

Land West of Kellington Lane, Eggborough: Stage 1 Road Safety Audit Brief

Application Ref: ZG2023/1037/EIA

Ref: GJ/JW/DM/ITY16146-017F TN

Date: 27 October 2025

SECTION 1 Project Summary

1.1 Introduction

- 1.1.1 i-Transport LLP has been commissioned by Banks Property to provide transport planning and highways advice in respect of development proposals on land west of Kellington Lane, Eggborough, DN14 0LA.
- 1.1.2 The site was previously identified in Selby District Council's (SDC) Publication Version (consultation 2022) Local Plan document as site ref: EGGB-Y, with an indicative capacity for 1,500 dwellings. It is understood that the site will be included in the emerging North Yorkshire Local Plan, currently being developed.
- 1.1.3 An Outline planning application (*LPA ref: ZG2023/1037/EIA*) was submitted and validated in October 2023. The planning application is for up to 1,430 new dwellings, up to a 70 bed extra-care facility, local centre (up to 800sqm GFA), a two-form entry primary school, and associated infrastructure and landscaping.
- 1.1.4 National Highways (NH) has requested a Stage 1 Road Safety Audit (RSA) of the proposed improvement works at M62 Junction 34 (M62J34) comprising partial signalisation of the junction, with signal control added to the eastbound exit slip road and northbound circulatory carriageway. The proposed mitigation works are shown on Drawing No. ITY16146-GA-048, included in **Appendix A**.
- 1.1.5 North Yorkshire Council (NYC) were invited to attend the site visit as either a member of the audit team or as an observer. NYC declined the invitation in an email dated 20th August 2025, requesting only to see the final Audit Report and Decision Log.

SECTION 2 Terms of Reference

- 2.1.1 The RSA should be undertaken in accordance with GG119 'Road Safety Audit'. The RSA Team must visit the site during daylight hours.

Table 1: Project Summary

Date:	27 October 2025
Document reference:	ITY16146-017F TN
Prepared by:	i-Transport LLP
On behalf of:	National Highways
AUTHORISATION SHEET	
Project:	Land West of Kellington Lane, Eggborough, DN14 0LA
Report title:	Stage 1 Road Safety Audit
PREPARED BY:	
Name:	[REDACTED]
Signed:	[REDACTED]
Organisation:	i-Transport LLP
Date:	27 October 2025
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	[REDACTED]
Signed:	[REDACTED]
Organisation:	National Highways
Date:	04 November 2025

SECTION 3 General Details

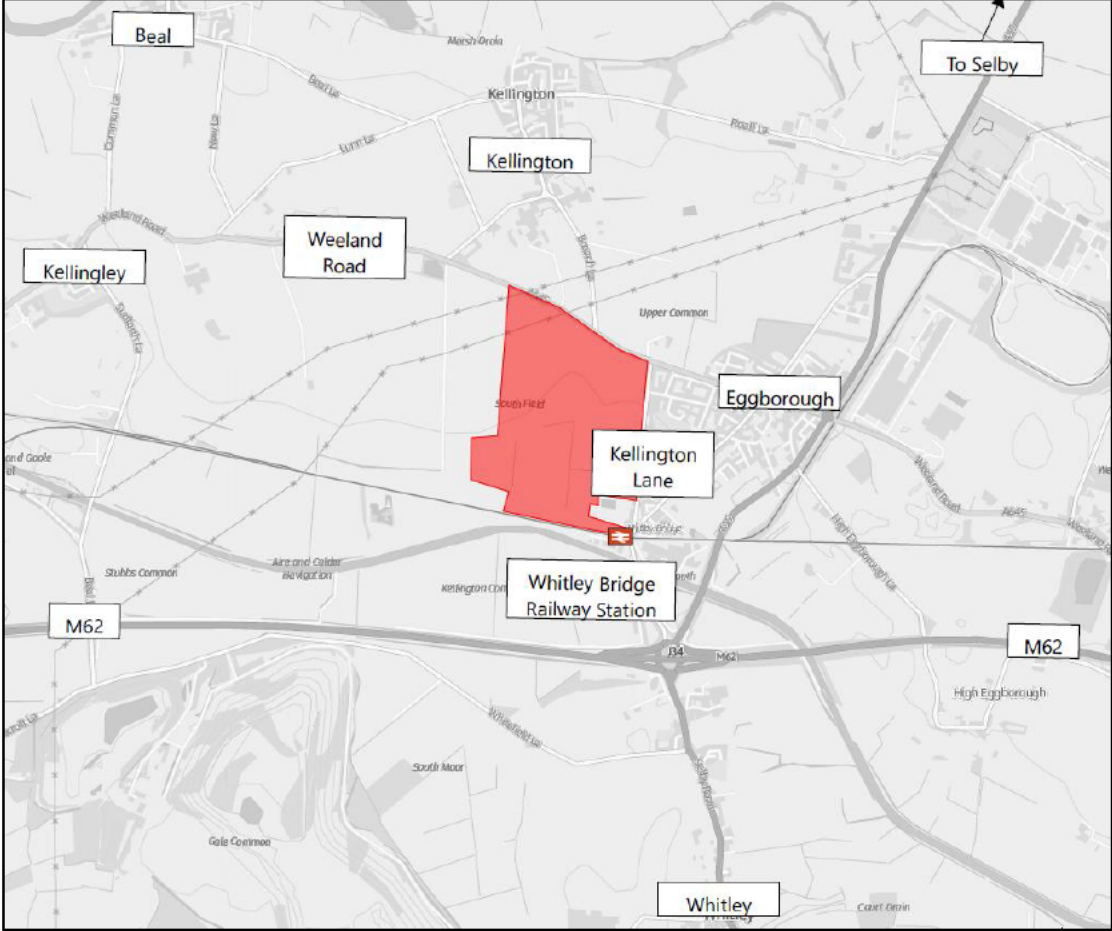
Table 2: General Details

Highway scheme name and road number:		M62 Junction 34 Eastbound Exit Slip Road Improvement			
Type of scheme:		Signalisation on the eastbound exit slip road and northbound circulatory carriageway on M62 Junction 34			
RSA stage tick as appropriate.	1	✓	1/2 (Combined)	2	3
	Interim				4
Overseeing Organisation details			Design organisation details		
██████████ National Highways Calder View House, Peel Avenue Wakefield, West Yorkshire WF2 7UA T: 0300 ██████████ ██████████nationalhighways.co.uk			██████████ i-Transport LLP 17th Floor, The Pinnacle, 67 Albion Street, Leeds, LS1 4AA T: 0113 ██████████ W: i-transport.co.uk		
Police contact details		N/A		Maintaining agent contact details	
(Required for stage 3 RSAs)				██████████ National Highways Calder View House, Peel Avenue Wakefield, West Yorkshire WF2 7UA ██████████nationalhighways.co.uk T: ██████████	
				North Yorkshire Council Highways and Transportation Area 7 Selby Canal Road SELBY YO8 8AG Area7.selby@northyorks.gov.uk	
RSA team membership					
██████████ – Engineer, Sweco (Team Leader) ██████████ - National Highways (Team Member) ██████████nationalhighways.co.uk T: ██████████ (CVs included Appendix E).					

Terms of reference
• GG119 'Road Safety Audit' • DMRB CD123 (Version 2.1.0) - Geometric design of at-grade priority and signal-controlled junctions • DMRB CD122 (Version 1.1.1) - Geometric design of grade separated junctions

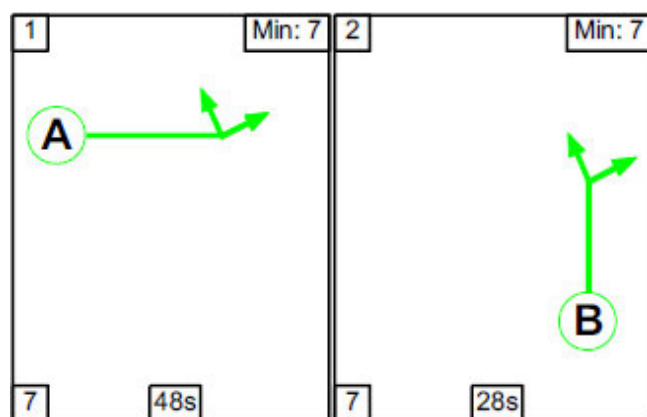
SECTION 4 Scheme Details

Table C.3 Scheme Details

General
The site is located adjacent to and immediately west of the existing built-up area of Eggborough. The site location is shown in the figure below.  The site is expected to bring forward the following quantum of development (or similar): - Up to 1,430 residential units including 14 independent living units (for older people or those with learning disabilities); 70-unit extra care facility; - A two-form entry (2FE) primary school; and - A local centre/retail space, comprising of up 800sq m of floorspace (E(a), (b), (c/e) land uses). As part of this development it is proposed to introduce partial signalisation of M62J34, with traffic signals introduced on the M62 eastbound off-slip approach and associated circulatory section on the northbound (western) bridge over the motorway.

Currently the eastbound off-slip does not identify lane routing. With the proposed mitigation scheme, the nearside lane is assigned for Selby Road and the A19 (North), with the offside lane assigned to A19 (South). The proposed mitigation scheme also assigns the northbound movement on the A19 to the offside lane only, on the northbound circulatory lane, with the nearside lane only used for movements to Selby Road. The proposed mitigation scheme provides lane assignment across the circulatory carriageway, on the two A19 approaches and on Selby Road approach to the junction.

The proposed signal staging is shown below, with variable stage timings expected throughout the day using MOVA:



The proposed mitigation works are illustrated in Drawing No. ITY16146-GA-048, included in **Appendix A**.

Indicative signage to be provided at the junction is shown in Drawing No. ITY16146-GA-045 Rev C, in **Appendix A**. This drawing includes the existing roundabout directional signage, proposed suggested lane assignment signs and advance warning sign of upcoming traffic signals.

Visibility to the potential signage and traffic signal heads is shown in Drawing No. ITY16146-GA-046 Rev C, in **Appendix A**. This drawing sets out potential area where any existing vegetation would need to be cleared to achieve the visibility.

Design standards applied to the scheme design

The relevant design standards are those set out in:

- DMRB CD123 (Version 2.1.0) - Geometric design of at-grade priority and signal-controlled junctions; and
- DMRB CD122 (Version 1.1.1) - Geometric design of grade separated junctions.

Design speeds/ Speed limits

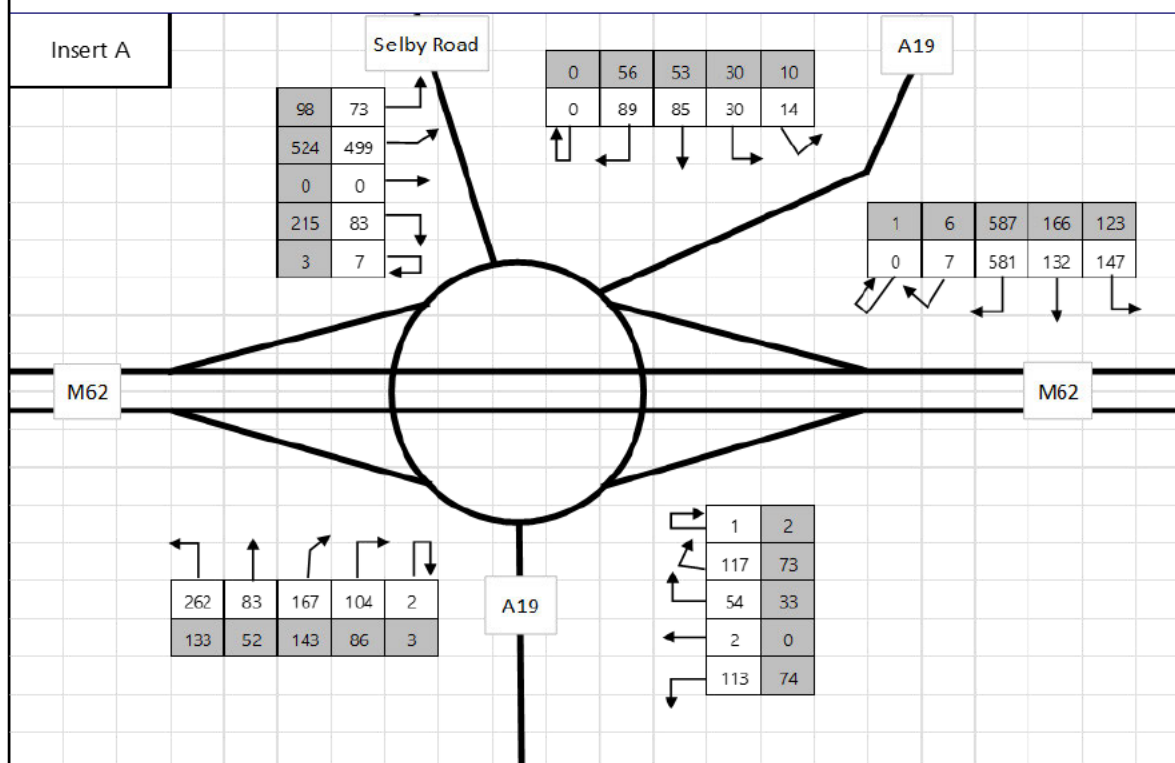
The eastbound off-slip is currently subject to the national speed limit (70mph) on the approach to the circulatory carriageway. The circulatory carriageway of the M62J34 is currently subject to a 40mph speed limit. No recorded speeds are available.

Existing traffic flows

Manual Classified Count (MCC) surveys were conducted on Thursday 20 October 2022 at M62J34. Queue length surveys were undertaken concurrently.

The 2022 surveyed peak hour traffic flows derived from the above surveys, extracted from the traffic flow diagram presented in the Transport Assessment, are presented below:

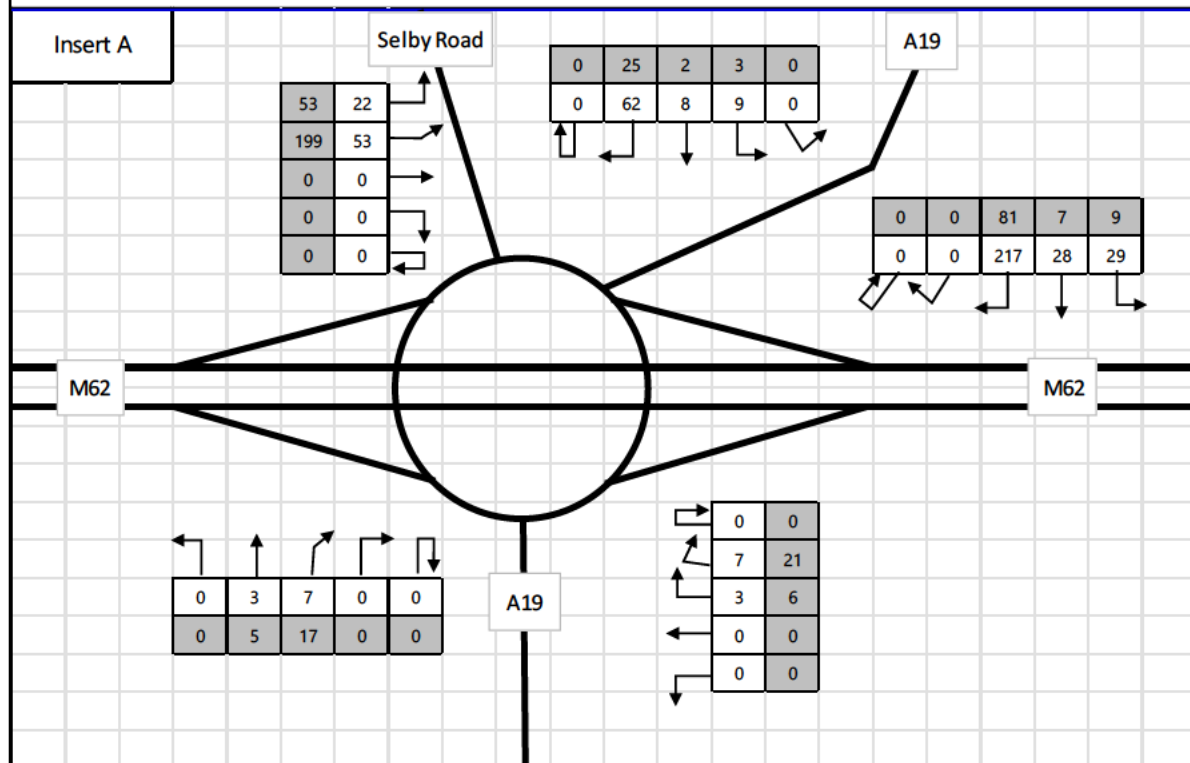
Observed 2022 Surveyed Traffic Flows (PCU)



Forecast traffic flows

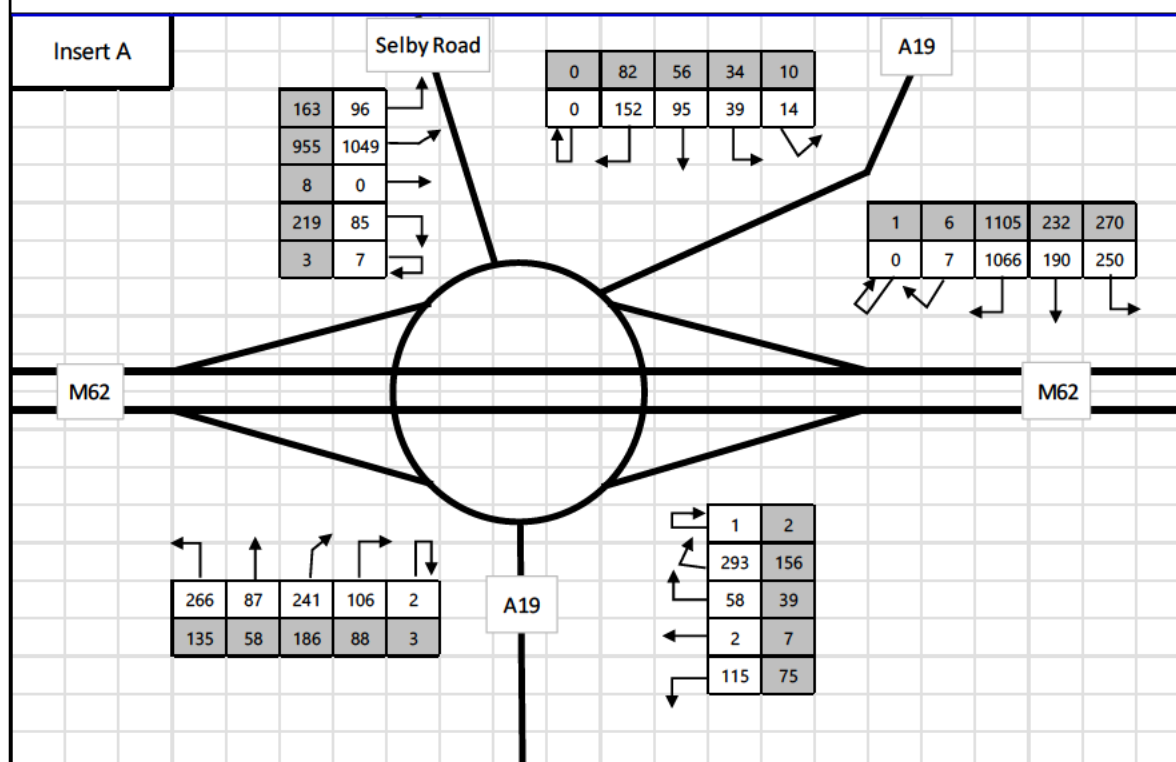
The forecast development traffic flows were agreed during post application discussions with NH and an extract of the agreed development traffic flows are presented below:

Agreed Development Traffic Flows (PCU)



The total future assessment traffic flows, including committed development traffic flows, are presented below:

2025 Base + Committed + Development (PCU)



The operational assessment of the existing arrangement proposed mitigation scheme are summarised below, setting out the operation, queues and delays.

M62 J34 – Existing Junction Capacity Analysis Results – 2025 Base + Committed Assessment

Approach	2025 Base + Committed Development					
	AM Peak Hour			PM Peak Hour		
	RFC*	Max Q* (PCU)	Delay (s/pcu)	RFC	Max Q (PCU)	Delay (s/pcu)
M62 (WB Off-Slip)	0.35	1	4	0.23	0	4
A19 (South)	0.50	1	5	0.31	1	4
M62 (EB Off-Slip)	1.13	128	258	0.76	3	12
Selby Road	0.18	0	4	0.11	0	3
A19 (North)	0.55	1	3	0.68	2	5

*RFC = Ratio of Flow to Capacity

Max Q = maximum average queue

PCUs = Passenger Car Units

M62 J34 – Existing Junction Capacity Analysis Results – 2025 Base + Committed Assessment

Approach	2025 Base + Committed Development + Development					
	AM Peak Hour			PM Peak Hour		
	RFC*	Max Q* (PCU)	Delay (s/pcu)	RFC	Max Q (PCU)	Delay (s/pcu)
M62 (WB Off-Slip)	0.42	1	6	0.27	0	5
A19 (South)	0.58	1	7	0.35	1	4
M62 (EB Off-Slip)	1.21	205	403	0.96	17	48
Selby Road	0.25	0	4	0.14	0	3
A19 (North)	0.68	2	5	0.73	3	6

*RFC = Ratio of Flow to Capacity Max Q = maximum average queue PCUs = Passenger Car Units

Table 6: M62 J34 – Mitigation Junction Capacity Analysis Results – 2025 Base + Committed + Development Assessment

Approach	2025 Base + Committed Development + Proposed Development					
	AM Peak Hour			PM Peak Hour		
	DoS*	MMQ* (PCU)	Delay (s/pcu)	DosS	MMQ (PCU)	Delay (s/pcu)
M62 (WB Off-Slip)	68.9%	2	11	41.5%	1	7
A19 (South)	63.3%	1	4	42.5%	0	3
M62 (EB Off-Slip)	112.0%	98	242	95.4%	35	40
Selby Road	47.0%	1	6	27.7%	1	6
A19 (North)	82.8%	4	30	85.6%	6	35
PRC*	-24.4%			-6.7%		

*DoS = Degree of Saturation MMQ = Mean Maximum Queue PRC = Practical Reserve Capacity

Pedestrian, cyclist and equestrian desire lines

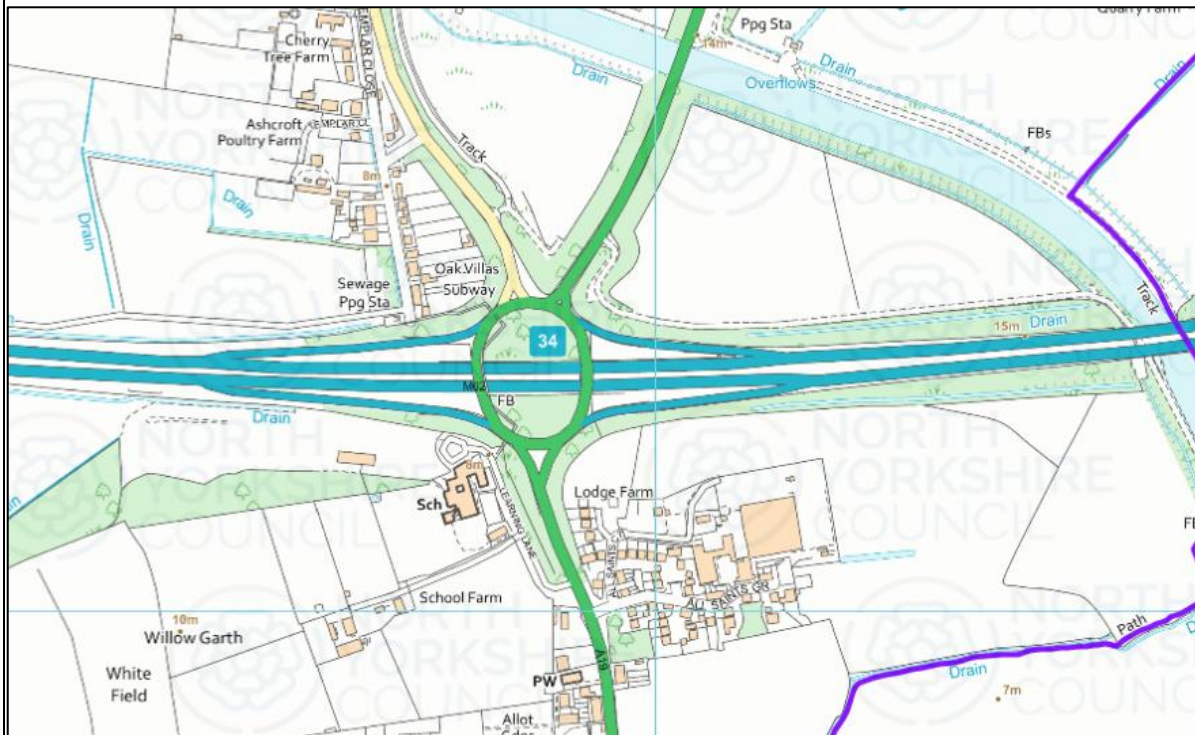
The Definitive Map of Public Rights of Way (PRoW) in the vicinity of the site is included in **Appendix B** and shows that there are no PRoWs present at M62J34.

There are no segregated or off carriageway facilities for pedestrians, cyclists or equestrians at M62J34.

The traffic survey of M62J34 shows that no cyclists were recorded during the surveyed morning peak period (07:00-10:00) with a single cyclist recorded during the evening peak period (15:00-19:00), which was recorded travelling from Selby Road to the A19 (South).

Whilst not a PRoW, a track is present under M62J34, as demonstrated in the extract from the North Yorkshire Council's (NYC) PRoW map below:

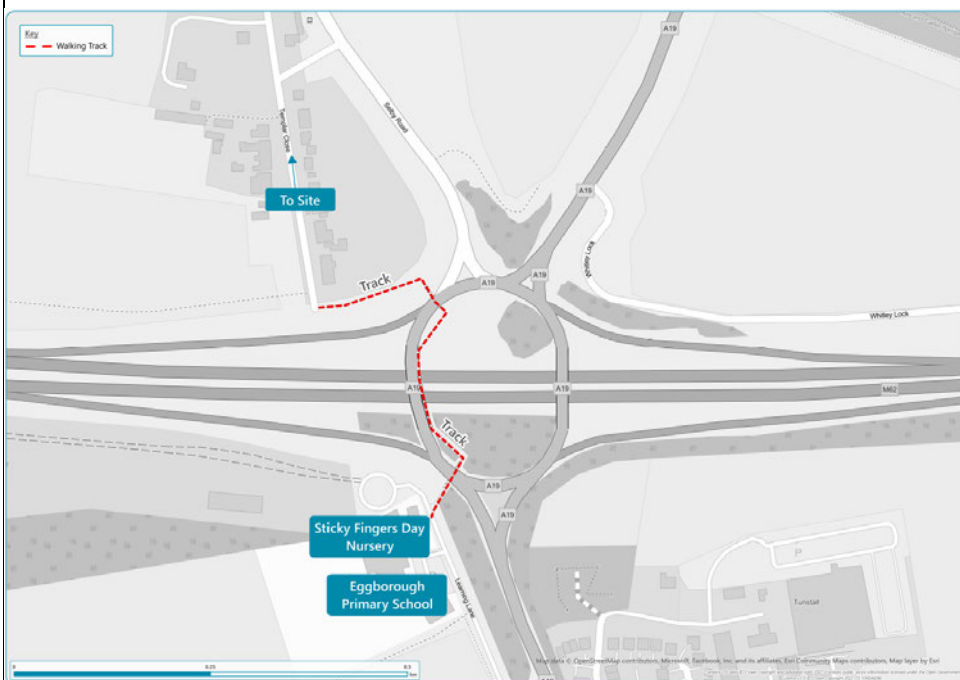
Extract of NYC Public Rights of Way Mapping



Source: NYC Online PRow Mapping

This track is marked as a footpath, providing connectivity between Templar Close to the north-west of the junction and Learning Lane to the south-east. The track has pedestrian tunnels under the circulatory carriageway of M62J34 and under the motorway itself. The alignment of this track is shown below:

Pedestrian Track Under M62 Junction 34



This track currently provides pedestrian connectivity between Eggborough and the Whitley and Eggborough Primary School, as well as the Sticky Fingers Day Nursery. It is unlikely that the proposed development will intensify the use of this track, given that the development will be providing a new primary school and nursery on site.

Existing volumes of pedestrians and horse-riders at M62J34 have not been surveyed but the current junction arrangement makes no provision for these users and on-site observations of the junction suggest that there would be none or very few of these users.

A Walking, Cycling and Horse Riding Assessment and Review (WCHAR) has been carried out for the existing layout and the proposed mitigation scheme at M62J34. The completed WCHAR is included in **Appendix C**.

Environmental constraints:

There are no known sites of specific scientific interest (SSSI) or listed properties in the vicinity of the study area.

SECTION 5 Analysis

Table C.5 Analysis

Collision data analysis

Existing collision records across at the M62J34, have been provided by NH covering the latest 7-year period (2018-2025). The collision data is included at **Appendix D**. A summary of the numbers of accidents at M62J34, is set out in table below.

Summary of Existing Accident Numbers

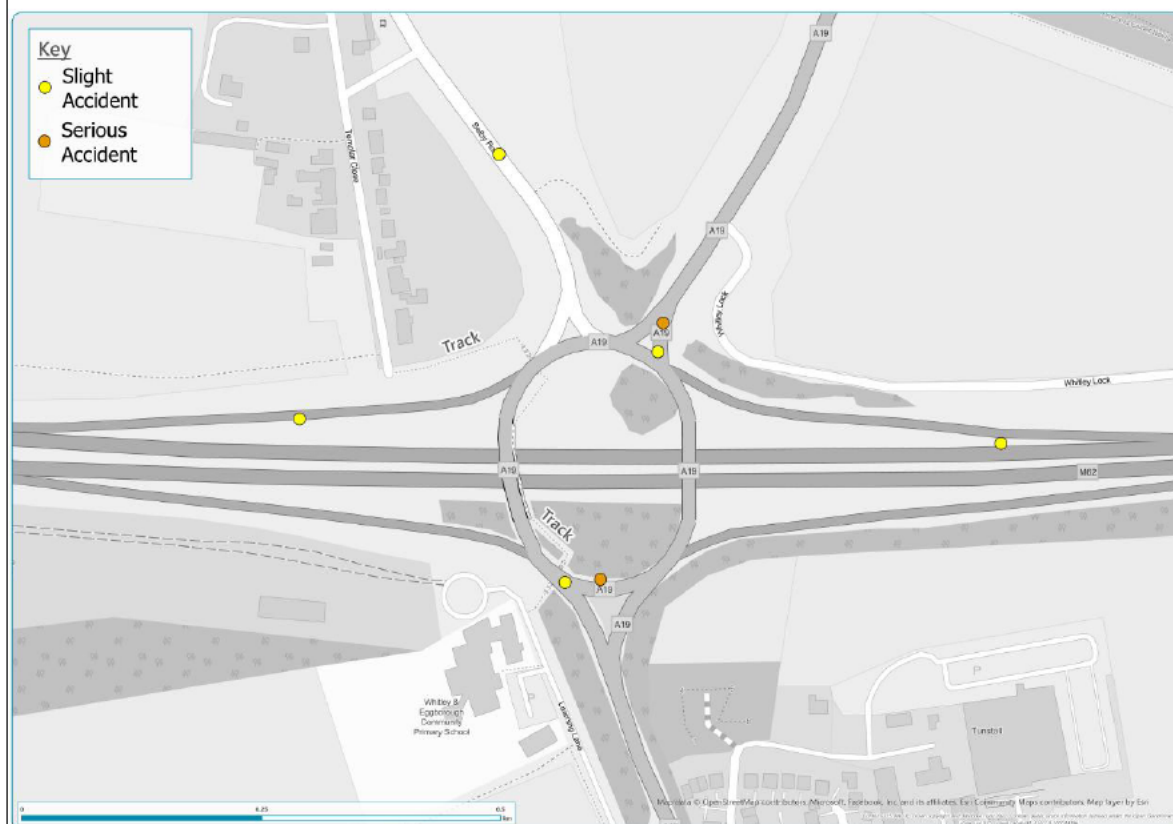
Junction	No. of Accidents by Junction			
	Fatal	Serious	Slight	Total
M62 Junction 34	0	2	5	7

Source: North Yorkshire County Council

A total of 7 collisions were recorded at M62J34, the equivalent of 1 collision a year.

The location of the collisions are presented in the figure below.

PIA Collision Location Plan



A review of the collisions also suggests that 2 of the collisions are not directly connected to the roundabout, with one on the M62 eastbound carriageway and one on Selby Road (involving an impaired driver losing control and crashing on a bend).

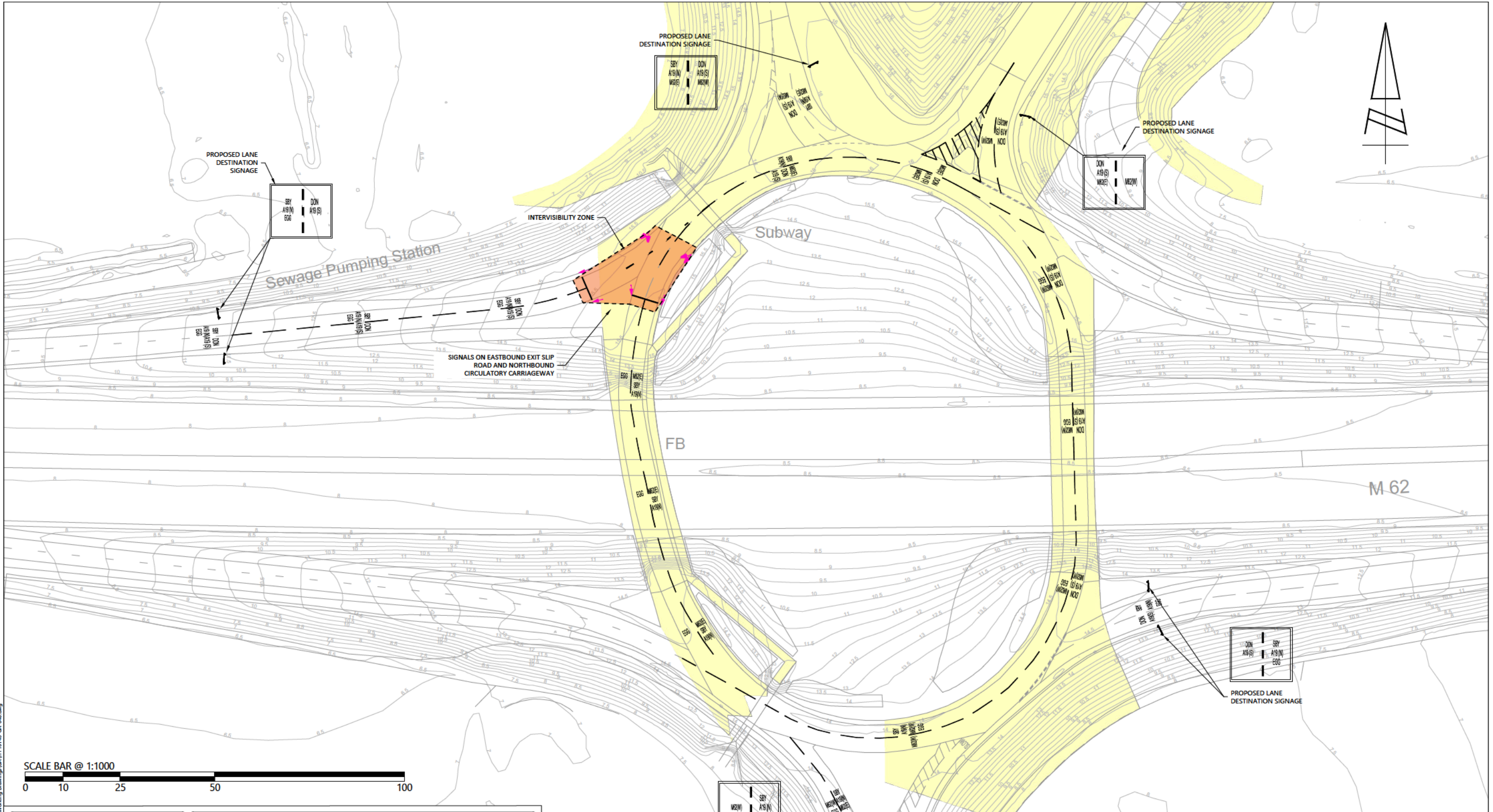
The 2 serious collisions recorded in the 7-year period, which are summarised below: • A car leaving the roundabout onto the A19 Selby Road (North) travelling too fast and collided into a vehicle waiting at the stop in time. • An HGV over turns on the southern circulatory carriageway, near the A19 Selby Road (South).
Departures from standards
There are no known departures from standards.
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions
We are not aware of any previous RSA reports that are relevant to this RSA brief.
Strategic decisions
There are no known relevant strategic decisions relevant to this RSA brief.
List of included documents
• PRow Map (at Appendix B); NYC Map of PRow in the vicinity of the site; May 2025 • WCHAR Rev 1 (at Appendix C); Sevenairs Consulting Limited; September 2025 • Accident Data (at Appendix D); NH accident data for most recent 7-year period; July 2025
Drawings
• ITY16146-GA-048 (at Appendix A); Proposed Improvement Works at M62 Junction 34 • ITY16146-GA-045 Rev C (at Appendix A); Existing and Proposed Signage and Road Markings • ITY16146-GA-046 Rev C (at Appendix A); Visibility Splays to Proposed Signage

SECTION 6 Checklist

Table C.6 Checklist

Tick all that are included and provide reasons for those that are not included			
Site location plan	✓	Scale layout plans	✓
Departures and relaxations from standards	✓	Construction / typical details	Preliminary feasibility design for the purposes of Planning.
Previous RSA reports	N/A	Previous RSA response reports and evidence of agreed actions	N/A
Collision data and collision data analysis	✓	Road traffic collision plot	✓
Traffic signal staging	✓ (Table C.3)	Traffic counts	✓
Speed surveys	No speed surveys undertaken. Current speed limits identified.	Pedestrian, cyclist and horse riding desire lines and volumes	✓
Walking, cycling and horse riding assessment and reviews	✓ (Appendix C)	Items outside the scope of the RSA / strategic decisions	N/A
Other factors that may impact on road safety	N/A	Design speeds / speed limits	✓
Design standards used	✓	Adjacent land uses	N/A

APPENDIX A. M62J34 MITIGATION SCHEME



REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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67 Albion Street, Leeds, LS1 5AA

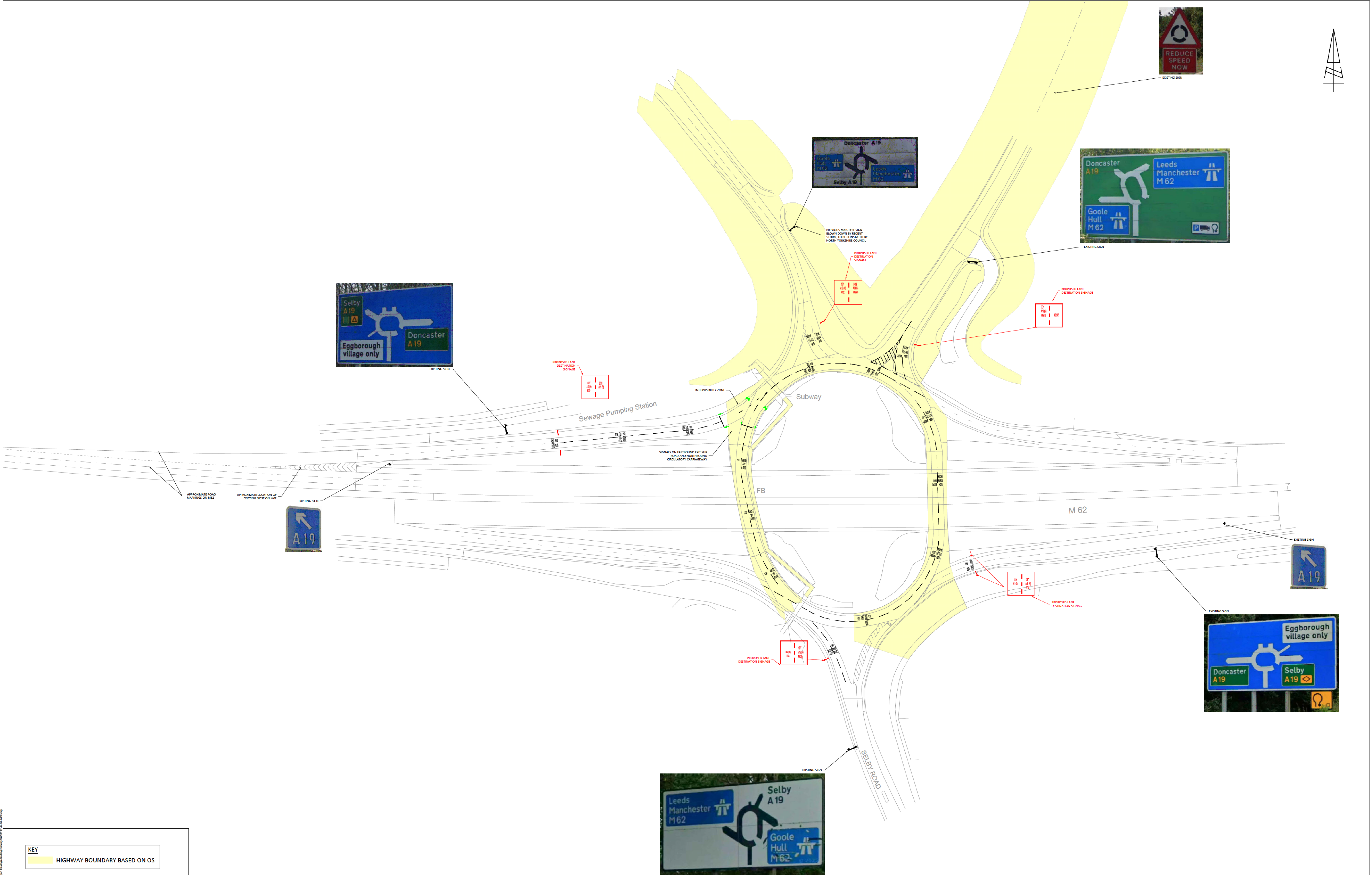
Tel: 0113 [REDACTED]

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
			FOR INFORMATION		

TITLE:	POTENTIAL IMPROVEMENT WORKS AT M62 J34 M62 EASTBOUND EXIT SLIP ROAD IMPROVEMENT WORKS
PROJECT:	LAND WEST OF KELLINGTON LANE
CLIENT:	BANKS GROUP

KEY:		
HIGHWAY BOUNDARY BASED ON OS		
DRAWN:	CHECKED:	APPROVED:
PH/MS	JW	GJ
PROJECT No:	SCALE @ A3:	DATE:
ITY16146	1:1000	22.10.25
DRAWING No:	ITY16146 - GA - 048	
REV:		



KEY
HIGHWAY BOUNDARY BASED ON OS



The Pinnacle, 67 Albion Street,
Leeds, LS1 4AA
Tel: 0113 [REDACTED]
www.i-transport.co.uk

SCALE BAR @ 1:1000
0 10 25 50 100

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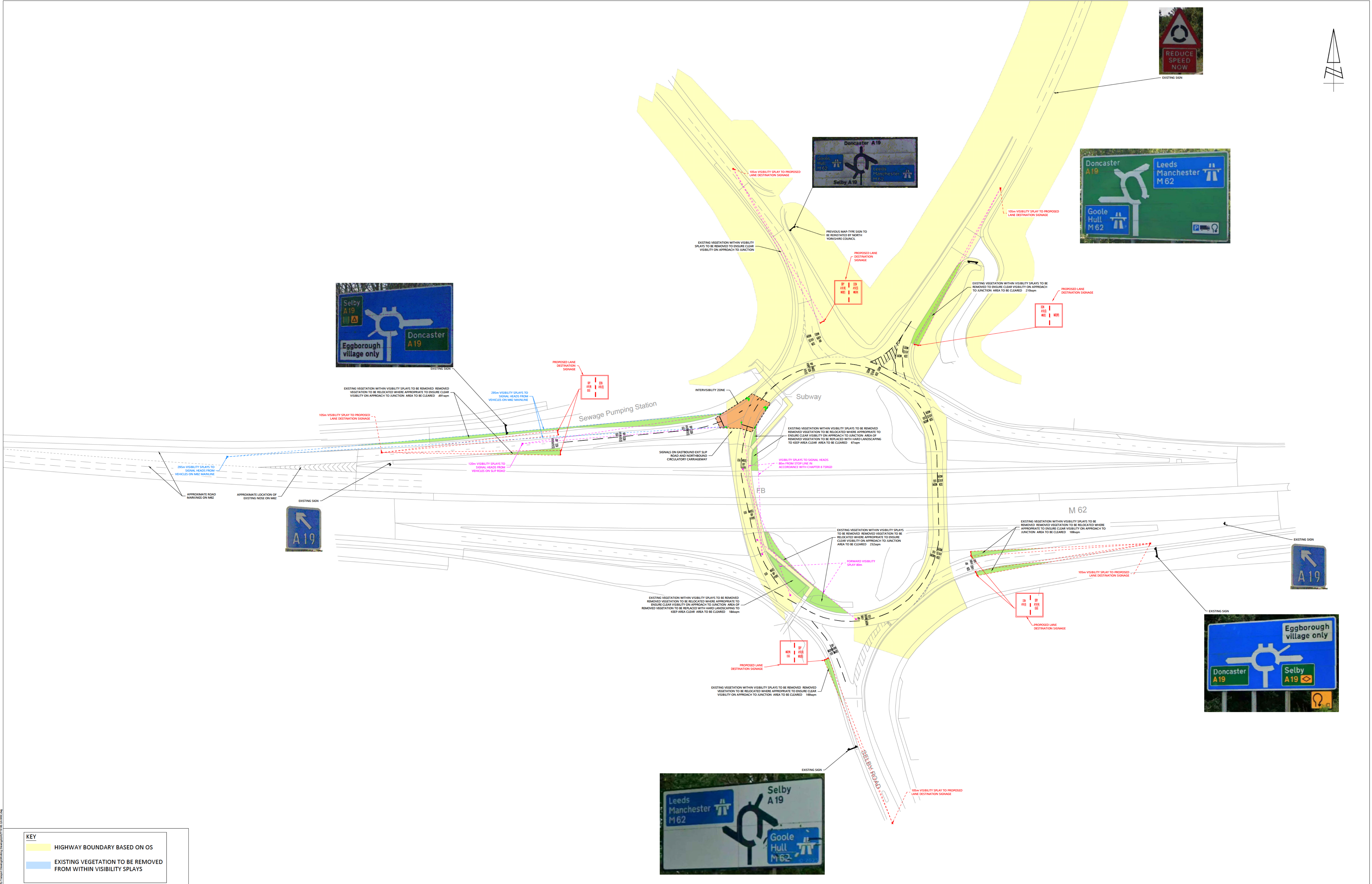
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C	24.10.25	MS	ROAD MARKINGS AND SIGNAGE UPDATED			
B	22.10.25	MS	ROAD MARKINGS AND SIGNAGE UPDATED			
A	13.10.25	PH	ROAD MARKINGS AND SIGNAGE UPDATED			
STATUS						
FOR INFORMATION						

TITLE
POTENTIAL IMPROVEMENT WORKS AT M62 J34
EXISTING AND PROPOSED SIGNAGE AND ROAD MARKINGS

LAND WEST OF KELLINGTON LANE

BANKS GROUP

DRAWN: PH	CHECKED: JW	APPROVED: GJ
PROJECT No: ITY16146	SCALE @ A1: 1:1000	DATE: 18.06.25
DRAWING No: ITY16146 - GA - 045	REV: C	



KEY

HIGHWAY BOUNDARY BASED ON OS

EXISTING VEGETATION TO BE REMOVED FROM WITHIN VISIBILITY SPLAYS

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Tel: 0113

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REV	DATE	BY	DESCRIPTION
C	24.10.25	MS	ROAD MARKINGS AND SIGNAGE UPDATED
B	22.10.25	MS	ROAD MARKINGS AND SIGNAGE UPDATED
A	13.10.25	PH	ROAD MARKINGS AND SIGNAGE UPDATED
STATUS			
FOR INFORMATION			

REV	DATE	BY	DESCRIPTION	CHK	APP	PROJECT	CURT
JW		GS				LAND WEST OF KELLINGTON LANE	
JW		GS				BANKS GROUP	
TITLE							
POTENTIAL IMPROVEMENT WORKS AT M62 J34 VISIBILITY SPLAYS TO PROPOSED SIGNAGE							

DRAWN:	PH	CHECKED:	JW	APPROVED:	GS
PROJECT No:	ITY16146	SCALE @ A1:	1:1000	DATE:	18.06.25
DRAWING No:	ITY16146 - GA - 046				REV:
					C

APPENDIX B. PROW

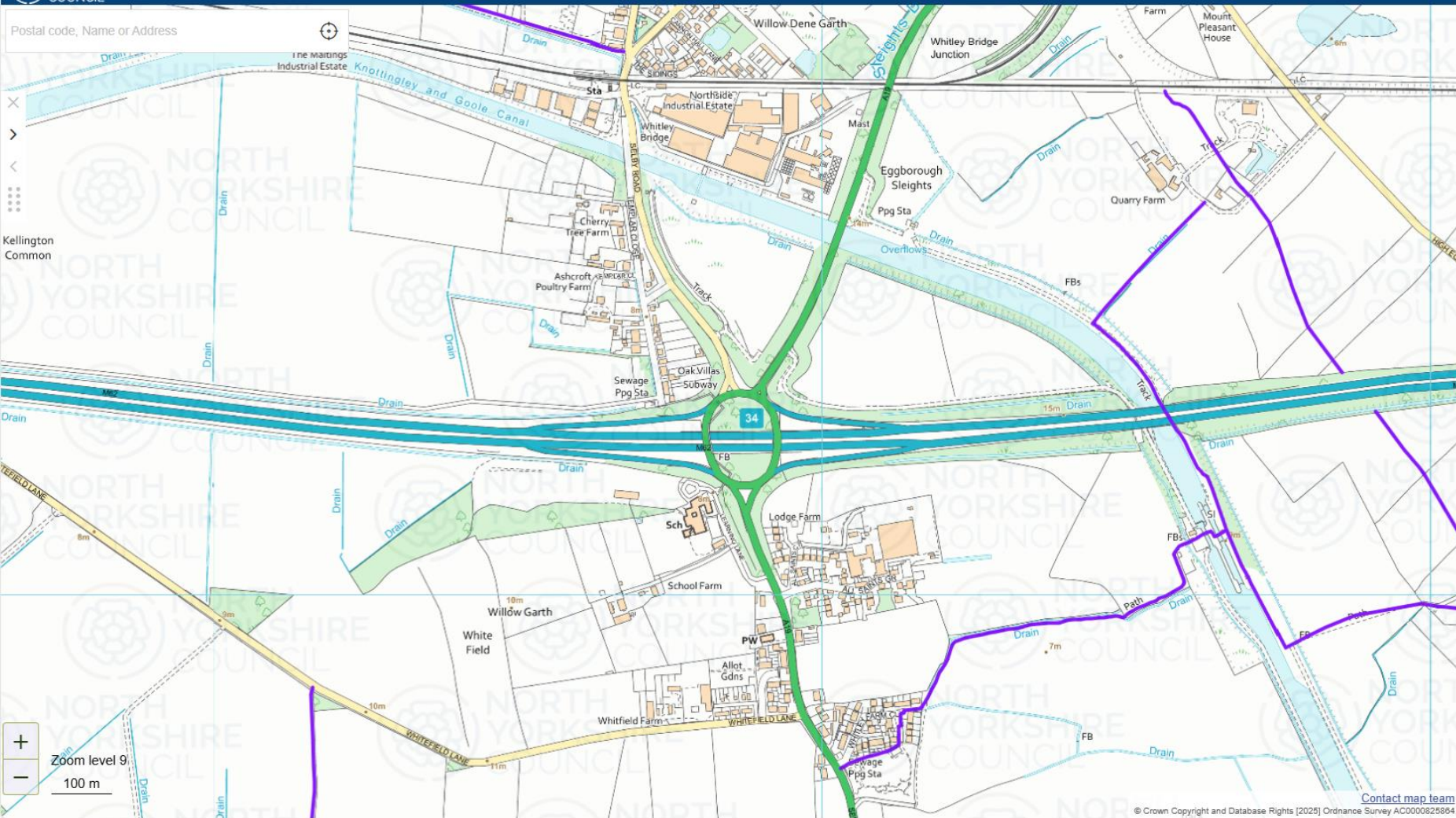
Postal code, Name or Address



Kellington
Common



Zoom level 9
100 m



Contact map team

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APPENDIX C. WCHAR



Sevenairs Consulting Ltd

Land West of Kellington Lane, Eggborough, North Yorkshire

Walking, Cycling & Horse-Riding Assessment

September 2025



Document Control

Report Title:

Land West of Kellington Lane, Eggborough, North Yorkshire – Walking, Cycling & Horse-Riding Assessment

Date of Site Visit

11th August 2025

Document Reference

2025-09 Eggborough WCHAR – Revision 1

Report Prepared By:

FCIHT FIHE CMILT MSoRSA, Sevenairs Consulting Ltd.

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On behalf of

i-Transport LLP – Centurion House, 129 Deansgate, Manchester M3 3WR

Highway Authority / Overseeing Organisation

National Highways / North Yorkshire Council

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Document History:

Revision	Date	Description	By
0	07.09.2025	Draft for initial review	HV
1	24.09.2025	For issue	HV

Introduction

Commissioning and Scope

Sevenairs Consulting Ltd. have been appointed by i-Transport LLP on behalf of their client to undertake the Walking, Cycling and Horse-Riding Assessment to accompany a planning application (ZG2023/1037/EIA) for a proposed residential development on Land West of Kellington Lane, Eggborough, North Yorkshire.

This report is prepared in accordance with Design Manual for Roads and Bridges (DMRB) GG 142 Walking, Cycling and Horse-Riding Assessment and Review (WCHAR). A brief was supplied with detailed information including pedestrian, cycle and equestrian traffic count information.

The purpose of the report is to provide an assessment of the existing facilities and provision for pedestrians, cyclists and equestrians that will help inform decision making throughout the design process. Part of the process is also to identify where latent demand may exist which could be unlocked through scheme development. Where appropriate, opportunities for improvements have been identified with the intention that these should be considered through the design process and re-visited through the production of review reports at appropriate stages.

Background and highway scheme description

Process

The designer for this scheme is i-Transport LLP. [REDACTED] Associate, i-Transport LLP is the design team leader for the preliminary design stage of the scheme, provided the brief that met the requirements of GG 142, and has appointed the following Lead Assessor to undertake the WCHAR process:

[REDACTED] FCIHT FIHE CMILT MSoRSA
Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield, S36 9QH

In accordance with GG 142, [REDACTED] has determined the scheme to be a 'small scheme' in relation to the potential impact on walking, cycling and horse-riding facilities given the significance of the new road construction.

Background

A development is proposed on land west of Kellington Lane, Eggborough. This comprises of up to 1,430 new dwellings, up to a 70 bed extra-care facility, local centre, a two-form entry primary school as well as associated infrastructure and landscaping.

As part of this development, partial traffic control is proposed at M62 Junction 34. This would introduce traffic signal control within the existing highway geometry for the eastbound off slip and the north bound circulatory carriageway of the junction. The proposals also introduce lane use carriageway markings on the motorway off slips, the three non-trunk approaches and the circulatory carriageway areas. No specific facilities for pedestrians, cyclists or equestrians currently exist at the roundabout and none are proposed. There is however a separate footpath route through the junction that cannot be accessed from the roundabout or the immediate approaches. This footpath is not directly impacted by the proposed scheme.

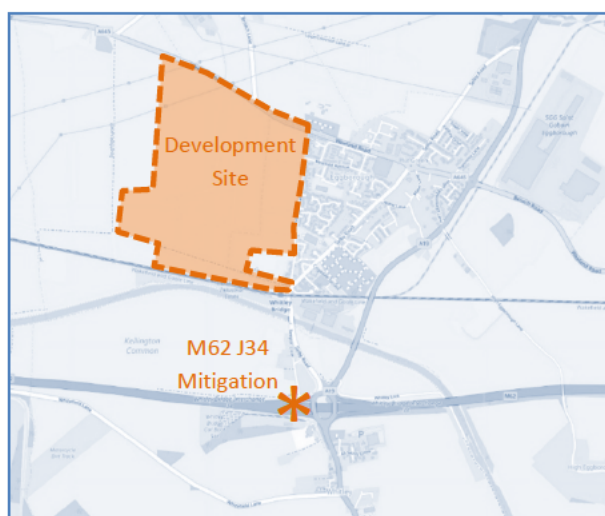


Figure 1 – Indicating the development site location and mitigation works.

[© OpenStreetMap contributors](#)

Proposed Highway Scheme

The mitigation works proposed at M62 Junction 34 seek to introduce traffic signal control within the existing highway geometry for the eastbound off slip and the north bound circulatory carriageway of the junction. The proposals also seek to introduce lane use carriageway markings on the motorway off slips, the three non-trunk approaches and the circulatory carriageway areas. No specific facilities for pedestrians, cyclists or equestrians are proposed. No changes to speed limits are proposed.

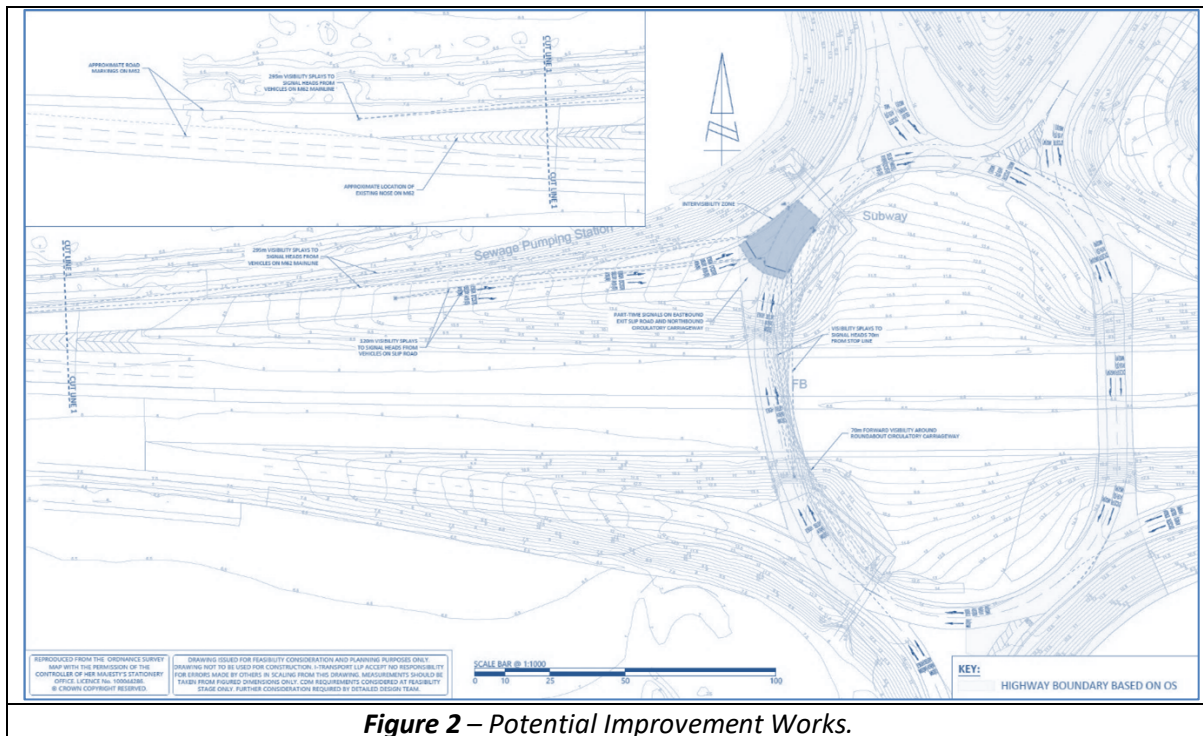


Figure 2 – Potential Improvement Works.

WCHAR Study Area

The proposals have been designated as a GG 142 'small scheme' by the Lead Assessor and, after discussions with the client (i-Transport LLP), it has been decided that a buffer of approximately 1.0km radius from the mitigation proposals would cover the required study area. The 1.0km selected study area covers the southern fringe of Eggborough to the north, plus the existing ribbon type development along the A19 to the south. Local trip attractors and generators near the site are limited to a primary school. National Rail facilities are within the study area at Whitley Bridge. This station has an extremely limited passenger train service of only between one and three passenger trains a day on the Leeds to Goole service.



Figure 3 – Indicating the 1.0km WCHAR study area.

Walking, Cycling & Horse-Riding Assessment

This section provides a review of relevant policies and strategies as part of this assessment. The key points from each document relating to walking, cycling and horse-riding are provided.

Assessment of walking, cycling & horse-riding policies and strategies

The following national policies and strategies have been identified as relevant to this assessment:

- National Planning Policy Framework – Ministry of Housing, Communities & Local government – December 2024
- Local Transport Note 1/20 - Department for Transport – July 2020
- Inclusive Mobility – Department for Transport – December 2021
- The Second Cycling and Walking Infrastructure Strategy (CWIS2) – Department for Transport and Active Travel England – Updated March 2023
- Gear Change: A Bold Vision for Walking and Cycling Department for Transport – July 2020
- Advice on bridleways and other access (Web based portal) – British Horse Society – Last Updated September 2025
- Relevant chapters of the Design Manual for Roads and Bridges (DMRB) – Department for Transport – Including but not limited to CD 143 (March 2021) & CD 195 (March 2021)

The following local policies and strategies have been identified as relevant to this assessment:

- Local Transport Plan (2016-2046) – North Yorkshire Council
- Bus Service Improvement Plan (Updated 2024) – North Yorkshire Council
- Selby Local Plan (2024) - North Yorkshire Council

The policies and strategies above are to be used to inform the opportunities for improvement of walking, cycling, and horse-riding facilities.

Collision data

Collision data with collision narratives and causation factors was provided for M62 Junction 34 for the period 1st January 2012 to 28th Feb 2023 by North Yorkshire Council and National Highways. This was reviewed in conjunction with validated data accessed via Collision Plot for the period 2014-2023 inclusive.

Two collisions involving cyclists have occurred at the junction of the eastbound off slip and the junction circulatory carriageway. The first, a fatal, occurred in September 2014 and involved a cyclist being struck by a vehicle making an injudicious lane change near the exit towards Selby Road. The second, a slight injury in June 2014, involved a cyclist on the circulatory carriageway being struck by a vehicle entering the roundabout from the eastbound off slip. Although both collisions occurred at a similar location, no particular trend could be established from them.

Three slight collisions involving pedestrians were noted in the Collision Plot data. One on the A19 in Whitley, the other two on Selby Road in Eggborough north of the railway line. These were considered to be too remote from the proposals to be of any relevance in this study.

Statistical comparisons here are unlikely to suggest anything of statistical significance.

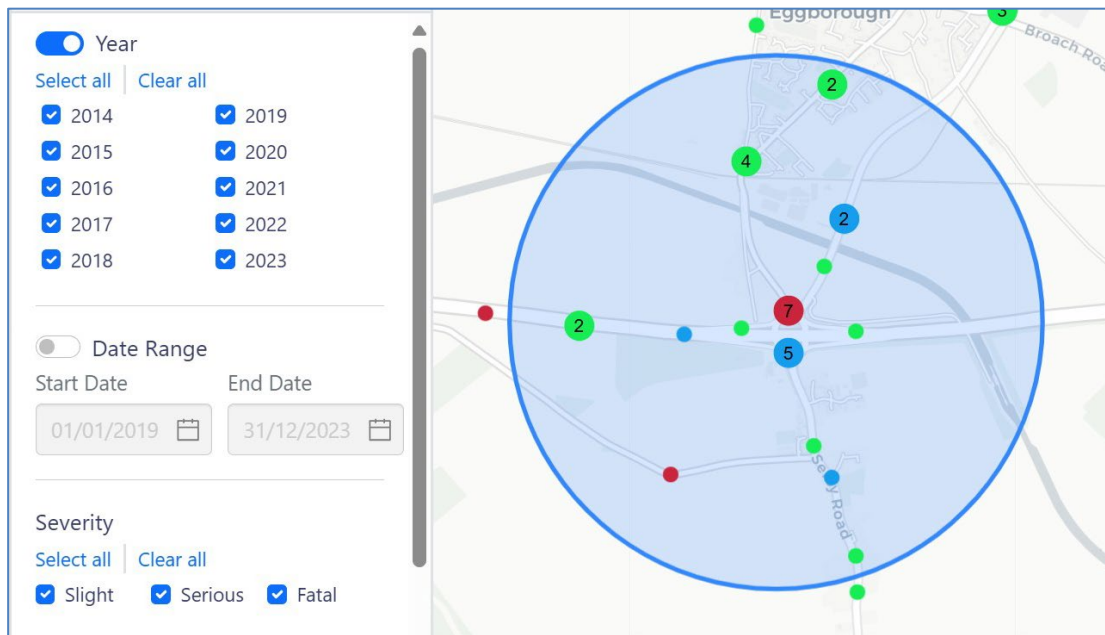


Figure 4 – Indicating all collisions within 1.0km of the mitigation (10 years).

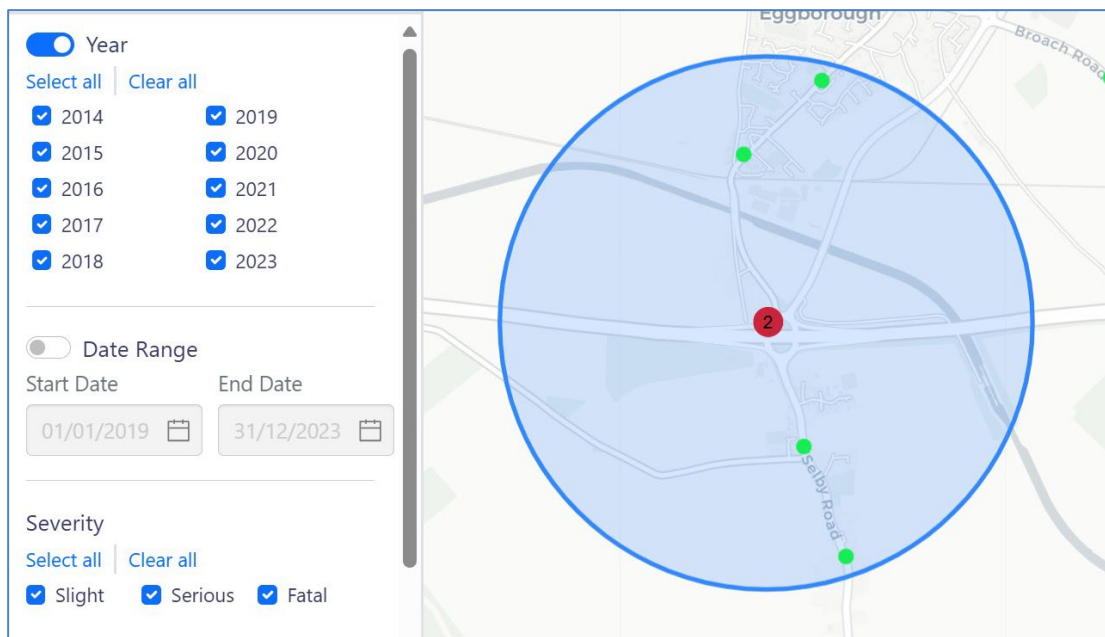


Figure 5 – Indicating pedestrian and cyclist collisions within 1.0km of the mitigation (10 years).

Multi-modal transport services and interchange information

A review of the public transport services in the WCHAR study area indicates that a single bus service operates through M62 Junction 34. This service is documented below.

Service	Route	Frequency
Arriva 476	Selby to Pontefract – Selby, Brayton Green, Hensall, Hut Green, Whitley, Kellington, Beal, Ferrybridge, Knottingley, Pontefract	Typically one bus every two hours Mon-Sat 07:30-18:00hrs No Sunday Service

Whitley Bridge railway station is within the WCHAR study area. The services called at are documented below.

Service	Route	Frequency
Whitley Bridge - (Northern 41)	Leeds - Goole – Leeds, Woodlesford, Castleford, Glasshoughton, Pontefract Monkhill, Knottingley, Whitley Bridge, Hensall, Snaith, Rawcliffe, Goole	This station has an extremely limited train service of only between one and three trains a day.

Key trip generators and local amenities

There are a number of trip generators/amenities in and around Eggborough. These are indicated in Figure 6 for schools, medical, retail etc. The generators are identified using a rational of walking or cycling trips that have the potential to pass through M62 Junction 34. Bus stops are omitted for clarity but are also considered to be key trip generators.

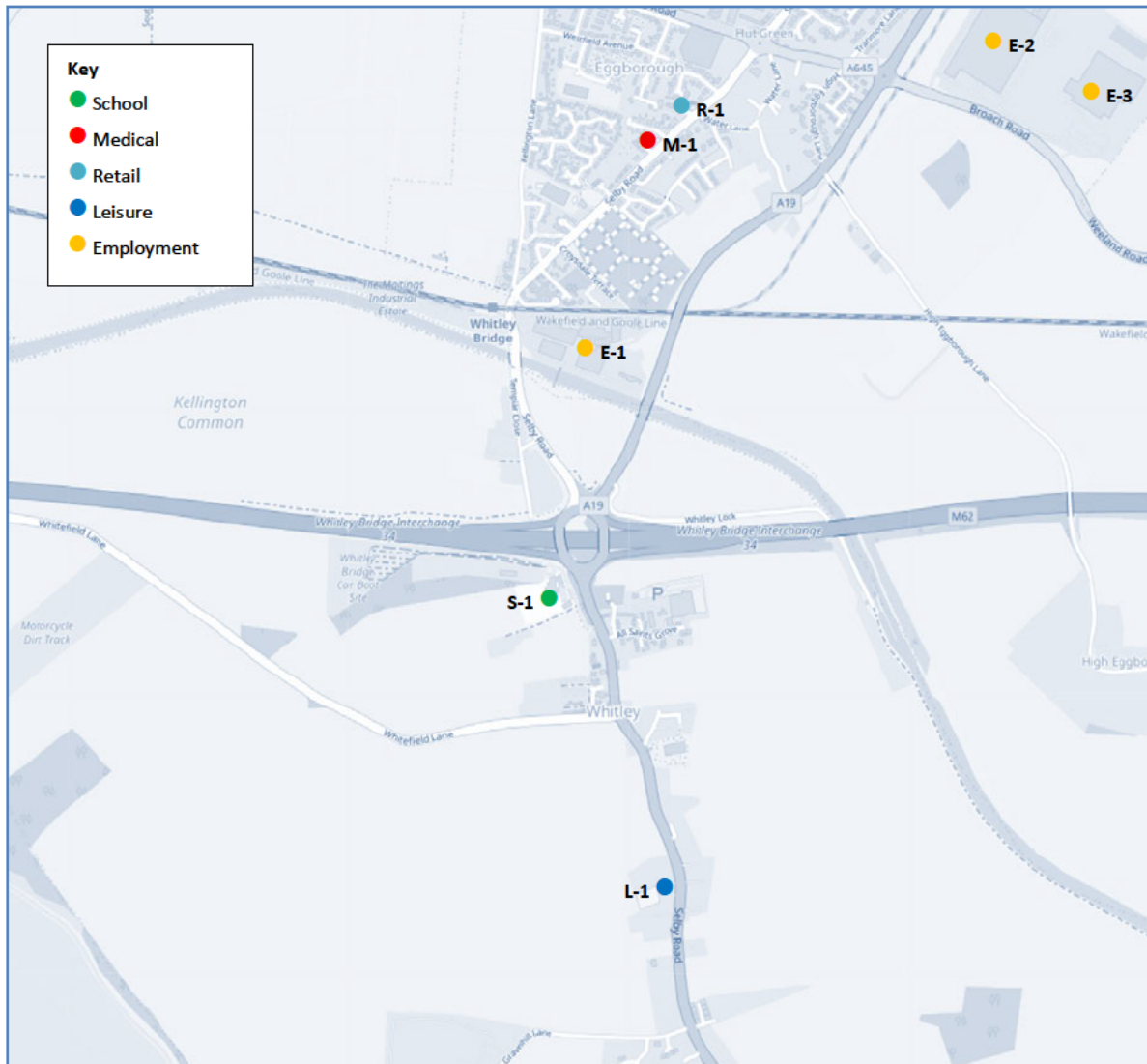


Figure 6 – Indicating the Key Trip Generators in and around M62 Junction 34.

Key Trip Generators near M62 Junction 34	
S-1 – Whitley and Eggborough Community Primary School	E-1 – Northside Industrial Estate
M-1 – Whitley Bridge Surgery	E-2 – Saint Gobain Glass
L-1 – The George & Dragon	E-3 – Celotex
R-1 – Premier Convenience Store	

Site visit

A site visit was undertaken by the assessment team ([REDACTED] [REDACTED] and [REDACTED] [REDACTED] on Monday 11th August 2025 between 11:45hrs and 12:45hrs. The weather was sunny and the road surface dry. Wider observations were made around the WCHAR study area by car and later using Google Street View. Focused observations were made on foot along the footway link through M62 Junction 34 between Templar Close and Learning Lane. This reflected proportionality to the scale of the highway improvements.

A walk around the local area during the hours of darkness was considered unlikely to bring any further insight into the local environment.

A number of issues were observed on the site visit. These are grouped into key themes.

Issue Theme	Example Photo
Location 01: M62 J34 – On the circulatory carriageway. Issue: Lack of road space for cyclists. The existing roundabout road space is focused on the needs of motorised users. Observations on site noted a two on-carriageway cyclists, typically the more confident users. General road users are provided with no clues to the likely use of the roundabout by cyclists. Three less confident cyclists were observed on the track through the roundabout, two teenagers, then separately, a younger adult.	
Location 02: M62 J34 – On the circulatory carriageway. Issue: Clarity of use. As noted above, the existing roundabout road space is focused on the needs of motorised users. Speed differential may be an issue here in terms of cyclists seeking to exit towards the A19 north being in conflict with motorised users, including large goods vehicles, seeking to exit towards Selby Road.	
Location 03: M62 J34 – Existing footway through junction. Issue: Height of guardrails. An existing barrier to cyclists using the off-carriageway route through the junction. This is not accessible from the roundabout. Although unlikely to be a choice of route for more confident cyclists, a pair of cyclists (circa 14-16yrs of age) were noted on the site visit using this off carriageway route.	

Location 04: Learning Lane.

Issue: Restrictive messaging.

The existing signing provision does not correlate with the hazard. The subway at Learning Lane appears to be an attractive alternative for less confident cyclists, however the probable guardrail height hazard over the motorway is not specifically highlighted such that users would link the restriction with the hazard. No restrictive signing is provided at the Templar Close end.



Location 05: Learning Lane.

Issue: Barriers to cycling.

Linked with the prohibitive signing outlined above, guardrail barriers are also in place to deter use. It is likely that the guardrail barriers were provided to deter anti-social motorcycle use.



Location 06: Templar Close.

Issue: Lack of positive use message.

Use of the footway route through the junction is currently unclear from the Templar Close approach.



Location 07: Existing footway through junction.

Issue: Quality of surface provision.

Although not an issue for users with cycles more focused towards off road use, the existing quality of surface would not suit a road cycle, scooter or e-mobility type devices with smaller wheels. Photo location is north of eastbound off slip.



Liaison with key stakeholders

Discussions were held with the following key stakeholders either by telephone, e-mail or Teams Meetings.

National Highways – Were contacted and a teams call held with Toni Price, Improvements Team Leader Y&NE and her colleague Lee Liutkevicius. Discussions confirmed that promotion of the current footpath route through the junction to include provision for cyclists would be onerous, needing works to accommodate lesser gradients and likely works to the guardrail over the M62 motorway mainline that would likely have a disproportionate cost in the context of the mitigation works proposed. The discussion also highlighted a School Route Audit Report by Living Streets from August 2023, this

covered multiple items across a wider area but specifically highlighted a number of maintenance related items along the footpath route through the junction. Some items raised have been address through current maintenance processes.

North Yorkshire Council – Four officers within the council were contacted. Two did not respond to emails, one was on leave until late in September and the fourth considered that they were not able to provide advice on wider policy at the council.

North Yorkshire Police – A discussion was had with Jon Hunter, Traffic Management Officer, North Yorkshire Police. This covered potential opportunities around the junction. Jon was supportive of a light touch for cyclists, encouraging use for less confident cyclists on the existing track through the junction with appropriate signing for cyclists to dismount over the motorway. Jon also highlighted positive feedback on the use in North Yorkshire of vehicle activated signs for particular hazards and would welcome deployment at this location.

Equestrian Groups – A search of the local area indicated no equestrian related businesses within the 1km search area of the development. It was also considered unlikely that equestrians would use the roundabout.

Existing pedestrian, cyclist and equestrian facilities

There are no public rights of way directly influenced by the mitigation proposals

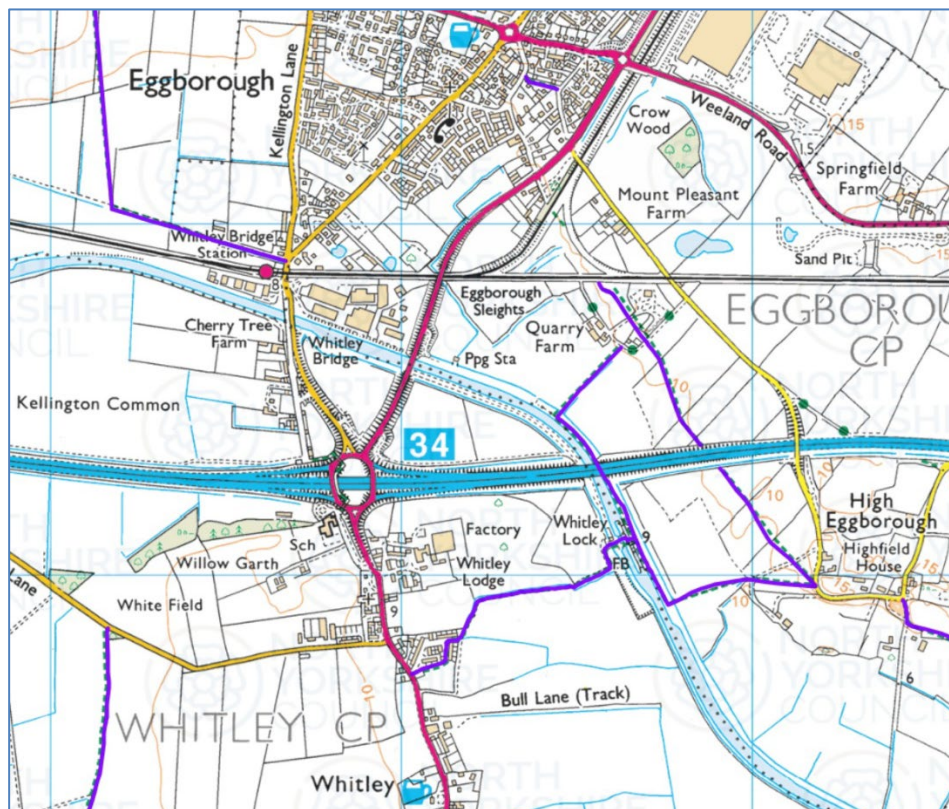


Figure 8 – Indicating the key public rights of way near to the mitigation works.

There is a track through the motorway junction that provides linkage for pedestrians and prohibits use by cyclists but is only signed as such in the northbound direction.

The development will be providing a new primary school and nursery on site. It is unlikely that the proposed development or mitigation on the eastbound off slip will intensify the use of this track by pedestrians.

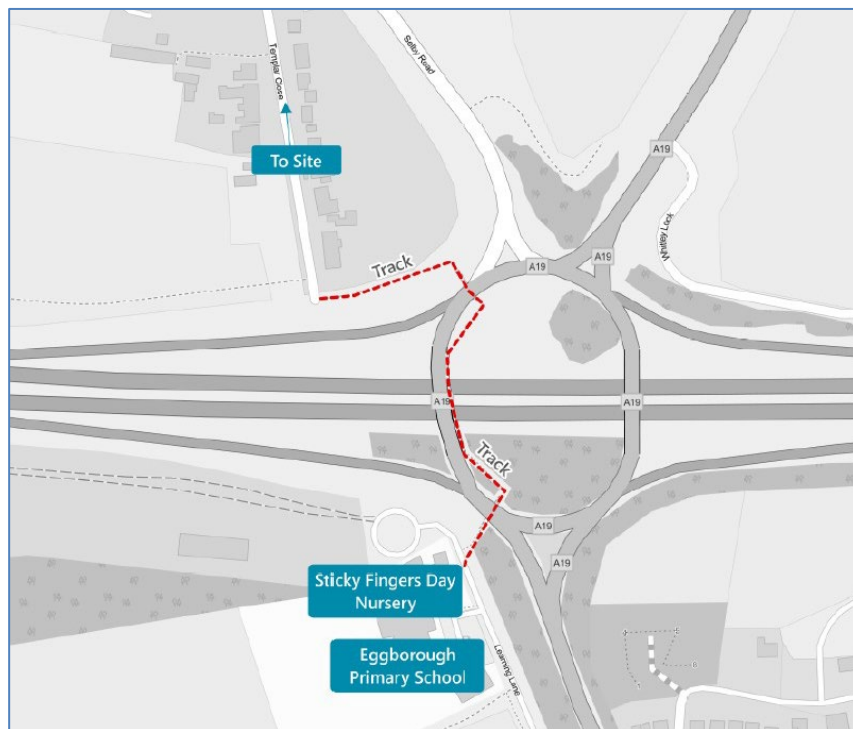


Figure 9 – Indicating the off-carriageway pedestrian track through the junction.

Liaison with local user groups and wider public

Given the scope of the work does not have any influence on walking routes, no contact was made with the primary school or other pedestrian trip generators.

User opportunities

The opportunities highlighted below are considered to be relevant to the proposals and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phase(s).

General

No general opportunities were identified.

Strategic opportunities

No strategic opportunities were identified.

Pedestrian specific opportunities

No pedestrian specific opportunities were identified.

Cyclist specific opportunities

Opportunity 1. Development of the proposals to increase the conspicuity of use by cyclists on the circulatory carriageway. In particular, on approaches to the proposed traffic signals and where cyclists cross exit points from the roundabout. This could be achieved using a mix of on-carriageway markings, traffic signs and vehicle activated sign use.

Equestrian specific opportunities

No specific equestrian opportunities were identified.

Walking, cycling and horse-riding assessment team statement

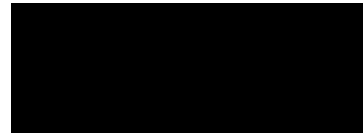
As Lead Assessor I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with DMRB GG 142. The walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

Walking, Cycling & Horse-Riding Lead Assessor

■■■■■ FCIHT FIHE CMILT MSoRSA

Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed:



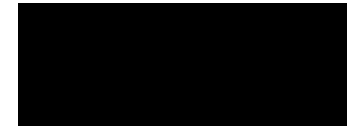
Date: 24th September 2025

Walking, Cycling & Horse-Riding Assessor

■■■■■ BAHonsQTS NPQH

Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed:



Date: 24th September 2025

As the design team leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development. I confirm that, in my professional opinion, the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Design team leader

■■■■■ Associate

i-Transport LLP – Centurion House, 129 Deansgate,
Manchester M3 3WR

Signed:

Date:

Location Plan

