



**OPTIMA**  
intelligent Highways Solutions

21<sup>st</sup> September 2011

Mr Mark Johnson  
Dacres Commercial  
9 York Place  
Leeds  
LS1 2DS

Dear Mark,

**Sherburn in Elmet – Proposed Additional Residential Development  
Off-Site Highway Capacity Statement**

Further to our recent discussions we have now undertaken the requested preliminary sensitivity analysis of both the local and strategic network that surrounds Sherburn in Elmet. This analysis assesses the impact of an additional 900 dwellings within Sherburn at the following junctions (also shown on the attached Figure A):

- Existing Low Street/Lumby Lane Roundabout;
- Existing A162/B1222 Roundabout;
- Existing B1222/Lincoln Way Roundabout;
- Existing A162/Finkle Hill Roundabout;
- Existing Moor Lane/Moorland Way Roundabout;
- Existing Moor Lane/ Low Street Traffic Signals; and
- A63/A162 Existing Roundabout.

The overall summary of our findings is given as follows:

- All six of the existing roundabouts which we have modelled are shown to continue to operate within capacity in the design scenario;
- The Low Street traffic signals operate marginally over capacity. Figures 110 and 111 show the design flows associated with 900 dwellings.
- To accommodate 900 dwellings the traffic signals operate over marginally over capacity and therefore a form of mitigation is required i.e. the Low Street to Moor Lane link road. The traffic signals are constrained such that only minor improvements can be provided at their location;
- With the opening of the link road the pressure on the signals will be released sufficiently that there remains no requirement to improve the signals; and
- With the opening of the link road the highway network will operate within capacity in a scenario with 900 units built out and occupied on the Low Street site.

Finally, with respect to the A1(M)/A63 we are aware that the Highways Agency and North Yorkshire County Council are of the opinion that this junction could be materially affected by the development of 900 residential units in Sherburn.

In consideration of the fact that the DfT's advises that just 30 two-way trips can be considered as material, this conclusion is not surprising. Neither is it concerning as based surveyed queue lengths, site observations as well as the available capacity of the existing infrastructure it is our view that this junction would satisfactorily accommodate the trips generated by 900 units within Sherburn.

M Johnson – 21<sup>st</sup> September 2011  
Low Street, Sherburn in Elmet

The methodologies that have been employed in the preparation of the sensitivity tests are those that were agreed in principle for inclusion in the Transport Assessment (TA) for the Low Street site with highway officers at North Yorkshire County Council (NYCC) – the main elements are enclosed for information.

In summary, it is considered that highway capacity does not represent a constraint to the development of an additional 900 residential dwellings in Sherburn in Elmet. This conclusion applies to both the local and wider highway network.

I trust the above provides you with the additional information that you require, however please call if you wish to discuss.

I look forward to hearing from you.

Yours sincerely,



**Philip M Owen**  
**Director**  
0113 245 1679

Encs    Figure A – Location of Sensitivity Test  
          Figures 110 and 111 – Design Traffic Flows Associated with 900 Dwellings

CC      L Ramsden – Redrow Homes  
          A Hopwood – Persimmon Homes  
          R Mowat – Dacres Commercial