |
| 1745 - 1750           | 1           | 0           | 3           |
| 1750 - 1755           | 1           | 0           | 4           |
| 1755 - 1800           | 0           | 1           | 5           |
| <b>Hourly Average</b> | <b>0.58</b> | <b>0.42</b> | <b>5.67</b> |
| 1800 - 1805           | 1           | 0           | 7           |
| 1805 - 1810           | 1           | 0           | 6           |
| 1810 - 1815           | 1           | 0           | 4           |
| 1815 - 1820           | 1           | 0           | 3           |
| 1820 - 1825           | 0           | 0           | 7           |
| 1825 - 1830           | 1           | 0           | 3           |
| 1830 - 1835           | 1           | 1           | 2           |
| 1835 - 1840           | 0           | 0           | 5           |
| 1840 - 1845           | 0           | 0           | 3           |
| 1845 - 1850           | 1           | 1           | 4           |
| 1850 - 1855           | 0           | 0           | 3           |
| 1855 - 1900           | 0           | 0           | 3           |
| <b>Hourly Average</b> | <b>0.58</b> | <b>0.17</b> | <b>4.17</b> |
| <b>Session Total</b>  | <b>0.60</b> | <b>0.31</b> | <b>5.54</b> |

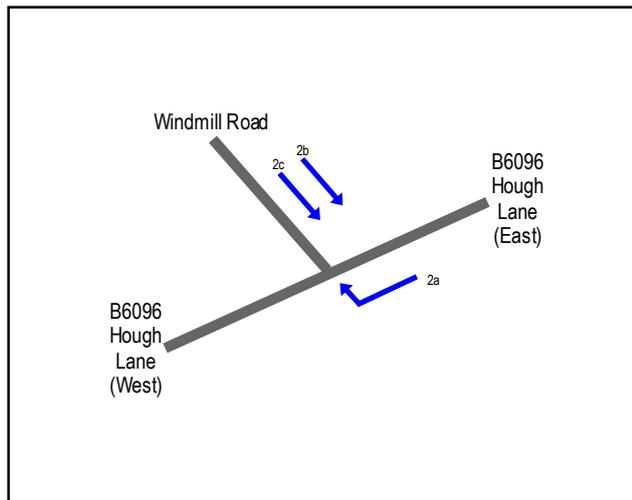
**Wombwell**  
Queue Length Survey

**Site 2 of 4**  
B6096 Hough Lane (East)  
B6096 Hough Lane (West)  
Windmill Road

**Lat/Long**  
lat 53.518320° lon -1.412307°

**Date**  
Wednesday 13 November 2024

**Weather**  
Cloudy  
Temp: 3°C



0700 - 1000 (Weekday AM Peak)

| TIME                  | 2a          |                 | 2b          |                 | 2c          |                 |
|-----------------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|
|                       | Queue       | Delay           | Queue       | Delay           | Queue       | Delay           |
| 07:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:38        |
| 07:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:16        |
| 07:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:12        |
| 07:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:16        |
| 07:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 4           | 00:01:13        |
| 07:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 8           | 00:01:22        |
| 07:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>1.42</b> | <b>00:00:20</b> |
| 08:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:21        |
| 08:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:44        |
| 08:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:05        |
| 08:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 7           | 00:00:57        |
| 08:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 6           | 00:00:41        |
| 08:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 4           | 00:00:31        |
| 08:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:35        |
| 08:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:26        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>2.33</b> | <b>00:00:22</b> |
| 09:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:05        |
| 09:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:08        |
| 09:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:16        |
| 09:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.33</b> | <b>00:00:02</b> |
| <b>Session Total</b>  | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>1.36</b> | <b>00:00:15</b> |

Date  
Wednesday 13 November 2024

Weather  
Cloudy  
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| TIME                  | 2a          |                 | 2b          |                 | 2c          |                 |
|-----------------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|
|                       | Queue       | Delay           | Queue       | Delay           | Queue       | Delay           |
| 15:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 4           | 00:00:57        |
| 15:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 8           | 00:01:34        |
| 15:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 5           | 00:01:54        |
| 15:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>1.42</b> | <b>00:00:22</b> |
| 16:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:13        |
| 16:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:59        |
| 16:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:13        |
| 16:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 5           | 00:00:33        |
| 16:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:18        |
| 16:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:18        |
| 16:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>1.08</b> | <b>00:00:13</b> |
| 17:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 17:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 5           | 00:02:30        |
| 17:10                 | 0           | 00:00:00        | 1           | 00:00:08        | 1           | 00:00:13        |
| 17:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:19        |
| 17:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 17:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:07        |
| 17:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 4           | 00:01:15        |
| 17:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:59        |
| 17:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:01:04        |
| 17:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 17:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:29        |
| 17:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:49        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.08</b> | <b>00:00:01</b> | <b>1.75</b> | <b>00:00:39</b> |
| 18:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:29        |
| 18:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:21        |
| 18:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:17        |
| 18:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.50</b> | <b>00:00:06</b> |
| <b>Session Total</b>  | <b>0.00</b> | <b>00:00:00</b> | <b>0.02</b> | <b>00:00:00</b> | <b>1.19</b> | <b>00:00:20</b> |

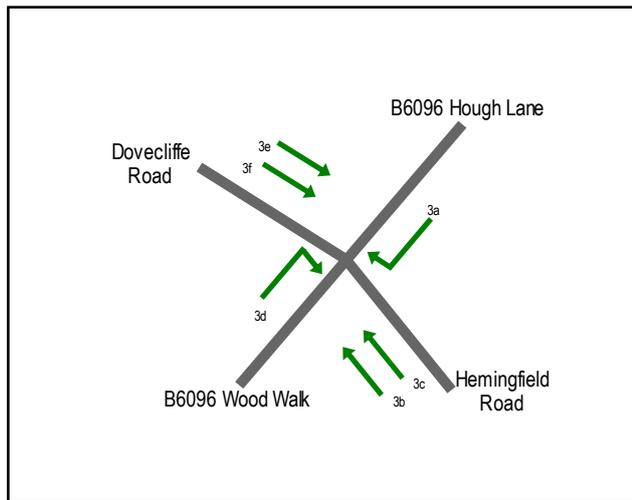
**Wombwell**  
Queue Length Survey

**Site 3 of 4**  
B6096 Hough Lane  
Hemingfield Road  
B6096 Wood Walk  
Dovecliffe Road

**Lat/Long**  
lat 53.516823° lon -1.416079°

**Date**  
Wednesday 13 November 2024

**Weather**  
Cloudy  
Temp: 3°C



0700 - 1000 (Weekday AM Peak)

| TIME                  | 3a          | 3b          | 3c          | 3d          | 3e          | 3f          |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 0700 - 0705           | 0           | 0           | 1           | 0           | 1           | 0           |
| 0705 - 0710           | 0           | 1           | 2           | 1           | 2           | 0           |
| 0710 - 0715           | 0           | 1           | 5           | 1           | 1           | 0           |
| 0715 - 0720           | 0           | 0           | 1           | 1           | 1           | 0           |
| 0720 - 0725           | 0           | 0           | 3           | 0           | 2           | 0           |
| 0725 - 0730           | 0           | 1           | 3           | 1           | 1           | 0           |
| 0730 - 0735           | 2           | 0           | 4           | 0           | 1           | 0           |
| 0735 - 0740           | 0           | 0           | 3           | 1           | 1           | 0           |
| 0740 - 0745           | 0           | 0           | 3           | 0           | 1           | 0           |
| 0745 - 0750           | 0           | 1           | 3           | 0           | 1           | 0           |
| 0750 - 0755           | 1           | 1           | 8           | 1           | 1           | 0           |
| 0755 - 0800           | 0           | 0           | 7           | 1           | 4           | 1           |
| <b>Hourly Average</b> | <b>0.25</b> | <b>0.42</b> | <b>3.58</b> | <b>0.58</b> | <b>1.42</b> | <b>0.08</b> |
| 0800 - 0805           | 1           | 1           | 3           | 0           | 3           | 0           |
| 0805 - 0810           | 2           | 1           | 4           | 0           | 1           | 0           |
| 0810 - 0815           | 1           | 0           | 4           | 1           | 1           | 0           |
| 0815 - 0820           | 0           | 0           | 6           | 1           | 5           | 0           |
| 0820 - 0825           | 0           | 0           | 10          | 1           | 5           | 0           |
| 0825 - 0830           | 1           | 0           | 3           | 1           | 1           | 0           |
| 0830 - 0835           | 0           | 0           | 5           | 0           | 1           | 0           |
| 0835 - 0840           | 1           | 1           | 4           | 1           | 2           | 0           |
| 0840 - 0845           | 0           | 1           | 2           | 2           | 2           | 0           |
| 0845 - 0850           | 0           | 0           | 2           | 1           | 2           | 0           |
| 0850 - 0855           | 0           | 0           | 4           | 0           | 2           | 0           |
| 0855 - 0900           | 1           | 0           | 6           | 0           | 2           | 0           |
| <b>Hourly Average</b> | <b>0.58</b> | <b>0.33</b> | <b>4.42</b> | <b>0.67</b> | <b>2.25</b> | <b>0.00</b> |
| 0900 - 0905           | 0           | 1           | 3           | 0           | 4           | 0           |
| 0905 - 0910           | 0           | 0           | 2           | 1           | 3           | 0           |
| 0910 - 0915           | 1           | 0           | 2           | 0           | 2           | 0           |
| 0915 - 0920           | 1           | 1           | 3           | 0           | 2           | 0           |
| 0920 - 0925           | 0           | 0           | 2           | 0           | 2           | 0           |
| 0925 - 0930           | 0           | 1           | 2           | 0           | 1           | 0           |
| 0930 - 0935           | 0           | 1           | 2           | 1           | 2           | 0           |
| 0935 - 0940           | 0           | 0           | 2           | 0           | 2           | 0           |
| 0940 - 0945           | 0           | 0           | 10          | 0           | 2           | 0           |
| 0945 - 0950           | 1           | 0           | 3           | 1           | 2           | 0           |
| 0950 - 0955           | 0           | 0           | 2           | 0           | 2           | 0           |
| 0955 - 1000           | 0           | 0           | 7           | 0           | 1           | 0           |
| <b>Hourly Average</b> | <b>0.25</b> | <b>0.33</b> | <b>3.33</b> | <b>0.25</b> | <b>2.08</b> | <b>0.00</b> |
| <b>Session Total</b>  | <b>0.36</b> | <b>0.36</b> | <b>3.78</b> | <b>0.50</b> | <b>1.92</b> | <b>0.03</b> |

**Date**

Wednesday 13 November 2024

**Weather**

Cloudy

Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| TIME                  | 3a          | 3b          | 3c          | 3d          | 3e          | 3f          |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1500 - 1505           | 0           | 0           | 2           | 0           | 2           | 0           |
| 1505 - 1510           | 0           | 0           | 2           | 0           | 4           | 0           |
| 1510 - 1515           | 0           | 1           | 4           | 0           | 2           | 0           |
| 1515 - 1520           | 0           | 1           | 7           | 0           | 2           | 0           |
| 1520 - 1525           | 0           | 1           | 4           | 1           | 2           | 0           |
| 1525 - 1530           | 0           | 0           | 8           | 0           | 1           | 0           |
| 1530 - 1535           | 1           | 1           | 5           | 0           | 2           | 0           |
| 1535 - 1540           | 2           | 0           | 8           | 0           | 5           | 0           |
| 1540 - 1545           | 0           | 0           | 7           | 0           | 3           | 0           |
| 1545 - 1550           | 0           | 0           | 3           | 1           | 3           | 0           |
| 1550 - 1555           | 1           | 1           | 4           | 0           | 2           | 0           |
| 1555 - 1600           | 1           | 1           | 5           | 0           | 5           | 0           |
| <b>Hourly Average</b> | <b>0.42</b> | <b>0.50</b> | <b>4.92</b> | <b>0.17</b> | <b>2.75</b> | <b>0.00</b> |
| 1600 - 1605           | 1           | 0           | 5           | 1           | 4           | 0           |
| 1605 - 1610           | 0           | 0           | 7           | 0           | 2           | 0           |
| 1610 - 1615           | 0           | 0           | 8           | 0           | 2           | 0           |
| 1615 - 1620           | 1           | 1           | 7           | 0           | 2           | 0           |
| 1620 - 1625           | 0           | 2           | 12          | 0           | 3           | 0           |
| 1625 - 1630           | 1           | 1           | 8           | 1           | 2           | 0           |
| 1630 - 1635           | 1           | 0           | 6           | 1           | 4           | 1           |
| 1635 - 1640           | 0           | 1           | 9           | 1           | 4           | 0           |
| 1640 - 1645           | 2           | 0           | 4           | 1           | 1           | 0           |
| 1645 - 1650           | 1           | 0           | 3           | 1           | 5           | 1           |
| 1650 - 1655           | 0           | 1           | 7           | 1           | 3           | 0           |
| 1655 - 1700           | 1           | 2           | 6           | 1           | 5           | 0           |
| <b>Hourly Average</b> | <b>0.67</b> | <b>0.67</b> | <b>6.83</b> | <b>0.67</b> | <b>3.08</b> | <b>0.17</b> |
| 1700 - 1705           | 1           | 2           | 7           | 1           | 4           | 0           |
| 1705 - 1710           | 1           | 1           | 8           | 0           | 7           | 1           |
| 1710 - 1715           | 0           | 0           | 13          | 0           | 4           | 0           |
| 1715 - 1720           | 0           | 1           | 10          | 0           | 5           | 0           |
| 1720 - 1725           | 1           | 1           | 5           | 1           | 2           | 0           |
| 1725 - 1730           | 1           | 0           | 6           | 0           | 5           | 0           |
| 1730 - 1735           | 0           | 1           | 7           | 0           | 5           | 0           |
| 1735 - 1740           | 0           | 0           | 6           | 0           | 3           | 0           |
| 1740 - 1745           | 0           | 0           | 4           | 0           | 3           | 0           |
| 1745 - 1750           | 0           | 1           | 8           | 0           | 3           | 0           |
| 1750 - 1755           | 0           | 1           | 8           | 0           | 3           | 0           |
| 1755 - 1800           | 0           | 1           | 5           | 1           | 2           | 0           |
| <b>Hourly Average</b> | <b>0.33</b> | <b>0.75</b> | <b>7.25</b> | <b>0.25</b> | <b>3.83</b> | <b>0.08</b> |
| 1800 - 1805           | 0           | 0           | 5           | 0           | 2           | 0           |
| 1805 - 1810           | 0           | 2           | 4           | 0           | 6           | 0           |
| 1810 - 1815           | 1           | 0           | 7           | 0           | 1           | 0           |
| 1815 - 1820           | 1           | 0           | 5           | 0           | 1           | 0           |
| 1820 - 1825           | 0           | 1           | 3           | 0           | 2           | 0           |
| 1825 - 1830           | 0           | 0           | 2           | 0           | 1           | 0           |
| 1830 - 1835           | 0           | 0           | 6           | 0           | 1           | 0           |
| 1835 - 1840           | 0           | 0           | 3           | 1           | 1           | 0           |
| 1840 - 1845           | 0           | 1           | 4           | 0           | 1           | 0           |
| 1845 - 1850           | 0           | 0           | 3           | 0           | 2           | 0           |
| 1850 - 1855           | 1           | 1           | 3           | 0           | 1           | 0           |
| 1855 - 1900           | 0           | 1           | 2           | 1           | 1           | 0           |
| <b>Hourly Average</b> | <b>0.25</b> | <b>0.50</b> | <b>3.92</b> | <b>0.17</b> | <b>1.67</b> | <b>0.00</b> |
| <b>Session Total</b>  | <b>0.42</b> | <b>0.60</b> | <b>5.73</b> | <b>0.31</b> | <b>2.83</b> | <b>0.06</b> |

**Wombwell**  
Queue Length Survey

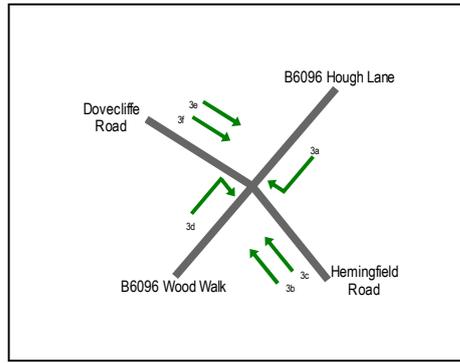
**Site 3 of 4**  
B6096 Hough Lane  
Hemingfield Road  
B6096 Wood Walk  
Dovecliffe Road

**Lat/Long**  
lat 53.516823° lon -1.416079°

**Date**  
Wednesday 13 November 2024

**Weather**  
Cloudy  
Temp: 3°C

0700 - 1000 (Weekday AM Peak)



| TIME                  | 3a          |                 | 3b          |                 | 3c          |                 | 3d          |                 | 3e          |                 | 3f          |                 |
|-----------------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|
|                       | Queue       | Delay           |
| 07:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:35        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:43        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:23        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:04        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.42</b> | <b>00:00:09</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> |
| 08:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:04        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:33        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:17        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:01:00        | 0           | 00:00:00        | 2           | 00:01:08        | 0           | 00:00:00        |
| 08:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:31        | 0           | 00:00:00        | 1           | 00:00:43        | 0           | 00:00:00        |
| 08:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:10        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:07        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.83</b> | <b>00:00:13</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.25</b> | <b>00:00:09</b> | <b>0.00</b> | <b>00:00:00</b> |
| 09:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:15        | 0           | 00:00:00        | 1           | 00:00:28        | 0           | 00:00:00        |
| 09:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:03        | 0           | 00:00:00        |
| 09:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:20        | 0           | 00:00:00        |
| 09:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:21        | 0           | 00:00:00        | 2           | 00:00:11        | 0           | 00:00:00        |
| 09:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:09        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.33</b> | <b>00:00:04</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.50</b> | <b>00:00:05</b> | <b>0.00</b> | <b>00:00:00</b> |
| <b>Session Total</b>  | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.53</b> | <b>00:00:09</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.25</b> | <b>00:00:05</b> | <b>0.00</b> | <b>00:00:00</b> |

Date  
Wednesday 13 November 2024

Weather  
Cloudy  
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| TIME                  | 3a          |                 | 3b          |                 | 3c          |                 | 3d          |                 | 3e          |                 | 3f          |                 |
|-----------------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|
|                       | Queue       | Delay           |
| 15:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:07        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:05        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:09        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:31        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:01:31        | 0           | 00:00:00        |
| 15:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 15:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.58</b> | <b>00:00:04</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.25</b> | <b>00:00:08</b> | <b>0.00</b> | <b>00:00:00</b> |
| 16:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:56        | 0           | 00:00:00        | 4           | 00:01:00        | 0           | 00:00:00        |
| 16:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:15        | 0           | 00:00:00        | 1           | 00:00:22        | 0           | 00:00:00        |
| 16:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:37        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:36        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:01:03        | 0           | 00:00:00        | 2           | 00:00:51        | 0           | 00:00:00        |
| 16:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:19        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 16:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:12        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>1.17</b> | <b>00:00:20</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.58</b> | <b>00:00:11</b> | <b>0.00</b> | <b>00:00:00</b> |
| 17:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:48        | 0           | 00:00:00        | 4           | 00:01:36        | 0           | 00:00:00        |
| 17:05                 | 1           | 00:00:14        | 0           | 00:00:00        | 3           | 00:00:42        | 0           | 00:00:00        | 1           | 00:00:40        | 0           | 00:00:00        |
| 17:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:35        | 0           | 00:00:00        | 3           | 00:01:12        | 0           | 00:00:00        |
| 17:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:09        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 17:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:27        | 0           | 00:00:00        | 1           | 00:00:46        | 0           | 00:00:00        |
| 17:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:01:09        | 0           | 00:00:00        | 1           | 00:00:58        | 0           | 00:00:00        |
| 17:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:29        | 0           | 00:00:00        | 4           | 00:00:33        | 0           | 00:00:00        |
| 17:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:25        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 17:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:32        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 17:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 17:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:14        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 17:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:32        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.08</b> | <b>00:00:01</b> | <b>0.00</b> | <b>00:00:00</b> | <b>1.92</b> | <b>00:00:30</b> | <b>0.00</b> | <b>00:00:00</b> | <b>1.17</b> | <b>00:00:29</b> | <b>0.00</b> | <b>00:00:00</b> |
| 18:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:21        | 0           | 00:00:00        | 1           | 00:00:48        | 0           | 00:00:00        |
| 18:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:07        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:06        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:59        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:30        | 0           | 00:00:00        | 1           | 00:00:35        | 0           | 00:00:00        |
| 18:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 18:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.58</b> | <b>00:00:10</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.17</b> | <b>00:00:07</b> | <b>0.00</b> | <b>00:00:00</b> |
| <b>Session Total</b>  | <b>0.02</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>1.06</b> | <b>00:00:16</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.54</b> | <b>00:00:14</b> | <b>0.00</b> | <b>00:00:00</b> |

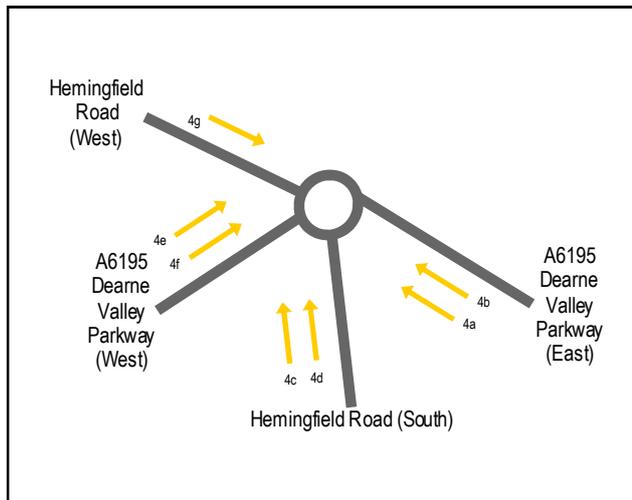
**Wombwell**  
Queue Length Survey

**Site 4 of 4**  
A6195 Dearne Valley Parkway (East)  
Hemingfield Road (South)  
A6195 Dearne Valley Parkway (West)  
Hemingfield Road (West)

**Lat/Long**  
lat 53.513700° lon -1.411406°

**Date**  
Wednesday 13 November 2024

**Weather**  
Cloudy  
Temp: 3°C



0700 - 1000 (Weekday AM Peak)

| TIME                  | 4a          | 4b          | 4c          | 4d          | 4e          | 4f          | 4g          |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 0700 - 0705           | 0           | 1           | 1           | 1           | 2           | 0           | 2           |
| 0705 - 0710           | 1           | 2           | 2           | 0           | 3           | 0           | 2           |
| 0710 - 0715           | 2           | 0           | 1           | 2           | 3           | 3           | 1           |
| 0715 - 0720           | 0           | 0           | 1           | 1           | 2           | 0           | 1           |
| 0720 - 0725           | 1           | 0           | 2           | 1           | 1           | 1           | 3           |
| 0725 - 0730           | 2           | 0           | 5           | 1           | 1           | 1           | 1           |
| 0730 - 0735           | 1           | 1           | 3           | 0           | 2           | 3           | 1           |
| 0735 - 0740           | 1           | 2           | 3           | 1           | 2           | 3           | 2           |
| 0740 - 0745           | 0           | 0           | 4           | 2           | 2           | 1           | 2           |
| 0745 - 0750           | 1           | 1           | 5           | 1           | 3           | 1           | 3           |
| 0750 - 0755           | 0           | 0           | 8           | 1           | 1           | 1           | 2           |
| 0755 - 0800           | 7           | 4           | 5           | 1           | 3           | 5           | 4           |
| <b>Hourly Average</b> | <b>1.33</b> | <b>0.92</b> | <b>3.33</b> | <b>1.00</b> | <b>2.08</b> | <b>1.58</b> | <b>2.00</b> |
| 0800 - 0805           | 5           | 1           | 2           | 1           | 3           | 2           | 2           |
| 0805 - 0810           | 1           | 0           | 3           | 1           | 1           | 2           | 3           |
| 0810 - 0815           | 2           | 0           | 3           | 2           | 5           | 4           | 2           |
| 0815 - 0820           | 2           | 0           | 1           | 1           | 3           | 3           | 5           |
| 0820 - 0825           | 0           | 0           | 4           | 2           | 8           | 3           | 2           |
| 0825 - 0830           | 1           | 0           | 4           | 0           | 4           | 4           | 2           |
| 0830 - 0835           | 4           | 3           | 3           | 1           | 2           | 1           | 2           |
| 0835 - 0840           | 3           | 2           | 4           | 0           | 2           | 4           | 3           |
| 0840 - 0845           | 1           | 2           | 4           | 0           | 3           | 2           | 2           |
| 0845 - 0850           | 4           | 0           | 0           | 2           | 7           | 2           | 4           |
| 0850 - 0855           | 0           | 1           | 3           | 2           | 7           | 9           | 2           |
| 0855 - 0900           | 1           | 0           | 2           | 0           | 7           | 1           | 1           |
| <b>Hourly Average</b> | <b>2.00</b> | <b>0.75</b> | <b>2.75</b> | <b>1.00</b> | <b>4.33</b> | <b>3.08</b> | <b>2.50</b> |
| 0900 - 0905           | 3           | 2           | 0           | 2           | 3           | 2           | 2           |
| 0905 - 0910           | 2           | 3           | 1           | 2           | 1           | 2           | 2           |
| 0910 - 0915           | 2           | 1           | 2           | 2           | 2           | 1           | 3           |
| 0915 - 0920           | 1           | 0           | 0           | 1           | 1           | 0           | 2           |
| 0920 - 0925           | 1           | 0           | 2           | 1           | 2           | 1           | 3           |
| 0925 - 0930           | 4           | 0           | 2           | 1           | 0           | 3           | 2           |
| 0930 - 0935           | 1           | 1           | 2           | 0           | 2           | 0           | 2           |
| 0935 - 0940           | 2           | 0           | 2           | 1           | 1           | 3           | 1           |
| 0940 - 0945           | 0           | 0           | 3           | 1           | 2           | 2           | 2           |
| 0945 - 0950           | 4           | 2           | 2           | 0           | 4           | 2           | 1           |
| 0950 - 0955           | 1           | 0           | 1           | 2           | 7           | 1           | 2           |
| 0955 - 1000           | 2           | 0           | 1           | 1           | 2           | 1           | 2           |
| <b>Hourly Average</b> | <b>1.92</b> | <b>0.75</b> | <b>1.50</b> | <b>1.17</b> | <b>2.25</b> | <b>1.50</b> | <b>2.00</b> |
| <b>Session Total</b>  | <b>1.75</b> | <b>0.81</b> | <b>2.53</b> | <b>1.06</b> | <b>2.89</b> | <b>2.06</b> | <b>2.17</b> |

**Date**

Wednesday 13 November 2024

**Weather**

Cloudy

Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| TIME                  | 4a          | 4b          | 4c          | 4d          | 4e          | 4f          | 4g          |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1500 - 1505           | 3           | 2           | 1           | 0           | 2           | 1           | 2           |
| 1505 - 1510           | 4           | 2           | 5           | 0           | 5           | 1           | 2           |
| 1510 - 1515           | 4           | 1           | 2           | 2           | 2           | 2           | 1           |
| 1515 - 1520           | 4           | 1           | 3           | 1           | 3           | 2           | 1           |
| 1520 - 1525           | 5           | 1           | 1           | 1           | 5           | 2           | 3           |
| 1525 - 1530           | 4           | 3           | 2           | 2           | 8           | 7           | 5           |
| 1530 - 1535           | 5           | 1           | 3           | 2           | 4           | 2           | 2           |
| 1535 - 1540           | 1           | 0           | 3           | 0           | 1           | 2           | 5           |
| 1540 - 1545           | 3           | 1           | 5           | 2           | 2           | 2           | 3           |
| 1545 - 1550           | 3           | 6           | 3           | 2           | 5           | 1           | 1           |
| 1550 - 1555           | 4           | 2           | 1           | 2           | 3           | 0           | 1           |
| 1555 - 1600           | 2           | 1           | 2           | 0           | 3           | 1           | 3           |
| <b>Hourly Average</b> | <b>3.50</b> | <b>1.75</b> | <b>2.58</b> | <b>1.17</b> | <b>3.58</b> | <b>1.92</b> | <b>2.42</b> |
| 1600 - 1605           | 4           | 3           | 3           | 2           | 5           | 6           | 7           |
| 1605 - 1610           | 6           | 2           | 2           | 1           | 2           | 3           | 3           |
| 1610 - 1615           | 4           | 0           | 2           | 1           | 4           | 1           | 3           |
| 1615 - 1620           | 6           | 2           | 7           | 1           | 4           | 2           | 2           |
| 1620 - 1625           | 6           | 1           | 6           | 2           | 5           | 2           | 3           |
| 1625 - 1630           | 5           | 1           | 3           | 1           | 1           | 2           | 1           |
| 1630 - 1635           | 2           | 1           | 4           | 2           | 4           | 2           | 4           |
| 1635 - 1640           | 8           | 5           | 4           | 1           | 3           | 4           | 5           |
| 1640 - 1645           | 7           | 2           | 3           | 1           | 5           | 6           | 4           |
| 1645 - 1650           | 4           | 4           | 1           | 2           | 3           | 2           | 5           |
| 1650 - 1655           | 2           | 2           | 1           | 2           | 3           | 5           | 3           |
| 1655 - 1700           | 6           | 1           | 2           | 1           | 1           | 2           | 2           |
| <b>Hourly Average</b> | <b>5.00</b> | <b>2.00</b> | <b>3.17</b> | <b>1.42</b> | <b>3.33</b> | <b>3.08</b> | <b>3.50</b> |
| 1700 - 1705           | 18          | 3           | 2           | 0           | 6           | 6           | 5           |
| 1705 - 1710           | 3           | 5           | 2           | 2           | 6           | 2           | 4           |
| 1710 - 1715           | 4           | 3           | 3           | 2           | 2           | 2           | 2           |
| 1715 - 1720           | 3           | 1           | 1           | 2           | 4           | 4           | 2           |
| 1720 - 1725           | 9           | 2           | 2           | 2           | 3           | 3           | 4           |
| 1725 - 1730           | 8           | 3           | 2           | 1           | 2           | 4           | 2           |
| 1730 - 1735           | 5           | 1           | 1           | 1           | 2           | 1           | 3           |
| 1735 - 1740           | 1           | 4           | 2           | 1           | 6           | 4           | 4           |
| 1740 - 1745           | 8           | 1           | 1           | 2           | 2           | 4           | 2           |
| 1745 - 1750           | 3           | 2           | 2           | 2           | 3           | 1           | 3           |
| 1750 - 1755           | 3           | 3           | 2           | 1           | 4           | 2           | 2           |
| 1755 - 1800           | 2           | 2           | 3           | 1           | 3           | 2           | 3           |
| <b>Hourly Average</b> | <b>5.58</b> | <b>2.50</b> | <b>1.92</b> | <b>1.42</b> | <b>3.58</b> | <b>2.92</b> | <b>3.00</b> |
| 1800 - 1805           | 1           | 1           | 3           | 0           | 3           | 4           | 3           |
| 1805 - 1810           | 4           | 1           | 1           | 2           | 2           | 3           | 5           |
| 1810 - 1815           | 6           | 1           | 2           | 2           | 2           | 1           | 3           |
| 1815 - 1820           | 1           | 0           | 1           | 1           | 2           | 3           | 2           |
| 1820 - 1825           | 2           | 2           | 2           | 1           | 3           | 2           | 3           |
| 1825 - 1830           | 2           | 0           | 1           | 2           | 2           | 1           | 3           |
| 1830 - 1835           | 2           | 0           | 2           | 0           | 3           | 1           | 4           |
| 1835 - 1840           | 3           | 0           | 1           | 2           | 2           | 0           | 2           |
| 1840 - 1845           | 2           | 2           | 1           | 1           | 2           | 2           | 5           |
| 1845 - 1850           | 3           | 1           | 1           | 1           | 2           | 2           | 4           |
| 1850 - 1855           | 0           | 0           | 1           | 0           | 0           | 0           | 0           |
| 1855 - 1900           | 1           | 0           | 1           | 1           | 1           | 1           | 1           |
| <b>Hourly Average</b> | <b>2.25</b> | <b>0.67</b> | <b>1.42</b> | <b>1.08</b> | <b>2.00</b> | <b>1.67</b> | <b>2.92</b> |
| <b>Session Total</b>  | <b>4.08</b> | <b>1.73</b> | <b>2.27</b> | <b>1.27</b> | <b>3.13</b> | <b>2.40</b> | <b>2.96</b> |

**Wombwell**  
Queue Length Survey

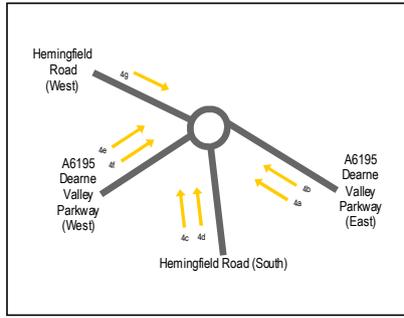
**Site 4 of 4**  
A6195 Dearne Valley Parkway (East)  
Hemingfield Road (South)  
A6195 Dearne Valley Parkway (West)  
Hemingfield Road (West)

**Lat/Long**  
lat 53.513700° lon -1.411406°

**Date**  
Wednesday 13 November 2024

**Weather**  
Cloudy  
Temp: 3°C

0700 - 1000 (Weekday AM Peak)



| TIME                  | 4a          |                 | 4b          |                 | 4c          |                 | 4d          |                 | 4e          |                 | 4f          |                 | 4g          |                 |
|-----------------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|
|                       | Queue       | Delay           |
| 07:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 07:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:12        |
| 07:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:38        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.08</b> | <b>00:00:03</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.08</b> | <b>00:00:01</b> |
| 08:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:28        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:14        |
| 08:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:29        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:11        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 3           | 00:00:08        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:36        |
| 08:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 08:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 2           | 00:00:11        |
| 08:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.42</b> | <b>00:00:05</b> | <b>0.08</b> | <b>00:00:01</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.42</b> | <b>00:00:05</b> |
| 09:00                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:09        |
| 09:05                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:10                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:02        |
| 09:15                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:20                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:25                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:30                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:35                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:40                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:45                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:50                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 1           | 00:00:38        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| 09:55                 | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        | 0           | 00:00:00        |
| <b>Hourly Average</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.08</b> | <b>00:00:01</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.17</b> | <b>00:00:01</b> |
| <b>Session Total</b>  | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.14</b> | <b>00:00:02</b> | <b>0.08</b> | <b>00:00:02</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.00</b> | <b>00:00:00</b> | <b>0.22</b> | <b>00:00:02</b> |



## Appendix G Routes 1-5 WRAT Results



Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool  
Walking Route Audit Tool

| Audit Categories  | 2 (Green)   | 1 (Amber)   | 0 (Red)  | Score     | Comments   | Actions |
|---|---|---|--|-----------|--|---------|
| 1. ATTRACTIVENESS - maintenance   | Footways well maintained, with no significant issues noted.   | Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).  | Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.  | 1         | Some instances of minor littering.   |         |
| 2. ATTRACTIVENESS - fear of crime   | No evidence of vandalism with appropriate natural surveillance.   | Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).   | Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).                                   | 2         |  |         |
| 3. ATTRACTIVENESS - traffic noise and pollution   | Traffic noise and pollution do not affect the attractiveness  | Levels of traffic noise and/or pollution could be improved  | Severe traffic pollution and/or severe traffic noise   | 2         |  |         |
| 4. ATTRACTIVENESS - other   | Examples of 'other' attractiveness issues include:<br>- Evidence that lighting is not present, or is deficient;<br>- Temporary features affecting the attractiveness of routes (e.g. refuse sacks).<br>- Excessive use of guardrail or bollards   |   |  | 2         |  |         |
| ATTRACTIVENESS  |   |   |  | 7         |  |         |
| 5. COMFORT - condition  | Footways level and in good condition, with no trip hazards.   | Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface. | Large number of footway crossovers resulting in uneven surface, subsidised or fretted pavement, or significant uneven patching or trenching.   | 1         |  |         |
| 6. COMFORT - footway width  | Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.  | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.  | Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.                         | 1         |  |         |
| 7. COMFORT - width on staggered crossings/ pedestrian islands/refuges   | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.   | Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.  | Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.   | 1         | Only 1 pedestrian refuge island located along the route, located adjacent to Wombwell Railway Station.   |         |
| 8. COMFORT - footway parking  | No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.  | Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.   | Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines. | 1         | Footway width of less than 1.5m provided along western flank of Windmill Road, due to on-street parking. However, clearance widths of above 1.5m are available along the eastern flank of Windmill Road as an alternative. |         |
| 9. COMFORT - gradient   | There are no slopes on footway.   | Slopes exist but gradients do not exceed 8 per cent (1 in 12).  | Gradients exceed 8 per cent (1 in 12).   | 1         |  |         |
| 10. COMFORT - other   | Examples of 'other' comfort issues include:<br>- Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway);<br>- Barriers/gates restricting access; and<br>- Bus shelters restricting clearance width.<br>- Poorly drained footways resulting in noticeable ponding issues/slippery surfaces |   |  | 2         |  |         |
| COMFORT   |   |   |  | 7         |  |         |
| 11. DIRECTNESS - footway provision  | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).   | Footway provision could be improved to better cater for pedestrian desire lines.  | Footways are not provided to cater for pedestrian desire lines.  | 2         |  |         |
| 12. DIRECTNESS - location of crossings in relation to desire lines  | Crossings follow desire lines.  | Crossings partially diverting pedestrians away from desire lines.   | Crossings deviate significantly from desire lines.   | 2         | Uncontrolled dropped crossings with tactile paving provided along route to Wombwell Railway Station.   |         |
| 13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing) | Crossing of road easy, direct, and comfortable and without delay (< 5s average).  | Crossing of road direct, but associated with some delay (up to 15s average).  | Crossing of road associated indirect, or associated with significant delay (> 15s average).  | 2         | Crossing of side roads required only.  |         |
| 14. DIRECTNESS - impact of controlled crossings on journey time   | Crossings are single phase pelican/puffin or zebra crossings. Unlikely to wait > 5s in pedestrian island.   | Crossings are staggered but do not add significantly to journey time. Unlikely to wait > 5s in pedestrian island.   | Staggered crossings add significantly to journey time. Likely to wait > 10s in pedestrian island.  | 2         | No controlled crossings provided on the route, nor are they required.  |         |
| 15. DIRECTNESS - green man time   | Green man time is of sufficient length to cross comfortably.  | Pedestrians would benefit from extended green man time but current time unlikely to deter users.  | Green man time would not give vulnerable users sufficient time to cross comfortably.   | 2         |  |         |
| 16. DIRECTNESS - other  | Examples of 'other' directness issues include:<br>- Routes to/from bus stops not accommodated;<br>- Steps restricting access for all users;<br>- Confusing layout for pedestrians creating severance issues for users.  |   |  | 2         |  |         |
| DIRECTNESS  |   |   |  | 12        |  |         |
| 17. SAFETY - traffic volume   | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.   | Traffic volume moderate and pedestrians in close proximity.   | High traffic volume, with pedestrians unable to keep their distance from traffic.  | 2         |  |         |
| 18. SAFETY - traffic speed  | Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  | Traffic speeds moderate and pedestrians in close proximity.   | High traffic speeds, with pedestrians unable to keep their distance from traffic.  | 2         |  |         |
| 19. SAFETY - visibility   | Good visibility for all users.  | Visibility could be somewhat improved but unlikely to result in collisions.   | Poor visibility, likely to result in collisions.   | 2         |  |         |
| SAFETY  |   |   |  | 6         |  |         |
| 20. COHERENCE - dropped kerbs and tactile paving  | Adequate dropped kerb and tactile paving provision.   | Dropped kerbs and tactile paving provided, albeit not to current standards.   | Dropped kerbs and tactile paving absent or incorrect.  | 2         |  |         |
| COHERENCE   |   |   |  | 2         |  |         |
|   |   |   | <b>Total Score</b>   | <b>34</b> |  |         |

ROUTE SUMMARY

|                     |   |
|---------------------|---|
| Route Name          | Route 1: Windmill Road/B6096 Hough Lane |
| Length              | 950m                                    |
| Name of Assessor(s) | James Stackhouse (Optima Highways)      |
| Date of Assessment  | 09 September 2025                       |

| Criterion      | Performance Scores |
|----------------|--------------------|
| Attractiveness | 7                  |
| Comfort        | 7                  |
| Directness     | 12                 |
| Safety         | 6                  |
| Coherence      | 2                  |
| <b>Total</b>   | <b>34</b>          |

|          |  |
|----------|--|
| Comments |  |
| Actions  |  |

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool  
Walking Route Audit Tool

| Audit Categories   | 2 (Green)   | 1 (Amber)   | 0 (Red)  | Score     | Comments  | Actions  |
|--|---|---|--|-----------|---|--|
| <b>1. ATTRACTIVENESS - maintenance</b>   | Footways well maintained, with no significant issues noted.   | Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).  | Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.  | 2         |   |  |
| <b>2. ATTRACTIVENESS - fear of crime</b>   | No evidence of vandalism with appropriate natural surveillance.   | Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).   | Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).                                   | 2         |   |  |
| <b>3. ATTRACTIVENESS - traffic noise and pollution</b>   | Traffic noise and pollution do not affect the attractiveness  | Levels of traffic noise and/or pollution could be improved  | Severe traffic pollution and/or severe traffic noise   | 2         |   |  |
| <b>4. ATTRACTIVENESS - other</b>   | Examples of 'other' attractiveness issues include:<br>- Evidence that lighting is not present, or is deficient;<br>- Temporary features affecting the attractiveness of routes (e.g. refuse sacks).<br>- Excessive use of guardrail or bollards   |   |  | 2         |   |  |
| <b>ATTRACTIVENESS</b>  |   |   |  | <b>8</b>  |   |  |
| <b>5. COMFORT - condition</b>  | Footways level and in good condition, with no trip hazards.   | Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface. | Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.   | 1         |   |  |
| <b>6. COMFORT - footway width</b>  | Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.  | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.  | Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.                         | 2         |   |  |
| <b>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</b>   | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.   | Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.  | Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.   | 2         | No pedestrian refuge islands provided on the route, nor are they required.  |  |
| <b>8. COMFORT - footway parking</b>  | No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.  | Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.   | Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines. | 2         |   |  |
| <b>9. COMFORT - gradient</b>   | There are no slopes on footway.   | Slopes exist but gradients do not exceed 8 per cent (1 in 12).  | Gradients exceed 8 per cent (1 in 12).   | 1         |   |  |
| <b>10. COMFORT - other</b>   | Examples of 'other' comfort issues include:<br>- Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway);<br>- Barriers/gates restricting access; and<br>- Bus shelters restricting clearance width.<br>- Poorly drained footways resulting in noticeable ponding issues/slippery surfaces |   |  | 2         |   |  |
| <b>COMFORT</b>   |   |   |  | <b>10</b> |   |  |
| <b>11. DIRECTNESS - footway provision</b>  | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).   | Footway provision could be improved to better cater for pedestrian desire lines.  | Footways are not provided to cater for pedestrian desire lines.  | 2         |   |  |
| <b>12. DIRECTNESS - location of crossings in relation to desire lines</b>  | Crossings follow desire lines.  | Crossings partially diverting pedestrians away from desire lines.   | Crossings deviate significantly from desire lines.   | 1         | Proposed dropped crossing with tactile paving provided across Aldham House Lane, as shown on drawing 23081/GA/01/REV/D. Uncontrolled dropped crossings then provided along all side roads to Shop, School and Nursery |  |
| <b>13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)</b> | Crossing of road easy, direct, and comfortable and without delay (< 5s average).  | Crossing of road direct, but associated with some delay (up to 15s average).  | Crossing of road associated indirect, or associated with significant delay (>15s average).   | 2         | Crossing of side roads only required.   |  |
| <b>14. DIRECTNESS - impact of controlled crossings on journey time</b>   | Crossings are single phase pelican/puffin or zebra crossings.   | Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.  | Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.   | 2         | No controlled crossings provided on the route, nor are they required.   |  |
| <b>15. DIRECTNESS - green man time</b>   | Green man time is of sufficient length to cross comfortably.  | Pedestrians would benefit from extended green man time but current time unlikely to deter users.  | Green man time would not give vulnerable users sufficient time to cross comfortably.   | 2         |   |  |
| <b>16. DIRECTNESS - other</b>  | Examples of 'other' directness issues include:<br>- Routes to/from bus stops not accommodated;<br>- Steps restricting access for all users;<br>- Confusing layout for pedestrians creating severance issues for users.  |   |  | 2         |   |  |
| <b>DIRECTNESS</b>  |   |   |  | <b>11</b> |   |  |
| <b>17. SAFETY - traffic volume</b>   | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.   | Traffic volume moderate and pedestrians in close proximity.   | High traffic volume, with pedestrians unable to keep their distance from traffic.  | 2         |   |  |
| <b>18. SAFETY - traffic speed</b>  | Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  | Traffic speeds moderate and pedestrians in close proximity.   | High traffic speeds, with pedestrians unable to keep their distance from traffic.  | 2         |   |  |
| <b>19. SAFETY - visibility</b>   | Good visibility for all users.  | Visibility could be somewhat improved but unlikely to result in collisions.   | Poor visibility, likely to result in collisions.   | 2         |   |  |
| <b>SAFETY</b>  |   |   |  | <b>6</b>  |   |  |
| <b>20. COHERENCE - dropped kerbs and tactile paving</b>  | Adequate dropped kerb and tactile paving provision.   | Dropped kerbs and tactile paving provided, albeit not to current standards.   | Dropped kerbs and tactile paving absent or incorrect.  | 0         | Lack of tactile paving at existing Summer Lane/South Place and Summer Lane/Newsome Avenue junction dropped crossings.   | Tactile paving to be installed at the existing dropped crossing locations identified on the attached Figure 6a |
| <b>COHERENCE</b>   |   |   |  | <b>0</b>  |   |  |
| <b>Total Score</b>   |   |   |  | <b>35</b> |   |  |

**ROUTE SUMMARY**

|                     |                                     |
|---------------------|-------------------------------------|
| Route Name          | Route 2: Summer Lane/Newsome Avenue |
| Length              | 680m                                |
| Name of Assessor(s) | James Stackhouse (Optima Highways)  |
| Date of Assessment  | 09 September 2025                   |

| Criterion      | Performance Scores |
|----------------|--------------------|
| Attractiveness | 8                  |
| Comfort        | 10                 |
| Directness     | 11                 |
| Safety         | 6                  |
| Coherence      | 0                  |
| <b>Total</b>   | <b>35</b>          |

|          |  |
|----------|--|
| Comments |  |
| Actions  |  |

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool  
Walking Route Audit Tool

| Audit Categories   | 2 (Green)   | 1 (Amber)  | 0 (Red)  | Score     | Comments  | Actions   |
|--|---|--|--|-----------|---|---|
| <b>1. ATTRACTIVENESS - maintenance</b>   | Footways well maintained, with no significant issues noted.   | Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).   | Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.  | 1         | Some instances of minor littering.  |   |
| <b>2. ATTRACTIVENESS - fear of crime</b>   | No evidence of vandalism with appropriate natural surveillance.   | Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).  | Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).                                   | 2         |   |   |
| <b>3. ATTRACTIVENESS - traffic noise and pollution</b>   | Traffic noise and pollution do not affect the attractiveness  | Levels of traffic noise and/or pollution could be improved   | Severe traffic pollution and/or severe traffic noise   | 2         |   |   |
| <b>4. ATTRACTIVENESS - other</b>   | Examples of 'other' attractiveness issues include:<br>- Evidence that lighting is not present, or is deficient;<br>- Temporary features affecting the attractiveness of routes (e.g. refuse sacks).<br>- Excessive use of guardrail or bollards   |  |  | 2         |   |   |
| <b>ATTRACTIVENESS</b>  |   |  |  | 7         |   |   |
| <b>5. COMFORT - condition</b>  | Footways level and in good condition, with no trip hazards.   | Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface. | Large number of footway crossovers resulting in uneven surface, subsided or fetted pavement, or significant uneven patching or trenching.  | 1         |   |   |
| <b>6. COMFORT - footway width</b>  | Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.  | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.   | Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.                         | 1         |   |   |
| <b>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</b>   | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.   | Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.   | Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.   | 2         | No pedestrian refuge islands provided on the route, nor are they required.  |   |
| <b>8. COMFORT - footway parking</b>  | No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.  | Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.  | Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines. | 0         | Whilst minor instances of clearances of less than 1.5m noted due to parking on footways, pedestrian flows are extremely low and therefore instances of 'give and take' are also low. Furthermore, footway parking causes no deviation from desire lines. Residents can also access the School and Nursery via Route 2, which provides clearance widths of above 1.5m. | No further action required.   |
| <b>9. COMFORT - gradient</b>   | There are no slopes on footway.   | Slopes exist but gradients do not exceed 8 per cent (1 in 12).   | Gradients exceed 8 per cent (1 in 12).   | 1         |   |   |
| <b>10. COMFORT - other</b>   | Examples of 'other' comfort issues include:<br>- Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway);<br>- Barriers/gates restricting access, and<br>- Bus shelters restricting clearance width.<br>- Poorly drained footways resulting in noticeable ponding issues/slippery surfaces |  |  | 2         |   |   |
| <b>COMFORT</b>   |   |  |  | 7         |   |   |
| <b>11. DIRECTNESS - footway provision</b>  | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).   | Footway provision could be improved to better cater for pedestrian desire lines.   | Footways are not provided to cater for pedestrian desire lines.  | 1         |   |   |
| <b>12. DIRECTNESS - location of crossings in relation to desire lines</b>  | Crossings follow desire lines.  | Crossings partially diverting pedestrians away from desire lines.  | Crossings deviate significantly from desire lines.   | 0         | Proposed dropped crossing with tactile paving provided across Aldham House Lane, as shown on drawing 230811/GA/01/REV/D. However, no existing crossing providing access to the School and Nursery along the desire line.  | Dropped crossing with tactile paving to be installed in the locations identified on the attached Figure 6a to provide access to the School and Nursery. |
| <b>13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)</b> | Crossing of road easy, direct, and comfortable and without delay (< 5s average).  | Crossing of road direct, but associated with some delay (up to 15s average).   | Crossing of road associated indirect, or associated with significant delay (>15s average).   | 2         |   |   |
| <b>14. DIRECTNESS - impact of controlled crossings on journey time</b>   | Crossings are single phase pelican/puffin or zebra crossings.   | Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.   | Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.   | 2         | No controlled crossings provided on the route, nor are they required.   |   |
| <b>15. DIRECTNESS - green man time</b>   | Green man time is of sufficient length to cross comfortably.  | Pedestrians would benefit from extended green man time but current time unlikely to deter users.   | Green man time would not give vulnerable users sufficient time to cross comfortably.   | 2         |   |   |
| <b>16. DIRECTNESS - other</b>  | Examples of 'other' directness issues include:<br>- Routes to/from bus stops not accommodated;<br>- Steps restricting access for all users;<br>- Confusing layout for pedestrians creating severance issues for users.  |  |  | 1         |   |   |
| <b>DIRECTNESS</b>  |   |  |  | 8         |   |   |
| <b>17. SAFETY - traffic volume</b>   | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.   | Traffic volume moderate and pedestrians in close proximity.  | High traffic volume, with pedestrians unable to keep their distance from traffic.  | 2         |   |   |
| <b>18. SAFETY - traffic speed</b>  | Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  | Traffic speeds moderate and pedestrians in close proximity.  | High traffic speeds, with pedestrians unable to keep their distance from traffic.  | 2         |   |   |
| <b>19. SAFETY - visibility</b>   | Good visibility for all users.  | Visibility could be somewhat improved but unlikely to result in collisions.  | Poor visibility, likely to result in collisions.   | 2         |   |   |
| <b>SAFETY</b>  |   |  |  | 6         |   |   |
| <b>20. COHERENCE - dropped kerbs and tactile paving</b>  | Adequate dropped kerb and tactile paving provision.   | Dropped kerbs and tactile paving provided, albeit not to current standards.  | Dropped kerbs and tactile paving absent or incorrect.  | 0         | No existing crossing providing access to the School and Nursery along the desire line.  | Dropped crossing with tactile paving to be installed in the locations identified on the attached Figure 6a to provide access to the School and Nursery. |
| <b>COHERENCE</b>   |   |  |  | 0         |   |   |
| <b>Total Score</b>   |   |  |  | <b>28</b> |   |   |

ROUTE SUMMARY

|                            |  |
|----------------------------|--|
| <b>Route Name</b>          | Route 3: Aldham House Lane/Kitchen Road/Newsome Lane |
| <b>Length</b>              | 540m   |
| <b>Name of Assessor(s)</b> | James Stackhouse (Optima Highways)                   |
| <b>Date of Assessment</b>  | 09 September 2025                                    |

| Criterion      | Performance Scores |
|----------------|--------------------|
| Attractiveness | 7                  |
| Comfort        | 7                  |
| Directness     | 8                  |
| Safety         | 6                  |
| Coherence      | 0                  |
| <b>Total</b>   | <b>28</b>          |

|                 |  |
|-----------------|--|
| <b>Comments</b> |  |
| <b>Actions</b>  |  |

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool  
Walking Route Audit Tool

| Audit Categories   | 2 (Green)   | 1 (Amber)  | 0 (Red)  | Score              | Comments   | Actions   |
|--|---|--|--|--------------------|--|---|
| <b>1. ATTRACTIVENESS - maintenance</b>   | Footways well maintained, with no significant issues noted.   | Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).   | Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.  | 2                  |  |   |
| <b>2. ATTRACTIVENESS - fear of crime</b>   | No evidence of vandalism with appropriate natural surveillance.   | Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).  | Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).                                   | 2                  |  |   |
| <b>3. ATTRACTIVENESS - traffic noise and pollution</b>   | Traffic noise and pollution do not affect the attractiveness  | Levels of traffic noise and/or pollution could be improved   | Severe traffic pollution and/or severe traffic noise   | 2                  |  |   |
| <b>4. ATTRACTIVENESS - other</b>   | Examples of 'other' attractiveness issues include:<br>- Evidence that lighting is not present, or is deficient;<br>- Temporary features affecting the attractiveness of routes (e.g. refuse sacks).<br>- Excessive use of guardrail or bollards   |  |  | 2                  |  |   |
| <b>ATTRACTIVENESS</b>  |   |  |  | <b>8</b>           |  |   |
| <b>5. COMFORT - condition</b>  | Footways level and in good condition, with no trip hazards.   | Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface. | Large number of footway crossovers resulting in uneven surface, subsidised or fetted pavement, or significant uneven patching or trenching.  | 2                  |  |   |
| <b>6. COMFORT - footway width</b>  | Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.  | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.   | Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.                         | 2                  |  |   |
| <b>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</b>   | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.   | Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.   | Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.   | 2                  | N/A  |   |
| <b>8. COMFORT - footway parking</b>  | No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.  | Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.  | Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines. | 2                  |  |   |
| <b>9. COMFORT - gradient</b>   | There are no slopes on footway.   | Slopes exist but gradients do not exceed 8 per cent (1 in 12).   | Gradients exceed 8 per cent (1 in 12).   | 2                  |  |   |
| <b>10. COMFORT - other</b>   | Examples of 'other' comfort issues include:<br>- Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway);<br>- Barriers/gates restricting access, and<br>- Bus shelters restricting clearance width.<br>- Poorly drained footways resulting in noticeable ponding issues/slippery surfaces |  |  | 2                  |  |   |
| <b>COMFORT</b>   |   |  |  | <b>12</b>          |  |   |
| <b>11. DIRECTNESS - footway provision</b>  | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).   | Footway provision could be improved to better cater for pedestrian desire lines.   | Footways are not provided to cater for pedestrian desire lines.  | 2                  |  |   |
| <b>12. DIRECTNESS - location of crossings in relation to desire lines</b>  | Crossings follow desire lines.  | Crossings partially diverting pedestrians away from desire lines.  | Crossings deviate significantly from desire lines.   | 2                  | Access to nearest northbound stop provided via continuous footway, via the realigned section of Pitt Lane and existing 2.1-2.3m wide footways along the western flank of Aldham House Lane. Access to nearest southbound stop provided via proposed dropped crossing with tactile paving across Aldham House Lane shown on drawing Z30811GA/01/REV/D. All over side roads along desire line provided with dropped crossings. |   |
| <b>13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)</b> | Crossing of road easy, direct, and comfortable and without delay (< 5s average).  | Crossing of road direct, but associated with some delay (up to 15s average).   | Crossing of road associated indirect, or associated with significant delay (>15s average).   | 2                  |  |   |
| <b>14. DIRECTNESS - impact of controlled crossings on journey time</b>   | Crossings are single phase pelican/puffin or zebra crossings.   | Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.   | Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.   | 2                  | N/A  |   |
| <b>15. DIRECTNESS - green man time</b>   | Green man time is of sufficient length to cross comfortably.  | Pedestrians would benefit from extended green man time but current time unlikely to deter users.   | Green man time would not give vulnerable users sufficient time to cross comfortably.   | 2                  | N/A  |   |
| <b>16. DIRECTNESS - other</b>  | Examples of 'other' directness issues include:<br>- Routes to/from bus stops not accommodated;<br>- Steps restricting access for all users;<br>- Confusing layout for pedestrians creating severance issues for users.  |  |  | 2                  |  |   |
| <b>DIRECTNESS</b>  |   |  |  | <b>12</b>          |  |   |
| <b>17. SAFETY - traffic volume</b>   | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.   | Traffic volume moderate and pedestrians in close proximity.  | High traffic volume, with pedestrians unable to keep their distance from traffic.  | 2                  |  |   |
| <b>18. SAFETY - traffic speed</b>  | Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  | Traffic speeds moderate and pedestrians in close proximity.  | High traffic speeds, with pedestrians unable to keep their distance from traffic.  | 2                  |  |   |
| <b>19. SAFETY - visibility</b>   | Good visibility for all users.  | Visibility could be somewhat improved but unlikely to result in collisions.  | Poor visibility, likely to result in collisions.   | 2                  |  |   |
| <b>SAFETY</b>  |   |  |  | <b>6</b>           |  |   |
| <b>20. COHERENCE - dropped kerbs and tactile paving</b>  | Adequate dropped kerb and tactile paving provision.   | Dropped kerbs and tactile paving provided, albeit not to current standards.  | Dropped kerbs and tactile paving absent or incorrect.  | 0                  | Lack of tactile paving at existing Aldham House Lane/Kitchen Road and Aldham House Lane/Wilson Street dropped crossings.   | Tactile paving to be installed at the existing dropped crossing locations identified on the attached Figure 6a. |
| <b>COHERENCE</b>   |   |  |  | <b>0</b>           |  |   |
|  |   |  |  | <b>Total Score</b> |  |   |
|  |   |  |  | <b>38</b>          |  |   |

ROUTE SUMMARY

|                     |                                    |
|---------------------|------------------------------------|
| Route Name          | Route 4: Aldham House Lane         |
| Length              | 250m                               |
| Name of Assessor(s) | James Stackhouse (Optima Highways) |
| Date of Assessment  | 09 September 2025                  |

| Criterion      | Performance Scores |
|----------------|--------------------|
| Attractiveness | 8                  |
| Comfort        | 12                 |
| Directness     | 12                 |
| Safety         | 6                  |
| Coherence      | 0                  |
| <b>Total</b>   | <b>38</b>          |

|          |  |
|----------|--|
| Comments |  |
| Actions  |  |

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool  
Walking Route Audit Tool

| Audit Categories   | 2 (Green)   | 1 (Amber)   | 0 (Red)  | Score              | Comments  | Actions  |
|--|---|---|--|--------------------|---|--|
| <b>1. ATTRACTIVENESS - maintenance</b>   | Footways well maintained, with no significant issues noted.   | Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).  | Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.  | 0                  | Overgrown vegetation to both sides and poor surfacing.                | Route to be re-surfaced between proposed southern boundary connection and Wombwell Railway Station car park, as proposed as part of the original Active Travel Assessment (Improvement 1) presented within the TA. |
| <b>2. ATTRACTIVENESS - fear of crime</b>   | No evidence of vandalism with appropriate natural surveillance.   | Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).   | Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).                                   | 1                  |   |  |
| <b>3. ATTRACTIVENESS - traffic noise and</b>   | Traffic noise and pollution do not affect the attractiveness  | Levels of traffic noise and/or pollution could be improved  | Severe traffic pollution and/or severe traffic noise   | 2                  |   |  |
| <b>4. ATTRACTIVENESS - other</b>   | Examples of 'other' attractiveness issues include:<br>- Evidence that lighting is not present, or is deficient;<br>- Temporary features affecting the attractiveness of routes (e.g. refuse sacks).<br>- Excessive use of guardrail or bollards   |   |  | 0                  | No lighting present.  | Lighting to be provided as requested by BMBC.  |
| <b>ATTRACTIVENESS</b>  |   |   |  | <b>3</b>           |   |  |
| <b>5. COMFORT - condition</b>  | Footways level and in good condition, with no trip hazards.   | Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface. | Large number of footway crossovers resulting in uneven surface, subsidised or fretted pavement, or significant uneven patching or trenching.   | 0                  | Poor surfacing representing a trip hazard.                            | Route to be re-surfaced between proposed southern boundary connection and Wombwell Railway Station car park.   |
| <b>6. COMFORT - footway width</b>  | Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.  | Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.  | Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.                         | 2                  |   |  |
| <b>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</b>   | Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.   | Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.  | Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.   | 2                  | N/A   |  |
| <b>8. COMFORT - footway parking</b>  | No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.  | Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.   | Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines. | 2                  |   |  |
| <b>9. COMFORT - gradient</b>   | There are no slopes on footway.   | Slopes exist but gradients do not exceed 8 per cent (1 in 12).  | Gradients exceed 8 per cent (1 in 12).   | 2                  |   |  |
| <b>10. COMFORT - other</b>   | Examples of 'other' comfort issues include:<br>- Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway);<br>- Barriers/gates restricting access; and<br>- Bus shelters restricting clearance width.<br>- Poorly drained footways resulting in noticeable ponding issues/slippery surfaces |   |  | 1                  | Instances of ponding associated with poor surfacing.                  | Route to be re-surfaced between proposed southern boundary connection and Wombwell Railway Station car park.   |
| <b>COMFORT</b>   |   |   |  | <b>9</b>           |   |  |
| <b>11. DIRECTNESS - footway provision</b>  | Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).   | Footway provision could be improved to better cater for pedestrian desire lines.  | Footways are not provided to cater for pedestrian desire lines.  | 2                  |   |  |
| <b>12. DIRECTNESS - location of crossings in relation to desire lines</b>  | Crossings follow desire lines.  | Crossings partially diverting pedestrians away from desire lines.   | Crossings deviate significantly from desire lines.   | 2                  | No crossings required.  |  |
| <b>13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)</b> | Crossing of road easy, direct, and comfortable and without delay (< 5s average).  | Crossing of road direct, but associated with some delay (up to 15s average).  | Crossing of road associated indirect, or associated with significant delay (>15s average).   | 2                  |   |  |
| <b>14. DIRECTNESS - impact of controlled crossings on journey time</b>   | Crossings are single phase pelican/puffin or zebra crossings.   | Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.  | Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.   | 2                  | No controlled crossings provided on the route, nor are they required. |  |
| <b>15. DIRECTNESS - green man time</b>   | Green man time is of sufficient length to cross comfortably.  | Pedestrians would benefit from extended green man time but current time unlikely to deter users.  | Green man time would not give vulnerable users sufficient time to cross comfortably.   | 2                  |   |  |
| <b>16. DIRECTNESS - other</b>  | Examples of 'other' directness issues include:<br>- Routes to/from bus stops not accommodated;<br>- Steps restricting access for all users;<br>- Confusing layout for pedestrians creating severance issues for users.  |   |  | 2                  |   |  |
| <b>DIRECTNESS</b>  |   |   |  | <b>12</b>          |   |  |
| <b>17. SAFETY - traffic volume</b>   | Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.   | Traffic volume moderate and pedestrians in close proximity.   | High traffic volume, with pedestrians unable to keep their distance from traffic.  | 2                  |   |  |
| <b>18. SAFETY - traffic speed</b>  | Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.  | Traffic speeds moderate and pedestrians in close proximity.   | High traffic speeds, with pedestrians unable to keep their distance from traffic.  | 2                  |   |  |
| <b>19. SAFETY - visibility</b>   | Good visibility for all users.  | Visibility could be somewhat improved but unlikely to result in collisions.   | Poor visibility, likely to result in collisions.   | 2                  |   |  |
| <b>SAFETY</b>  |   |   |  | <b>6</b>           |   |  |
| <b>20. COHERENCE - dropped kerbs and tactile paving</b>  | Adequate dropped kerb and tactile paving provision.   | Dropped kerbs and tactile paving provided, albeit not to current standards.   | Dropped kerbs and tactile paving absent or incorrect.  | 2                  | No crossings required.  |  |
| <b>COHERENCE</b>   |   |   |  | <b>2</b>           |   |  |
|  |   |   |  | <b>Total Score</b> | <b>32</b>   |  |

ROUTE SUMMARY

|                     |  |
|---------------------|--|
| Route Name          | Route 5: Existing Pedestrian/Cycle Track |
| Length              | 90m                                      |
| Name of Assessor(s) | James Stackhouse (Optima Highways)       |
| Date of Assessment  | 09 September 2025                        |

| Criterion      | Performance Scores |
|----------------|--------------------|
| Attractiveness | 3                  |
| Comfort        | 9                  |
| Directness     | 12                 |
| Safety         | 6                  |
| Coherence      | 2                  |
| <b>Total</b>   | <b>32</b>          |

|          |  |
|----------|--|
| Comments |  |
| Actions  |  |

## Appendix H Network Rail Consultation



## James Stackhouse

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**From:** Larder , Rebecca (SENIOR PLANNING OFFICER) <rebeccalarder@barnsley.gov.uk>  
**Sent:** 11 August 2025 15:00  
**To:** Annabelle Parkinson  
**Cc:** Becky Richmond  
**Subject:** FW: 2025/0514 - Land at Pit Lane, Wombwell, Barnsley  
**Attachments:** Standard Drainage Requirements.pdf; Standard Informatives.pdf

Hi Annabelle,

Sorry it's me again – there seems to be a lot more movement on this application this week!

Please see below/attached from Network Rail, let me know if you have any comments.

Kind Regards,

Rebecca

---

**From:** Aaron Walsh  
**Sent:** 06 August 2025 11:20  
**To:** DevelopmentControl & DevelopmentManagement <[DevelopmentControl@barnsley.gov.uk](mailto:DevelopmentControl@barnsley.gov.uk)>  
**Subject:** 2025/0514 - Land at Pit Lane, Wombwell, Barnsley

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OFFICIAL

### Network Rail Consultation Response

|                               |  |
|-------------------------------|--|
| <b>FAO:</b>                   | Rebecca Larder   |
| <b>Date:</b>                  | 06/08/2025   |
| <b>Application reference:</b> | 2025/0514  |
| <b>Proposal:</b>              | Outline planning for residential development including associated landscaping and infrastructure works. All matters reserved apart from means of access into (but not within) the site |
| <b>Location:</b>              | Land at Pit Lane, Wombwell, Barnsley   |

Thank you for your recent correspondence relating to the above application.

Network Rail own, operate and develop Britain's railway infrastructure. Our role is to deliver a safe and reliable railway. All consultations are assessed with the safety of the operational railway in mind and responded to on this basis.

Following assessment of the details provided to support the above application, Network Rail has **no objection in principle to the development**, but below are some requirements which must be met. It is recognised that much of the detail here is more appropriate for the reserved matters stage but is mentioned here as a reminder of the issues that will need to be considered.

### **Wombwell Railway Station**

Given the size and proximity of the development in relation to the railway it is considered that there may be significant impacts on Wombwell Railway Station. The planning statement indicates that the station is approximately 340 metres from the development site, with an existing public right of way providing convenient access to the Station. It is therefore reasonable to assume that the majority of station users from the development would travel on foot or by bicycle via this route. Upon review, it has been noted that the existing right of way is currently unlit. As such, it is considered appropriate to seek a developer contribution towards lighting enhancements along this route, as well as improved cycle facilities at the station. We are happy to discuss these potential improvements with the Council as part of any Section 106 package as the application is processed.

### **Mining**

The proposed application site falls within Network Rail's Mining Referral area. Should this application move forward, we would require the developer to work closely with our Asset Protection Team to ensure that the scheme did not adversely impact the railway infrastructure. The applicant may be required to provide ground investigation/monitoring to confirm there will be no detrimental effect on earthwork stability. Additionally, any works should comply with Network Rail guidance NR L2 CIV 191 Mod 5 (requirements for managing the risk from mining in design and construction), which will need to be managed through our Asset Protection Team.

### **Works in Proximity to the Operational Railway Environment**

#### **Development Construction Phase and Asset Protection**

Due to the proximity of the proposed development to the operational railway boundary, it will be imperative that the developer liaise with our Asset Protection Team (contact details below) prior to any work taking place on site to ensure that the development can be undertaken safely and without impact to operational railway safety. Details to be discussed and agreed may include construction methodology, earthworks and excavations, use of crane, plant and machinery, drainage and boundary treatments. It may be necessary for the developer to enter into a Basic Asset Protection Agreement (BAPA) with Network Rail to ensure the safety of the operational railway during these works. We would also like to advise that where any damage, injury or delay to the rail network is caused by construction works or future maintenance (related to the application site), the applicant or developer will incur full liability. This could also include police investigation as it is a criminal offence to endanger the railway or obstruct the passage of rail traffic. It should also be noted that any damage that requires a line closure or repairs can result in costs which could exceed hundreds of thousands of pounds.

All new enquiries will need to be submitted via the Asset Protection and Optimisation - Customer Portal ([ASPRO Network Rail Implementation \(oraclecloud.com\)](#)). From there, the outside party can create an account and submit their enquiry. The enquiry will then be assigned to one of the Asset Protection team to progress. Alternative contact details for Asset Protection are supplied below and **we would draw the developers' attention to the attached guidance on Network Rail requirements.**

The application must be supported by a site-specific Construction Methodology should it not possible to satisfy Network Rail's requirements recommended in the attached. The council should satisfy itself, without consulting Network Rail, that there are good reasons why the recommended requirements cannot be adhered to.

### **Drainage**

It is imperative that drainage associated with the site does not impact on or cause damage to adjacent railway assets. Surface water must flow away from the railway, there must be no ponding of water adjacent to the boundary and any attenuation scheme within 30m of the railway boundary must be approved by Network Rail in advance. There must be no connection to existing railway drainage assets without prior agreement with Network Rail. **Please note, further detail on Network Rail requirements relating to drainage and works in proximity to the railway infrastructure is attached for your reference.**

### *Condition*

We expect a condition regarding the disposal of surface water to be included as part of any consent.

### **Boundary Treatments, Landscaping and Lighting**

## **Landscaping**

It is imperative that planting and landscaping schemes near the railway boundary do not impact on operational railway safety. Where trees and shrubs are to be planted adjacent to boundary, they should be positioned at a minimum distance greater than their height at maturity from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. Any hedge planted adjacent to the railway boundary for screening purposes should be placed so that when fully grown it does not damage the fencing, provide a means of scaling it, or prevent Network Rail from maintaining its boundary fencing. Below is a list of species that are acceptable and unacceptable for planting in proximity to the railway boundary;

### Acceptable:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorn (Cretaeagus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata “Zebrina”

### Not Acceptable:

Acer (Acer pseudoplatanus), Aspen – Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common lime (Tilia x europea)

### *Condition*

Landscaping detail should be submitted to the Local Planning Authority and approved in conjunction with Network Rail.

## **Additional Requirements**

### **Railway Noise Mitigation**

The Developer should be aware that any development for residential or noise sensitive use adjacent to an operational railway may result in neighbour issues arising. Consequently, every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst-case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

### **Reason for above conditions:**

**The safety, operational needs and integrity of the railway.**

### **Informatives:**

**Please see attached standard railway requirements to be included as informatives.**

### **Conclusion**

Thank you again for the opportunity to comment on the proposed scheme. We trust that the above will be given due consideration in determining the application and if you have any enquiries in relation to the above, please contact us at [townplanninglne@networkrail.co.uk](mailto:townplanninglne@networkrail.co.uk).

Useful Network Rail contacts;

### **Asset Protection Eastern**

For enquiries, advice and agreements relating to construction methodology, works in proximity to the railway boundary, drainage works, or schemes in proximity to railway tunnels (including tunnel shafts) please email [assetprotectioneastern@networkrail.co.uk](mailto:assetprotectioneastern@networkrail.co.uk).

### **Land Information**

For enquiries relating to land ownership enquiries, please email [landinformation@networkrail.co.uk](mailto:landinformation@networkrail.co.uk).

### **Property Services**

For enquiries relating to agreements to use, purchase or rent Network Rail land, please email [propertyserviceslneem@networkrail.co.uk](mailto:propertyserviceslneem@networkrail.co.uk).

Kind Regards,



**Aaron Walsh**  
 Town Planning Technician  
 Network Rail Land & Property (Eastern)  
 George Stephenson House, Toft Green, York, YO1 6JT

\*\*\*\*\*  
 \*\*\*\*\*

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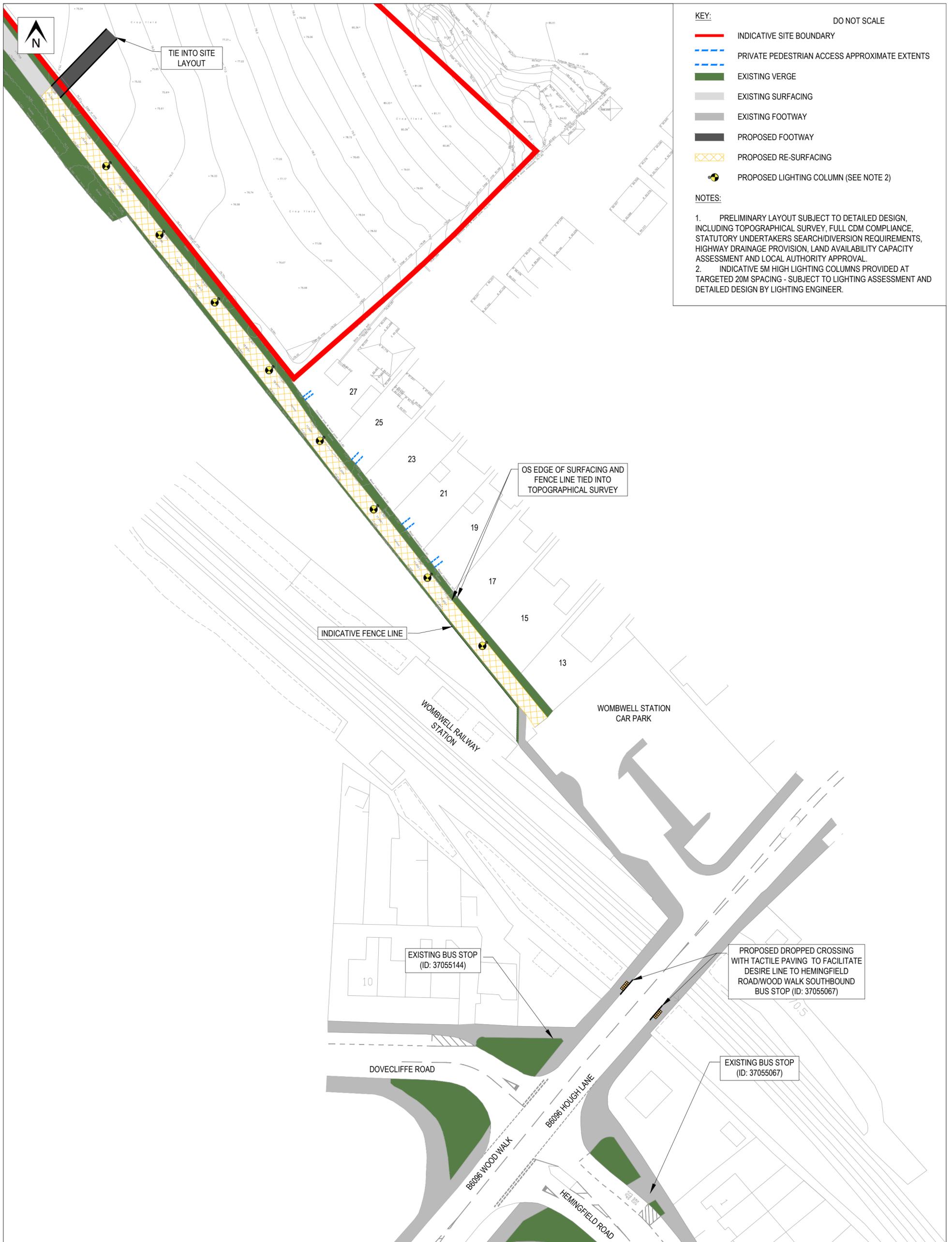
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# Appendix I Drawing 23081/GA/02





- KEY:**
- INDICATIVE SITE BOUNDARY
  - - - PRIVATE PEDESTRIAN ACCESS APPROXIMATE EXTENTS
  - EXISTING VERGE
  - EXISTING SURFACING
  - EXISTING FOOTWAY
  - PROPOSED FOOTWAY
  - X X X X PROPOSED RE-SURFACING
  - PROPOSED LIGHTING COLUMN (SEE NOTE 2)
- NOTES:**
1. PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN, INCLUDING TOPOGRAPHICAL SURVEY, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.
  2. INDICATIVE 5M HIGH LIGHTING COLUMNS PROVIDED AT TARGETED 20M SPACING - SUBJECT TO LIGHTING ASSESSMENT AND DETAILED DESIGN BY LIGHTING ENGINEER.

DO NOT SCALE

|  |          |                 |               |   |      |     |     |
|--|----------|-----------------|---------------|---|------|-----|-----|
| PROJECT  |          | CLIENT          |               |  <p>Intelligent Highway Solutions<br/>Suite 1, 3rd Floor, Goodbar House, Infirmary Street<br/>Leeds LS1 2JP<br/>optimahighways.com<br/>T 0113 245 1679</p> |      |     |     |
| PIT LANE, WOMBWELL                                     |          | CREST NICHOLSON |               |   |      |     |     |
| REV  | DATE     | BY              | DESCRIPTION   |   |      | MEW | MEW |
| -  | 12/09/25 | JS              | INITIAL ISSUE |   |      | CHK | APP |
| DRAWING TITLE  |          | CHECKED         | APPROVED      | DRG No.   |      |     |     |
| PROPOSED WOMBWELL STATION PEDESTRIAN LINK IMPROVEMENTS |          | MEW             | MEW           | 23081/GA/02   |      |     |     |
| STATUS   |          | DRAWN BY:       | SCALE @ A2    | DATE  | REV. |     |     |
| PRELIMINARY  |          | JS              | 1:500         | 12/09/25  | -    |     |     |