



Sherburn in Elmet – Proposed Additional Residential Development
Off-Site Highway Capacity Statement
Enclosure 1

The methodologies that have been applied (in Optima letter dated 21/09/2011) have been discussed and agreed with NYCC in determining the traffic flows for the proposed development – these are set out in brief below:

- The trip generations from the new development have been based on surveys of existing residential developments in the area;
- The distribution of the development traffic has been based on 2001 Census information – NYCC had requested that we distribute traffic on a pro rata basis in accordance with the surveys. We consider that this would not be representative of the design scenario, the absence of destination information dilutes the accuracy of these results, hence our reliance on the census information;
- An appropriate growth factor has been applied to the background traffic to predict 2017 base traffic levels;
- We have not applied any discounts for the Travel Plan;
- We have not included any consented traffic, as agreed with NYCC; and
- The effect of a link road bypassing the town centre has not been included.

Through our work in the Transport Assessment and the Highway Capacity Statement we maintained a robust approach based on the following bullets:

- A discount to the traffic generations has not been applied that would take cognisance of the measures to influence travel behaviour implemented through the Travel Plan. This was not included in the TA because the network can comfortably accommodate the trips before any discount is applied. Additionally, NYCC may be resistant to this approach even though it is supported by national guidance; and
- The growth factors have not been amended to take account of the proposed development which results in a small amount of double counting.