# Storthes Hall, Kirkburton
# Proposed Residential Development
# Transport Assessment Addendum
# 2023/93667

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**Prepared on behalf of**

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# 3. Traffic Generation and Distribution

## 3.1 INTRODUCTION

3.1.1 This chapter sets out the updated trip generation and distribution methodologies associated with the proposed development.

3.1.2 The main changes, which have been discussed with HDM during post submission discussions and agreed in principle can be summarised as follows:

- Existing Storthes Hall trips and proposed development trips have been distributed via existing turning proportions, which provides a circa 80/20 split in favour of traffic travelling to/from Penistone Road;
- Revised multi-modal trip generation methodology has been applied;
- Application of the latest TEMPro v8.1 traffic growth rates;
- A higher two-way trip rate of 0.630 has been applied to development traffic;
- The adjacent 'Former Storthes Hall Hospital, Storthes Hall Lane' committed development trips (ref: CDEV 1) has been distributed by existing turning proportions, consistent with the proposed development trips; and
- An allowance for walkers/visitors has been made within the vehicle 'netting off' exercise.

## 3.2 PROPOSED VEHICULAR TRIP RATES AND TRIP GENERATION

3.2.1 The trip rates accepted by HDM during post submission discussions are shown within Table 3.1 on the basis that a contribution will be made towards the provision of an enhanced bus service.

**Table 3.1 Agreed Trip Rates**

| Time Period | Trip Rate | | |
|---|---|---|---|
| | Arrivals | Departures | Total |
| AM Peak | 0.189 | 0.441 | 0.630 |
| PM Peak | 0.441 | 0.189 | 0.630 |

3.2.2 The vehicular trip generation associated with the proposal for up to 261 residential dwellings, applying the agreed trip rates contained within Table 3.1, is shown within Table 3.2.

**Table 3.2 Proposed Traffic Generation**

| Time Period | Total Vehicular Traffic Generation (261 dwellings) | | |
|---|---|---|---|
| | Arrivals | Departures | Total |
| AM Peak | 49 | 115 | 164 |
| PM Peak | 115 | 49 | 164 |

3.2.3 As can be seen the proposed development is predicted to generate 164 two-way trips during the development peak hours.