

**Saul, Clive**

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**From:** Huntley, Nathan  
**Sent:** 16 July 2012 15:40  
**To:** Saul, Clive  
**Subject:** Skelton Grange Bridge - Incinerator application 11/03705/FU

Clive

Further to the concerns relating to the capacity of one-way working on the Skelton Grange Bridge, I asked UTC to have a look at this. They have created a simple Linsig model which shows that, even with a significant intergreen to allow the bridge to clear before the opposite flow could commence, that there is ample capacity for the incinerator and traffic that could potentially be generated by the adjacent site. Indeed the model shows that a relatively short cycle time (minimising wait times) could accommodate double that level of demand.

Therefore the proposed solution should not prejudice any future development.

If it comes to an approval for the development we will need to have some carefully worded conditions / s106 obligations relating to the signals scheme (I note that we are still waiting for some plans showing the location of signal equipment, stop lines etc) as it is on private land and would be privately maintained. In order to maximise capacity it would require some detection devices at either end and an appropriate controller.

Thanks  
Nathan

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