

**Stone Wood Lane (SWL)/Shepley Road (SR) Travel Log (Westbound: Shepley to Stocksmoor) – Jenkyn Lane to Passing Place 1 (Sheet 1 of 13)**

**Jenkyn Lane to Passing Place 1 (Existing)**

**Existing Forward Visibility from Jenkyn Lane to Passing Place 1 (PP1)**

- Existing PP1 location represented by person in high vis.
- At the start of SWL there is a satisfactory passing place width where Jenkyn Lane connects as a priority T-junction, this is the position of the photographer in this image.
- From this point at the Jenkyn Lane junction the existing intervisibility is good to PP1 i.e. there is a clear line of sight to PP1 and drivers can see an approaching vehicle and wait if required.



**Jenkyn Lane to Passing Place 1 (Proposed)**

**Proposed Forward Visibility from Jenkyn Lane to Passing Place 1 (PP1)**

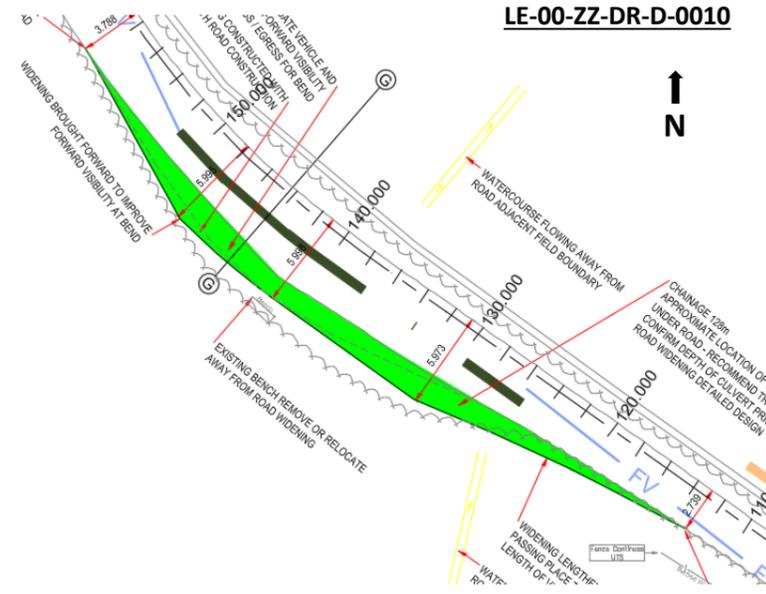
- Proposed PP1 location represented by person in high vis.
- Same photo applies to the proposed TPS and Optima Improvements.
- At the start of SWL there is a satisfactory passing place width where Jenkyn Lane connects as a priority T-junction, this is the position of the position of the photographer in this photograph.
- From this point at the Jenkyn Lane junction the proposed intervisibility is good to PP1 i.e. there is a clear line of sight to PP1 and drivers can see an approaching vehicle and wait if required.



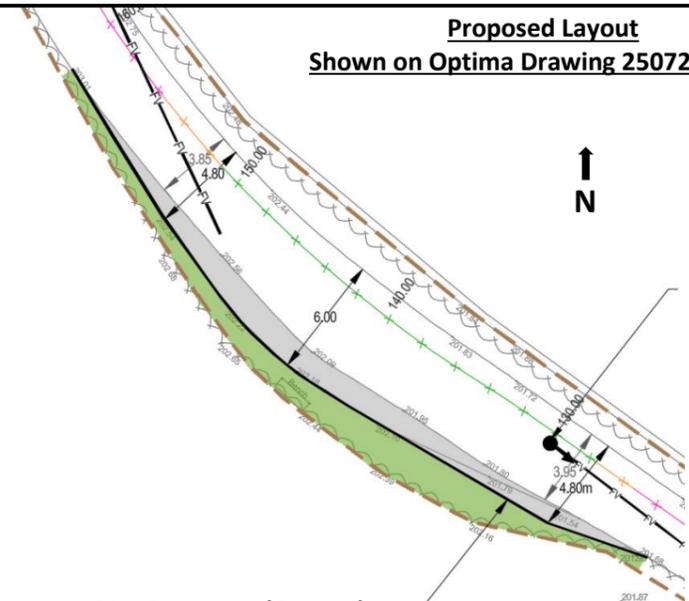
**Existing Photo of Passing Place 1**



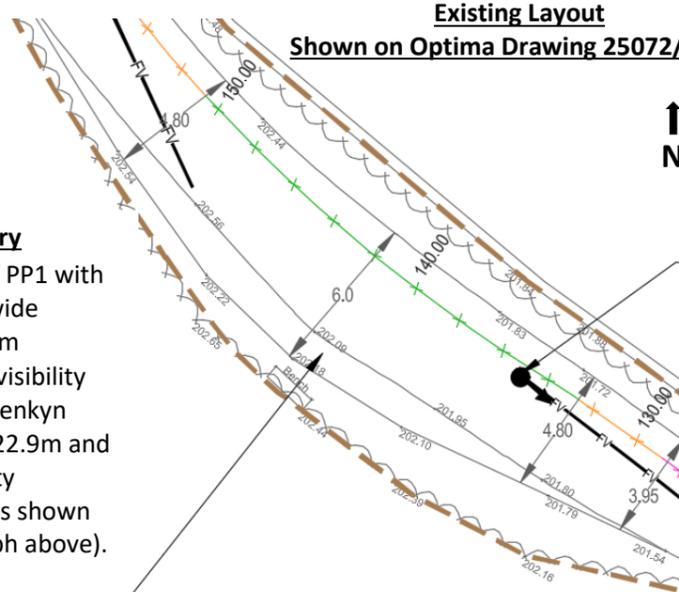
**Proposed TPS Scheme Layout Shown on TPS Drawing 24071-LE-00-ZZ-DR-D-0010**



**Proposed Layout Shown on Optima Drawing 25072/GA/01**



**Existing Layout Shown on Optima Drawing 25072/IN/01**



**Existing PP1 Geometry**

- Existing length of PP1 with minimum 4.8m wide carriageway = 19m
- Existing forward visibility length between Jenkyn Lane and PP1 = 122.9m and good intervisibility between them (as shown on the photograph above).

**Proposed PP1 Geometry (TPS)**

- Proposed length of PP1 with minimum 4.8m wide carriageway = 26.7m
- Improved Passing Place 1 length increased by 7.7m compared to existing**
- Proposed forward visibility between Jenkyn Lane and PP1 = 114.0m and good intervisibility between them (as shown on the photograph above).
- Improved forward visibility length to PP1 reduced by 8.9m compared to existing**

**Proposed PP1 Geometry (Optima)**

- Proposed PP1 length with minimum 4.8m wide carriageway = 23m
- Improved Passing Place 1 length increased by 4.0m compared to existing**
- Proposed forward visibility between Jenkyn Lane and PP1 = 116.7m and good intervisibility between them (as shown on the photograph above).
- Improved forward visibility length to PP1 reduced by 6.2m compared to existing**

**Comparison with TPS Improvements**

- The proposed Optima improvements at Passing Place 1 are very similar to the previously proposed TPS improvements. There are some geometry differences but the overall benefits to the improved operation of the existing highway network are unchanged.

**Stone Wood Lane (SWL)/Shepley Road (SR) Travel Log (Westbound: Shepley to Stockmoor) – Passing Place 1 to Passing Place 2 (Sheet 2 of 13)**

**Passing Place 1 to Passing Place 2 (Existing)**

**Existing Forward Visibility from Passing Place 1 (PP1) to Passing Place 2 (PP2)**

- Existing PP2 location represented by person in high vis.
- At PP1 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP1 the existing intervisibility is good to PP2 i.e. there is a clear line of sight to PP2 and drivers can see an approaching vehicle and wait if required.



**Passing Place 1 to Passing Place 2 (Proposed)**

**Proposed Forward Visibility from Passing Place 1 (PP1) to Passing Place 2 (PP2)**

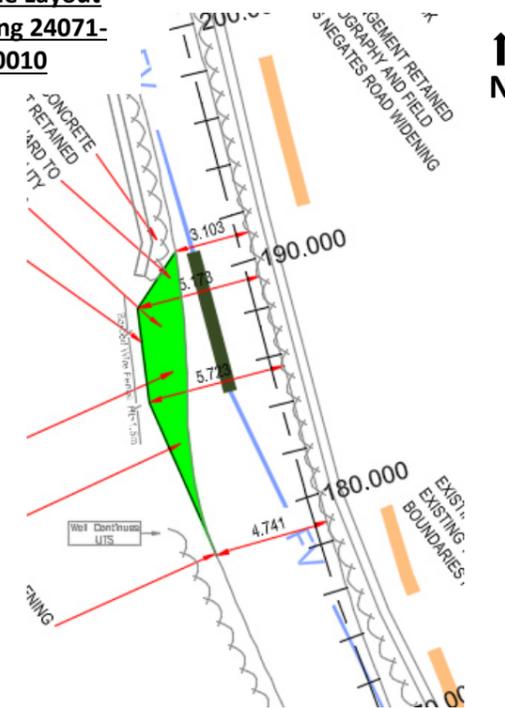
- Proposed PP2 location represented by person in high vis.
- Same photo applies to the proposed TPS and Optima Improvements.
- At the proposed PP1 there is a satisfactory passing place width, this is the position of the position of the photographer in this photograph.
- From this point at PP1 the proposed intervisibility is good to PP2 i.e. there is a clear line of sight to PP2 and drivers can see an approaching vehicle and wait if required.



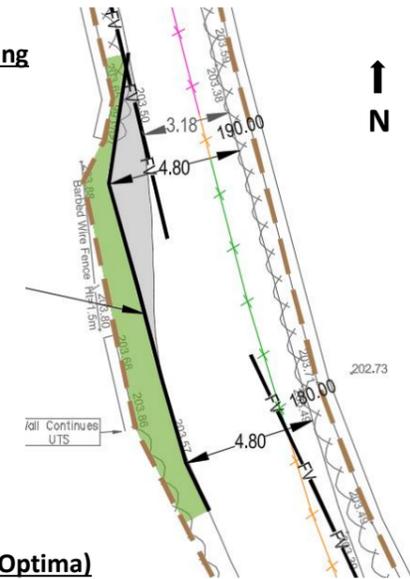
**Existing Photo of Passing Place 2**



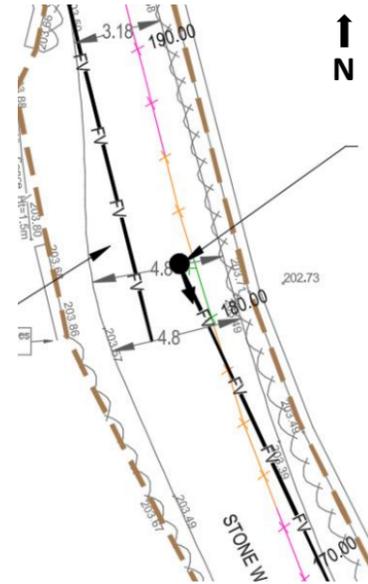
**Proposed TPS Scheme Layout Shown on TPS Drawing 24071-LE-00-ZZ-DR-D-0010**



**Proposed Layout Shown on Optima Drawing 25072/GA/02**



**Existing Layout Shown on Optima Drawing 25072/IN/02**



**Existing PP2 Geometry**

- Existing length of PP2 with minimum 4.8m wide carriageway = 2m
- Existing forward visibility length between PP1 and PP2 = 34.0m and good intervisibility between them (as shown on the photograph above).

**Proposed PP2 Geometry (TPS)**

- Proposed length of PP2 with minimum 4.8m wide carriageway = 9m
- **Improved Passing Place 1 length increased by 7.0m compared to existing**
- Proposed forward visibility length between PP1 and PP2 = 33.3m and good intervisibility between them (as shown on the photograph above).
- **Improved forward visibility length to PP2 reduced by 0.7m compared to existing**

**Proposed PP2 Geometry (Optima)**

- Proposed length with minimum 4.8m wide carriageway = 10m
- **Improved Passing Place 2 length increased by 8.0m compared to existing**
- Proposed forward visibility between PP1 and PP2 = 33.7m and good intervisibility between them (as shown on the photograph above).
- **Improved forward visibility length to PP2 reduced by 0.3m compared to existing**

**Comparison with TPS Improvements**

- The proposed Optima improvements at Passing Place 2 are very similar to the previously proposed TPS improvements. There are some geometry differences but the overall benefits to the improved operation of the existing highway network are unchanged.

**Stone Wood Lane (SWL)/Shepley Road (SR) Travel Log (Westbound: Shepley to Stockmoor) – Passing Place 2 to Passing Place 3 (Sheet 3 of 13)**

**Passing Place 2 to Passing Place 3 (Existing)**

**Existing Forward Visibility from Passing Place 2 (PP2) to Passing Place 3 (PP3)**

- Existing PP3 location represented by person in high vis.
- At PP2 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP2 the existing intervisibility is good to PP3 i.e. there is a clear line of sight to PP3 and drivers can see an approaching vehicle and wait if required.



**Passing Place 2 to Passing Place 3 (Proposed)**

**Proposed Forward Visibility from Passing Place 2 (PP2) to Passing Place 3 (PP3)**

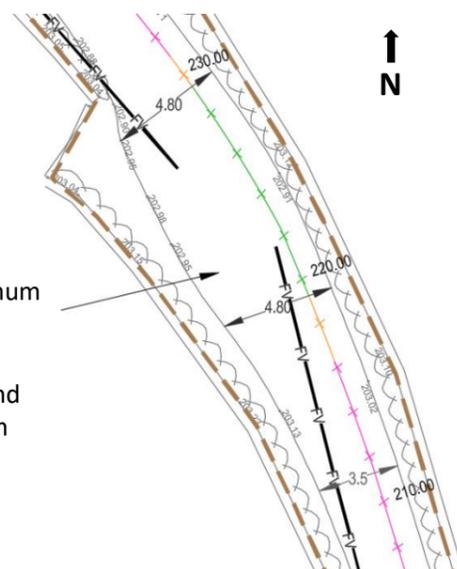
- Proposed PP3 location represented by person in high vis.
- Same photo applies to the proposed TPS and Optima Improvements.
- At PP2 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP2 the proposed intervisibility is good to PP3 i.e. there is a clear line of sight to PP3 and drivers can see an approaching vehicle and wait if required.



**Existing Photo of Passing Place 3**



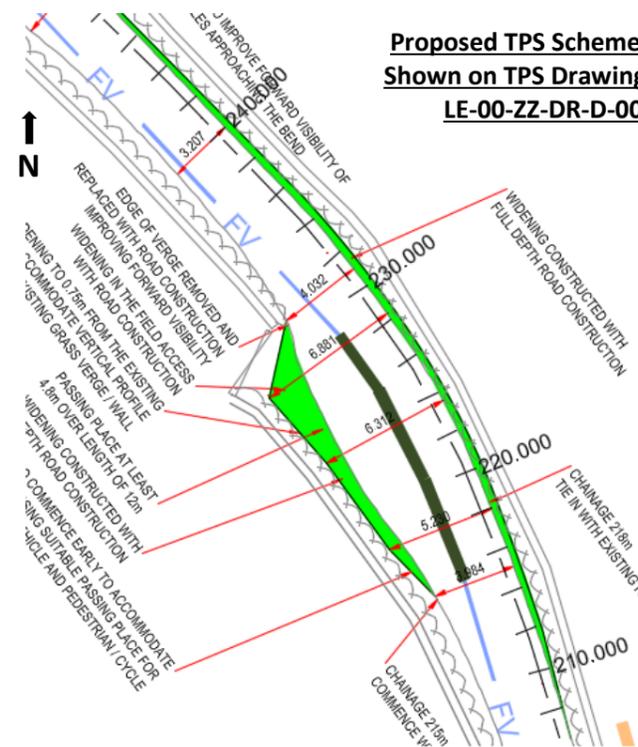
**Existing Layout Shown on Optima Drawing 25072/IN/02**



**Existing PP3 Geometry**

- Existing length of PP3 with minimum 4.8m wide carriageway = 10m
- Existing forward visibility length between PP2 and PP3 = 41.8m and good intervisibility between them (as shown on the photograph above).

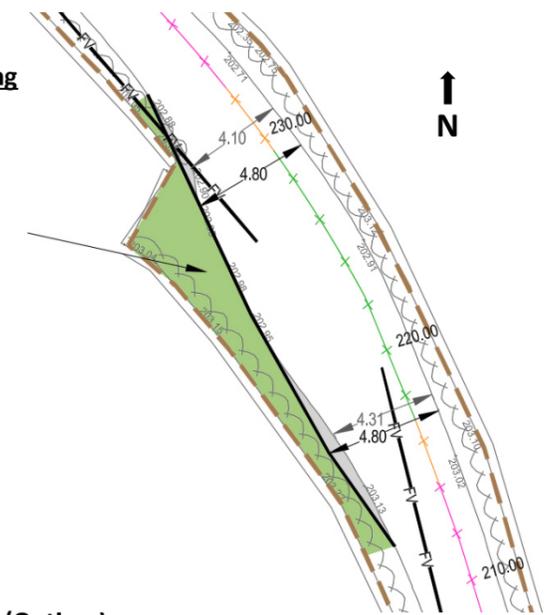
**Proposed TPS Scheme Layout Shown on TPS Drawing 24071-LE-00-ZZ-DR-D-0010**



**Proposed PP3 Geometry (TPS)**

- Proposed length of PP3 with minimum 4.8m wide carriageway = 12m
- **Improved Passing Place 3 length increased by 2.0m compared to existing**
- Proposed forward visibility between PP2 and PP3 = 31.3m and good intervisibility between them (as shown on the photograph above).
- **Improved forward visibility length to PP3 reduced by 10.5m compared to existing**

**Proposed Layout Shown on Optima Drawing 25072/GA/02**



**Proposed PP3 Geometry (Optima)**

- Proposed length with minimum 4.8m wide carriageway = 12m
- **Improved Passing Place 3 length increased by 2.0m compared to existing**
- Proposed forward visibility between PP2 and PP3 = 32.4m and good intervisibility between them (as shown on the photograph above).
- **Improved forward visibility length to PP3 reduced by 9.4m compared to existing**

**Comparison with TPS Improvements**

- The proposed Optima improvements at Passing Place 3 are very similar to the previously proposed TPS improvements. There are some geometry differences but the overall benefits to the improved operation of the existing highway network are unchanged.



Passing Place 4 to Passing Place 5 (Existing)

**Existing Forward Visibility from Passing Place 4 (PP4) to Passing Place 5 (PP5)**

- Existing PP5 location unable to be seen due to road curvature i.e. person in high vis is hidden behind hedgeline/trees.
- Intervisibility between existing PP4 and PP5 is therefore unachievable i.e. there is no clear line of sight to PP5 and drivers would need to reverse back along this section (a maximum of 22.0m) should they meet an ongoing vehicle.



Passing Place 4 to Passing Place 5 (Proposed)

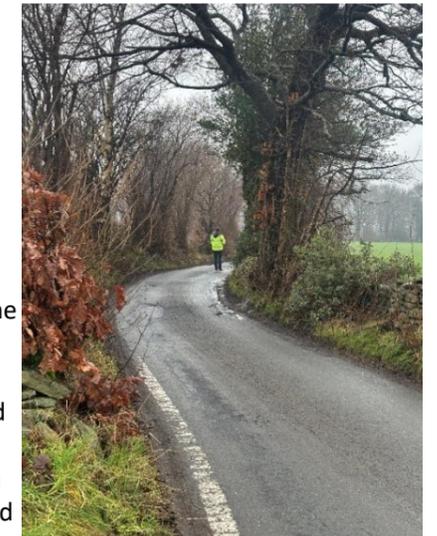
**TPS Scheme Forward Visibility from Passing Place 4 (PP4) to Passing Place 5 (PP5)**

- Proposed PP5 location unable to be seen due to road curvature i.e. person in high vis is hidden behind hedgeline/trees.
- Intervisibility between proposed PP4 and PP5 is therefore unachievable i.e. there is no clear line of sight to PP5 and drivers would need to reverse back along this section (a maximum of 18.0m) should they meet an ongoing vehicle.



**Optima Proposed Forward Visibility from Passing Place 4 (PP4) to Passing Place 5 (PP5)**

- Proposed PP5 location represented by person in high vis
- At proposed PP4 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP4 the proposed intervisibility is good to PP5 i.e. there is a clear line of sight to PP4 and drivers can see an approaching vehicle and wait if required.



**Existing Photo of Passing Place 5**

- Existing informal PP5 area on either side of carriageway.



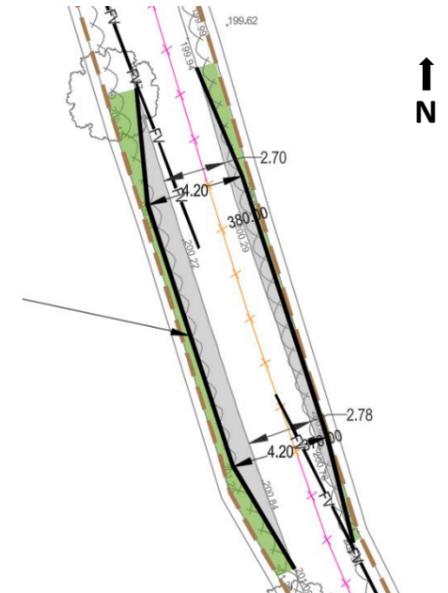
**Proposed TPS Scheme Layout Shown on TPS Drawing 24071-LE-00-ZZ-DR-D-0010**



**Proposed PP5 Geometry (TPS)**

- Proposed surfaced length with minimum 4.1m wide carriageway = 3.9m
- Improved Passing Place 5 length by 0.4m compared to existing.
- Improved PP5 fully surfaced compared to existing.

**Proposed Layout Shown on Optima Drawing 25072/GA/03**



**Proposed PP5 Geometry (Optima)**

- Proposed length with minimum 4.2m wide carriageway = 12m
- Improved Passing Place 5 length increased by 8.5m compared to existing
- Proposed forward visibility between PP4 and PP5 = 34.4m and good intervisibility between them (as shown on the photograph above).
- Forward visibility can be achieved between PP4 and PP5 when compared to it not being achieved in the existing situation

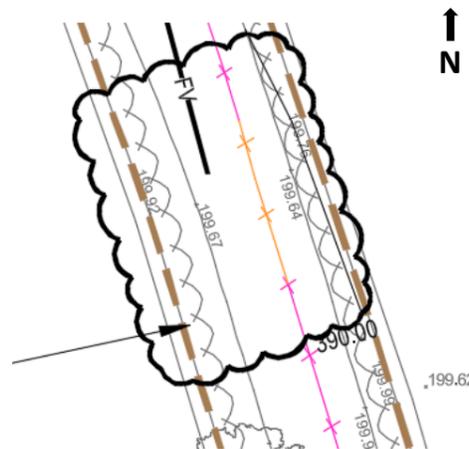
**Comparison with TPS Improvements**

- The proposed Optima Passing Place 5 is provided in a different location to the passing place proposed by TPS (which is effectively an improvement to the existing informal passing place).
- The location of the proposed Optima Passing Place 5 achieves intervisibility with Passing Place 4 whereas the TPS passing place does not.

**Existing Layout Shown on Optima Drawing 25072/IN/03**

**Existing PP5 Geometry**

- Wheel tracks overrun verge to either side of road to provide circa 4.1m to 4.2m width over a circa 3.5m length (including mud verge).



Passing Place 5 to Passing Place 6 (Existing)

**Existing Forward Visibility from Passing Place 5 (PP5) to Passing Place 6 (PP6)**

- Existing PP6 location represented by person in high vis.
- At PP5 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP5 the existing intervisibility is good to PP6 i.e. there is a clear line of sight to PP6 and drivers can see an approaching vehicle and wait if required.



**Existing Photo of Passing Place 6**

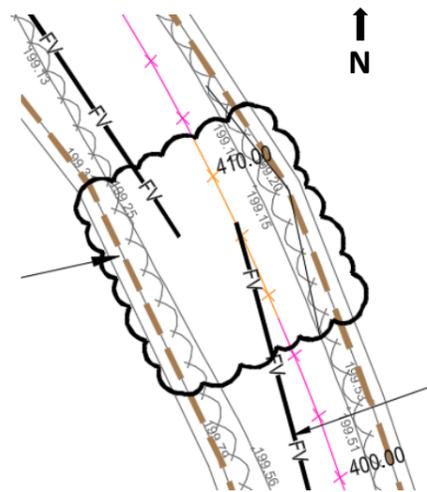
- Existing informal PP6 area on eastern side of carriageway.



**Existing Layout Shown on Optima Drawing 25072/IN/03**

**Existing PP6 Geometry**

- Wheel tracks overrun verge to either side of road to provide minimum 4.1m width over a 4.0m length (including mud verge).
- Existing forward visibility between PP5 and PP6 = 14.3m and good intervisibility between them (as shown on the photograph above).



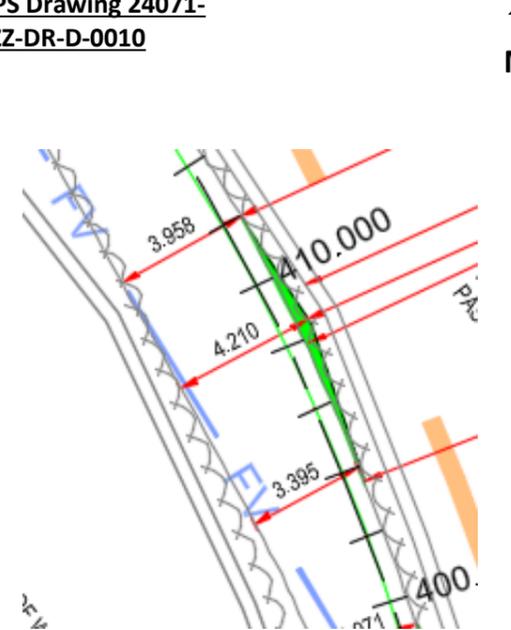
Passing Place 5 to Passing Place 6 (Proposed)

**TPS Forward Visibility from Passing Place 5 (PP5) to Passing Place 6 (PP6)**

- Proposed PP6 location represented by person in high vis.
- At PP5 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP5 the proposed intervisibility is good to PP6 i.e. there is a clear line of sight to PP6 and drivers can see an approaching vehicle and wait if required.



**Proposed TPS Scheme Layout Shown on TPS Drawing LE-00-ZZ-DR-D-0010**



**Proposed PP6 Geometry (TPS)**

- Proposed length of PP6 with minimum 4.1m wide carriageway = 4.0m
- Improved Passing Place 5 remains the same as existing.**
- Proposed forward visibility between PP5 and PP6 = 14.3m and good intervisibility between them (as shown on the photograph above).
- Improved Passing Place 6 forward visibility length the same as existing**

**Optima Proposed Forward Visibility from Passing Place 5 (PP5) to Passing Place 6 (PP6)**

- Proposed PP6 location represented by person in high vis.
- At PP5 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP5 the proposed intervisibility is good to PP6 i.e. there is a clear line of sight to PP6 and drivers can see an approaching vehicle and wait if required.



**Proposed Layout Shown on Optima Drawing 25072/GA/03**



**Proposed PP6 Geometry (Optima)**

- Proposed length of PP6 with minimum 4.8m wide carriageway = 10m
- Improved Passing Place 6 length increased by 3.4m compared to existing**
- Proposed forward visibility between PP5 and PP6 = 40.0m and good intervisibility between them (as shown on the photograph above).
- Improved Passing Place forward visibility length increased by 25.7m compared to existing (but still achievable and acceptable)**

**Comparison with TPS Improvements**

- The proposed Optima Passing Place 6 is additional to what is proposed in the TPS scheme.



Passing Place 7 to Passing Place 8 (Existing)

**Existing Forward Visibility from Passing Place 7 (PP7) to Passing Place 8 (PP8)**

- Existing PP8 location represented by person in high vis.
- At PP7 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP7 the existing intervisibility is good to PP8 i.e. there is a clear line of sight to PP8 and drivers can see an approaching vehicle and wait if required.



Passing Place 7 to Passing Place 8 (Proposed)

**Proposed Forward Visibility from Passing Place 7 (PP7) to Passing Place 8 (PP8)**

- Proposed PP8 location represented by person in high vis.
- Same photo applies to the proposed TPS and Optima Improvements.
- At PP7 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP7 the proposed intervisibility is good to PP8 i.e. there is a clear line of sight to PP8 and drivers can see an approaching vehicle and wait if required.

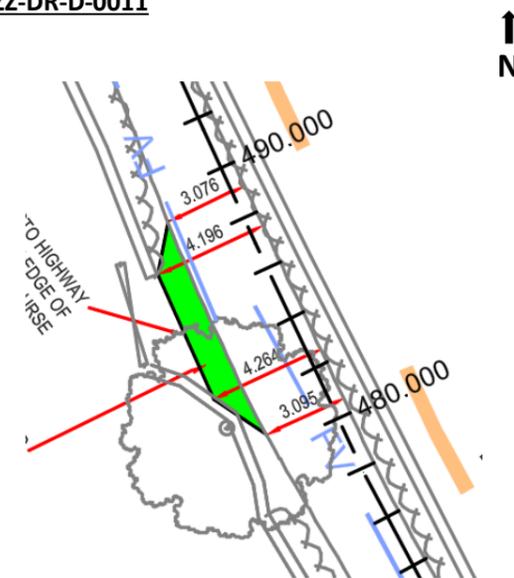


**Existing Photo of Passing Place 8**

- Existing informal PP8 area to western side of the carriageway.



**Proposed TPS Scheme Layout Shown on TPS Drawing 24071-LE-00-ZZ-DR-D-0011**



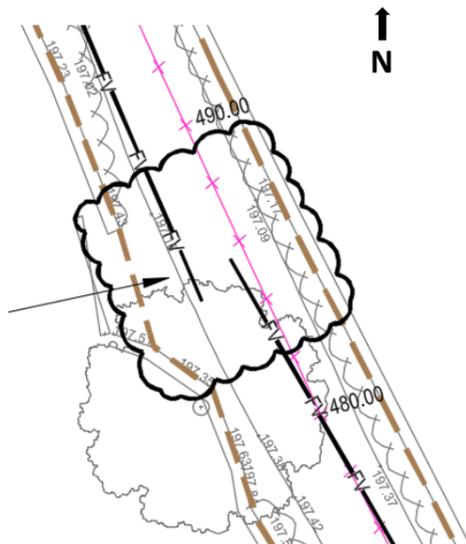
**Proposed Layout Shown on Optima Drawing 25072/GA/04**



**Existing Layout Shown on Optima Drawing 25072/IN/04**

**Existing PP8 Geometry**

- Wheel tracks overrun verge to western side of road to provide circa 4.1m width (including mud verge) over a 4.0m length.
- Existing forward visibility length = 35.0m and good intervisibility between them (as shown on the photograph above).



**Proposed PP8 Geometry (TPS)**

- Proposed length of PP8 with minimum 4.1m wide carriageway = 5.0m
- **Improved Passing Place 8 length increased by 1.0m compared to existing**
- Proposed forward visibility between PP7 and PP8 = 31.6m and good intervisibility between them (as shown on the photograph above).
- **Improved Passing Place forward visibility length increased by 0.6m compared to existing**

**Proposed PP8 Geometry (Optima)**

- Proposed length with minimum 4.4m wide carriageway = 6.0m
- **Improved Passing Place 8 length increased by 2.0m compared to existing**
- Proposed forward visibility between PP7 and PP8 = 31.0m and good intervisibility between them (as shown on the photograph above).
- **Improved Passing Place forward visibility length reduced by 4.0m compared to existing**

**Comparison with TPS Improvements**

- The proposed Optima improvements at Passing Place 8 are similar to the previously proposed TPS improvements. There are some geometry differences but the overall benefits to the improved operation of the existing highway network are unchanged.

**Stone Wood Lane (SWL)/Shepley Road (SR) Travel Log (Westbound: Shepley to Stocksmoor) – Passing Place 8 to Ch. 527 (Sheet 9 of 13)**

**Passing Place 8 to Chainage 527 (where carriageway widens to 4.8m) (Existing)**

**Existing Forward Visibility from Passing Place 8 (PP8) to Chainage 527**

- Existing Chainage 527 location represented by person in high vis.
- At PP8 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP8 the existing intervisibility is good to Chainage 527 i.e. there is a clear line of sight to Chainage 527 and drivers can see an approaching vehicle and wait if required.



**Passing Place 8 to Chainage 527 (where carriageway widens to 4.8m) (Proposed)**

**Proposed Forward Visibility from Passing Place 8 (PP8) to Chainage 527**

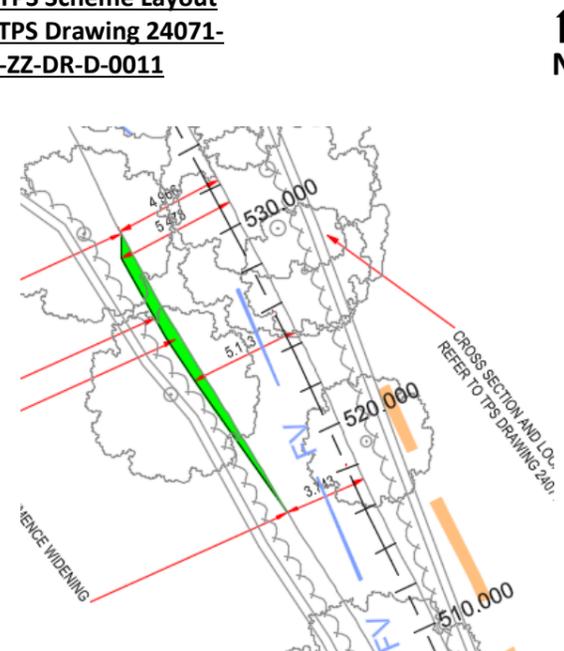
- Existing Chainage 527 location represented by person in high vis.
- Same photo applies to the proposed TPS and Optima Improvements.
- At PP8 there is a satisfactory passing place width, this is the position of the photographer in this image.
- From this point at PP8 the proposed intervisibility is good to Chainage 527 i.e. there is a clear line of sight to Chainage 527 and drivers can see an approaching vehicle and wait if required.



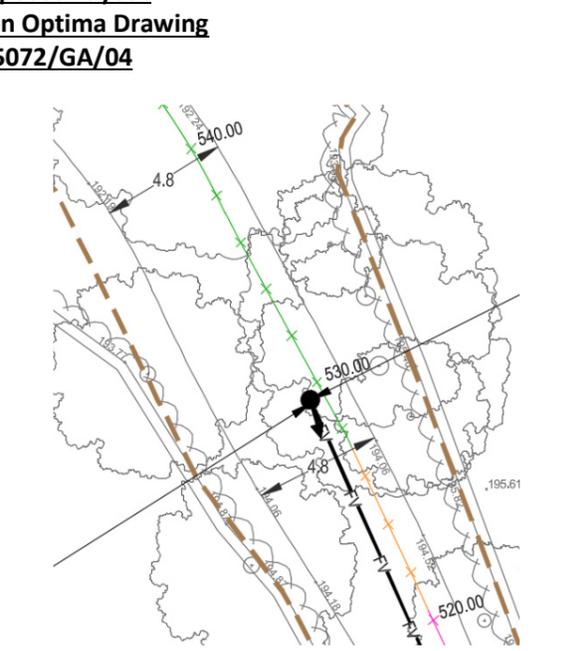
**Existing Photo of Chainage 527**



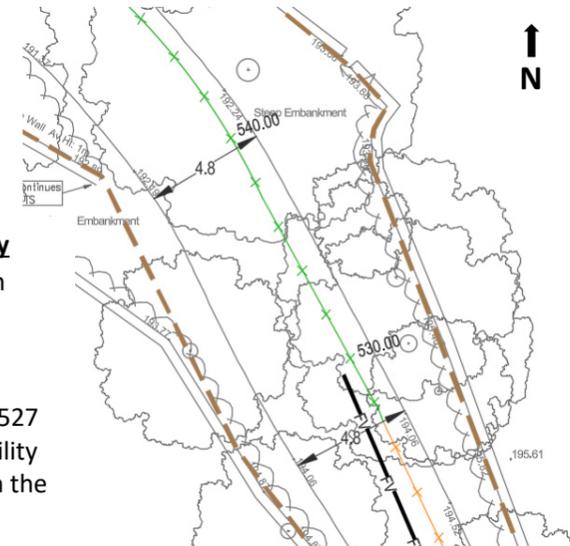
**Proposed TPS Scheme Layout Shown on TPS Drawing 24071-LE-00-ZZ-DR-D-0011**



**Proposed Layout Shown on Optima Drawing 25072/GA/04**



**Existing Layout Shown on Optima Drawing 25072/IN/04**



**Existing Chainage 527 Geometry**

- Existing Chainage 527 length with minimum 4.8m wide carriageway = 27m
- Existing forward visibility between PP8 and Chainage 527 = 44.7m and good intervisibility between them (as shown on the photograph above).

**Proposed Chainage 527 Layout (TPS)**

- Proposed forward visibility length = 42.1m and good intervisibility between them (as shown on the photograph above).
- **Improved Passing Place forward visibility length reduced by 2.6m compared to the existing**

**Proposed Layout (Optima)**

- Proposed forward visibility between PP8 and Chainage 527 = 43.4m and good intervisibility between them (as shown on the photograph above).
- **Improved Passing Place forward visibility length reduced by 1.3m compared to the existing**
- Existing width measures 4.8m wide therefore it is not necessary to improve this location.

Chainage 561 (where 4.1m carriageway ends) to Chainage 584 (max. achievable forward visibility) (Existing)

**Existing Forward Visibility from Chainage 561 to Chainage 584**

- Existing Chainage 584 location represented by person in high vis.
- From Chainage 561 to Chainage 584 the carriageway narrows back to one-way working and should oncoming vehicles be met over 22.5m length then some reversing is required (maximum 14m).

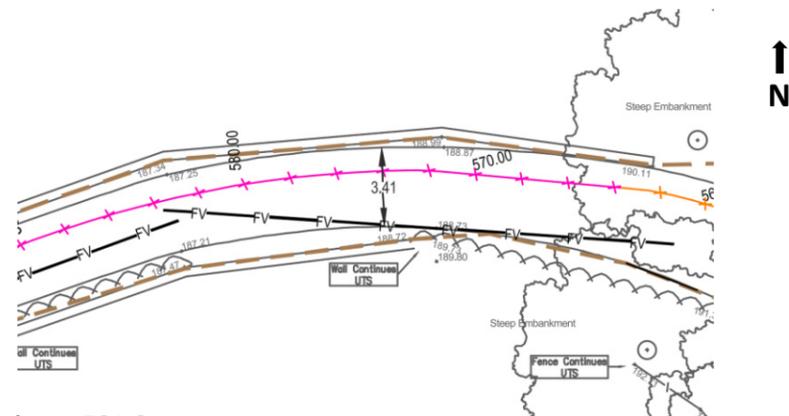


**Existing Photo at Chainage 584**

- Photo shows SWL heading westbound from Chainage 584.



**Existing Layout Shown on Optima Drawing 25072/IN/04**



**Existing Chainage 561 to Chainage 584 Geometry**

- Existing forward visibility between Chainage 561 and Chainage 584 = 22.5m.

Chainage 584 to Existing Informal Passing Place 9 (Existing)

**Existing Forward Visibility from Chainage 584 to Informal Existing Passing Place 9 (PP9)**

- Existing Informal PP9 location represented by person in high vis.
- From this Chainage 584 (shown in the image adjacent) the intervisibility is good to the existing informal PP9 i.e. there is a clear line of sight to PP9 and drivers can see an approaching vehicle and wait if required.



**Existing Photo of Informal Passing Place 9**

- Width of 4.1 to 4.2m wide over a 6.0m length as measured on Site.
- A width of 4.1m allows two cars to pass each other.
- Vehicles observed using PP9 on many occasions and tyre tracks within verge area confirm this.

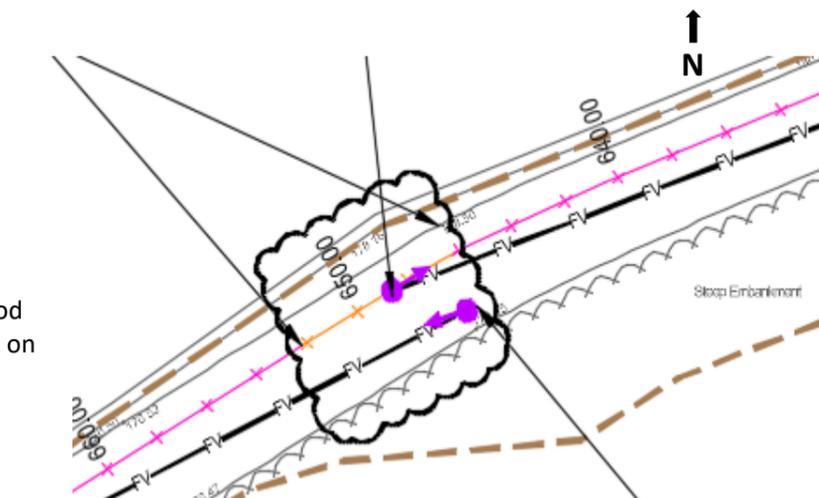


Existing Informal Passing Place 9

**Existing Layout Shown on Optima Drawing 25072/IN/05**

**Existing Informal PP9 Geometry**

- Existing forward visibility between Chainage 584 and PP9 = 65.5m and good intervisibility between them (as shown on the photograph above).



Existing Informal Passing Place 9 to Chainage 699 (where carriageway widens to 4.1 or more) (Existing)

**Existing Forward Visibility from Informal Existing Passing Place 9 (PP9) to Chainage 699**

- Existing Chainage 699 location represented by person in high vis.
- At PP9 there is a satisfactory passing place width for two cars to pass, this is the position of the photographer in this image.
- From this point at PP9 the intervisibility is good to Chainage 699 i.e. there is a clear line of sight to Chainage 699 and drivers can see an approaching vehicle and wait if required.



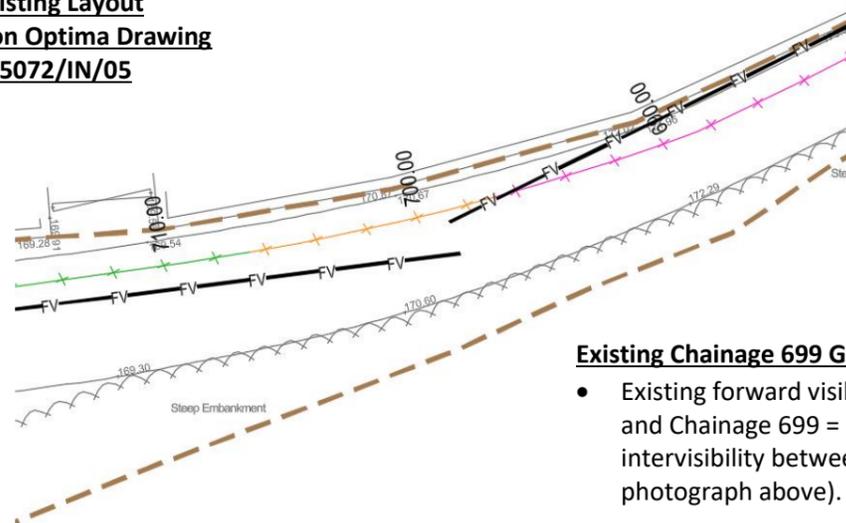
**Existing Photo of Chainage 699**

- Width at Chainage 699 at least 4.1m wide and within 7.0m of carriageway widening to a minimum of 4.8m.



Existing Chainage 699

**Existing Layout Shown on Optima Drawing 25072/IN/05**



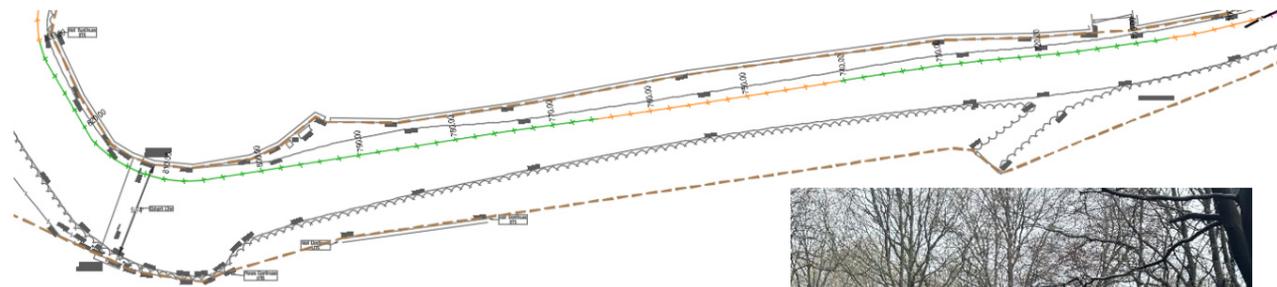
**Existing Chainage 699 Geometry**

- Existing forward visibility between Informal PP9 and Chainage 699 = 52.2m and good intervisibility between them (as shown on the photograph above).

**Stone Wood Lane (SWL)/Shepley Road (SR) Travel Log (Westbound: Shepley to Stockmoor) – Chainage 699 to Chainage 1,060 (Sheet 13 of 13)**

Existing Layouts shown on Optima Drawings 25072/IN/06 and 25072/IN/07

**Chainage 699 to Chainage 810 (Existing)**

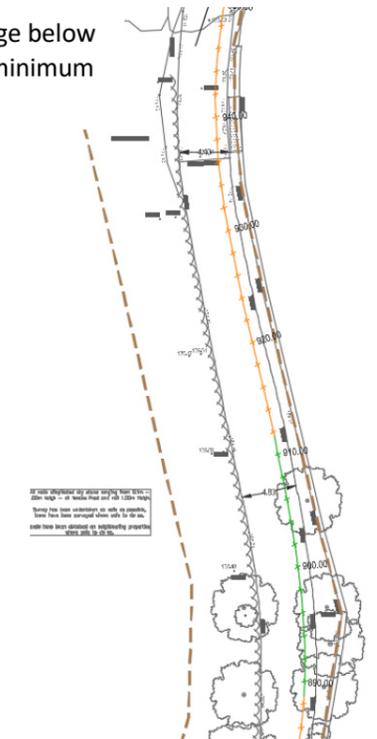


- Clear visibility between Chainage 699 and Chainage 810, as shown on the adjacent Image adjacent
- Sufficient carriageway width between Chainage 699 and 810 (minimum 4.1m wide) allowing two -way traffic movements



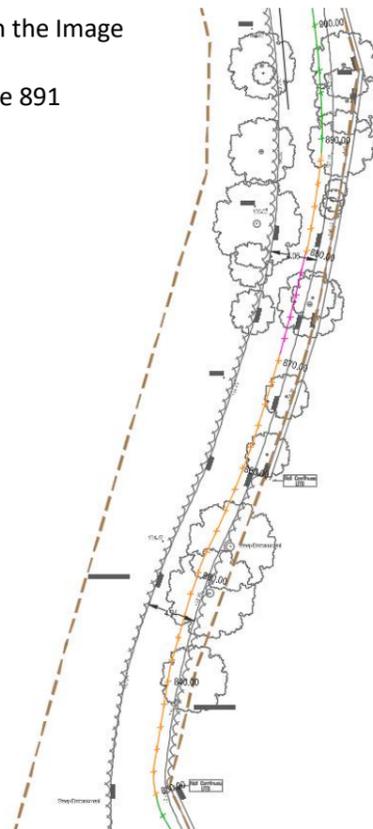
**Chainage 891 to Chainage 946 (Existing)**

- Clear visibility from Chainage 891 to Chainage 946, as shown in the Image below
- Sufficient carriageway width between Chainage 891 to Chainage 946 (minimum 4.1m wide) allowing two -way traffic movements



**Chainage 830 to Chainage 891 (Existing)**

- Clear visibility from Chainage 830 to Chainage 891, as shown on the Image below.
- Sufficient carriageway width between Chainage 830 to Chainage 891 (minimum 4.1m wide) allowing two-way traffic movements



**Chainage 946 to Chainage 1,060 (Existing)**

- Clear visibility from Chainage 946 to Chainage 1,060, as shown in the Image below.
- Sufficient carriageway width between Chainage 946 to Chainage 1,060 (minimum 4.1m wide) allowing two -way traffic movements

