

Proposed Residential Development: Dumers Lane, Radcliffe, Bury

784-B054854

Transport Assessment Update

Revision 1

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Westchurch Homes



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1.0 Introduction

1.1 Preamble

- 1.1.1 Tetra Tech (Tt) has been commissioned by Westchurch Homes (WH) to provide transport planning advice in relation to a full planning application for a proposed residential development at land off Dumers Lane, Radcliffe, Bury.
- 1.1.2 The location of the proposed development is shown on **Plan 1**. The site is located in Radcliffe, to the southwest of Bury and just over 14km north west of Manchester City Centre.
- 1.1.3 The local highway network is shown on **Plan 2**.
- 1.1.4 A detailed planning application was submitted to Bury Council in November 2024 (App Ref: 71426).
- 1.1.5 Bury Council (BC) act as both the Local Planning Authority (LPA) and Local Highway Authority (LHA).
- 1.1.6 The application submission package included a Transport Assessment (TA – Nov 2024), which was also prepared by Tt.
- 1.1.7 At the time of the original TA (Nov 2024), the proposals were for 87 dwellings to be accessed via a new junction off Dumers Lane.
- 1.1.8 In response to the original TA, the LHA and Transport for Greater Manchester (TfGM) provided consultation responses to the LPA. The comments contained within the consultation responses have been addressed through Tt Transport Technical Notes 1 and 2, which are both uploaded onto the planning portal.
- 1.1.9 Additionally further discussions have been held with the LHA via email and at meetings over the last year.
- 1.1.10 As part of detailed discussions with the LHA, the proposals have been amended and will now deliver 77 dwellings with access taken from Wild Street and incorporating an improvement scheme to the existing Dumers Lane / Wild Street junction.
- 1.1.11 This report provides an update to the initial Transport Assessment, to reflect the amendments and discussions with the consultees.
- 1.1.12 The proposed site layout of the residential development is shown in **Appendix A**.
- 1.1.13 The stakeholder consultation responses are contained within **Appendix B**.

1.2 Report Structure

- 1.2.1 Following this introduction, the report is structured as follows:
 - **Section 2** outlines the national and local policy context relevant to the development proposals.
 - **Section 3** describes the existing site conditions, including the local highway network and road safety record, in the vicinity of the site.

- **Section 4** describes the proposed development and proposed site access.
- **Section 5** sets out the existing and future sustainable travel options accessible from the site.
- **Section 6** provides an estimate of the likely volume of trips generated by the development and their distribution on the local highway network.
- **Section 7** sets out the capacity assessment for the site access.
- **Section 8** concludes the findings of this TA.

2.0 National and Local Policy Context

2.1 Introduction

- 2.1.1 A brief review of national and local policy plus guidance documents which are relevant to the proposed development, has been carried out.
- 2.1.2 The policy and guidance documents which have been considered are:
- National Planning Policy Framework (NPPF)
 - National Planning Practice Guidance (NPPG)
 - Emerging Bury Council Local Plan.

2.2 National Planning Policy Framework

- 2.2.1 The Ministry of Housing, Communities and Local Government published the updated National Planning Policy Framework (NPPF) in December 2024.
- 2.2.2 At the heart of the NPPF is a presumption in favour of sustainable development. Section 9 of the NPPF sets out policies for promoting sustainable transport. The key relevant policies for new development are set out below.
- 2.2.3 Paragraph 109 of the NPPF states:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

- 2.2.4 At paragraph 110 the NPPF states:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable,

through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.2.5 The NPPF sets out the key tests for the acceptability of planning applications in terms of transport and highways at paragraphs 115 and 116.

2.2.6 Paragraph 115 of the NPPF states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

2.2.7 At paragraph 116, the NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.3 National Planning Practice Guidance

2.3.1 The National Planning Practice Guidance (NPPG) web-based resource was published on 6 March 2014 by the Department for Communities and Local Government (DCLG). This resource collates relevant planning practice guidance and provides links between the NPPF relevant legislation and guidance.

2.3.2 In terms of transportation, the guidance on ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ is relevant to this application. The document essentially replaces the DfT’s ‘Guidance on Transport Assessment’ (2007) and states in Paragraph 005 that:

“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development”.

- 2.3.3 Transport Assessments and Statements can be used to establish whether the residual cumulative impacts of a proposed development on the road network are likely to be ‘severe’ or result in an unacceptable impact on highway safety, which may be grounds for refusal, in accordance with the NPPF.

2.4 Draft Bury Council Local Plan

- 2.4.1 The Draft Bury Local Plan forms part of a set of documents that together form Bury's overall development plan. The development plan for Bury will ultimately comprise of:

- the Bury Local Plan – Draft Published March 2025;
- the Places for Everyone Joint Development Plan (PfE) – Adopted March 2024;
- the Greater Manchester Joint Waste Plan; and
- the Greater Manchester Joint Minerals Plan.

- 2.4.2 As part of the Adopted Draft Local Plan, Policy LP-TR1 “Sustainable Transport” sets out that:

“The Council will promote sustainable transport across the Borough by encouraging a modal shift towards more sustainable modes of travel, such as walking, wheeling, cycling and public transport. In doing so, the Council will seek to:

a. Reduce the need to travel by maximising the amount of development within the existing urban area and by increasing the density of development in the most sustainable locations;

b. Ensure that development maximises opportunities to encourage a modal shift in transportation from private car use to accessible active travel and sustainable transport through considered design;

c. Support investment in transport infrastructure, including investment in key public transport hubs;

d. Ensure that all of the Borough's transport networks take account of the needs of all users, including those with impaired mobility and their carers;

e. Ensure that new development minimises any impacts on existing transport networks and, where necessary, ensuring that it delivers the necessary transport infrastructure improvements in a timely manner;

f. Seek developer contributions (where appropriate) towards the provision or improvement of highway and public transport schemes in accordance with identified council infrastructure priorities; and g. Encourage the improvement of public transport services to the Borough's less accessible locations, such as village settlement.”

- 2.4.3 Policy LP-TR2 “Walking, wheeling and cycling” outlines that:

“The Council will seek to promote increases in travel by walking, wheeling and cycling by:

a. Protecting and enhancing a network of accessible, safe and usable walking, wheeling and cycling routes;

- b. Ensuring that proposals for new development incorporates provision to help maximise walking, wheeling and cycling, where necessary, including allowing for connections to existing walking, wheeling and cycling networks where opportunities exist;*
- c. Ensuring that the pedestrian environment is accessible to all including children and people living with disabilities;*
- d. Requiring new and encouraging improved cycle parking facilities at all destinations that generate a significant number of trips, including public transport interchanges, workplaces, town and district centres, leisure facilities and visitor attractions; and*
- e. Ensuring that proposals for major new employment development includes provision for shower, changing and drying facilities.”*

2.4.4 Policy LP-TR3 “Public Transport” outlines that:

“The Council will support improvements to the Borough’s public transport network and facilities to promote more sustainable transport choices and reduce reliance on private motor vehicles. In doing so, the Council will support proposals that would lead to:

- a. Increased capacity of the public transport network and improved reliability, frequency, speed, directness and coverage of public transport routes and services;*
- b. Improved public transport networks that link to key destinations such as town and district centres and other key employment areas;*
- c. More effective service integration, including through the coordination of services, improved interchanges and integrated ticketing;*
- d. Improvements to the passenger experience, including services, safety, security, waiting environment and comfort;*
- e. Improved access and accessibility to public transport, including for those with impaired mobility and additional park and ride facilities;*
- f. Improved public transport services to the Borough’s less accessible locations, such as village settlements; and*
- g. A reduction in harmful emissions, including through the use of low and zero emission vehicles.”*

2.4.5 Policy LP-TR5 “Highways”, states that:

“The Council will seek to ensure that the Borough’s highway network operates efficiently, effectively and safely by:

- a. Requiring significant new development to include provision for appropriate new and enhanced highways and other transport infrastructure, where necessary, in order to enhance the safety and capacity of the transport network;*
- b. Requiring all proposals for development that will generate demand for travel to prepare and implement Transport Assessments and Travel Plans designed to mitigate against the potential impact of transport and promote the use of sustainable forms of travel;*

- c. Requiring proposals for development that have the potential to generate significant levels of traffic to be supported by transport modelling and assessment , where appropriate;*
- d. Refusing proposals for development that would have an unacceptable adverse impact on the efficiency, effectiveness and safety of the highways network;*
- e. Investment in the Borough’s existing highway network to address congestion and enhance capacity, where this is consistent with environmental and social objectives;*
- f. Ensuring, when appropriate, highways are constructed to an adoptable standard in accordance with Highway Authority design criteria including ‘Street for All’ design guidance; and*
- g. Ensuring suitable access for both vehicles and pedestrians, and provision for public transport.”*

- 2.4.6 Policy LP-TR7 relates to electric vehicle charging, and outlines the Councils support of the continued development of a network of safe and conveniently located EV charging infrastructure across the Borough.

2.5 Compliance with Policy

- 2.5.1 Subsequent sections of this report demonstrate that the proposals are consistent with the above documents.

3.0 Existing Conditions

3.1 Introduction

- 3.1.1 This section of the TA describes the existing site, the local highway network and the local highway network's safety record in the vicinity of the proposed development site.

3.2 Existing Site

- 3.2.1 The location of the proposed development in the wider context is shown on **Plan 1**, whilst **Plan 2** shows the local highway network.
- 3.2.2 The site is located in Radcliffe, to the southwest of Bury and just over 14km from Manchester City Centre to the south.
- 3.2.3 Within the original Transport Assessment submission, the development site was proposed to be accessed from a new junction off Dumers Lane circa 30m north of the Wild Street / Dumers Lane junction.
- 3.2.4 However, following discussion with the LHA, the development site is now proposed to be accessed via Wild Street.
- 3.2.5 As shown on **Plan 2**, the site comprises a greenfield and a small area of the existing industrial estate (Bealey Industrial Estate), which mainly consists of the car wash.

3.3 Local Highway Network

- 3.3.1 This section describes the relevant roads on local highway network, which is shown on **Plan 2**, i.e Dumers Lane and Wild Street.

Wild Street

- 3.3.2 Wild Street is a private road that provides access to the Bealey Industrial Estate, see **Plan 2**.
- 3.3.3 Wild Street is approximately 9m wide near its junction with Dumers Lane. There is no footway provision on this private road.

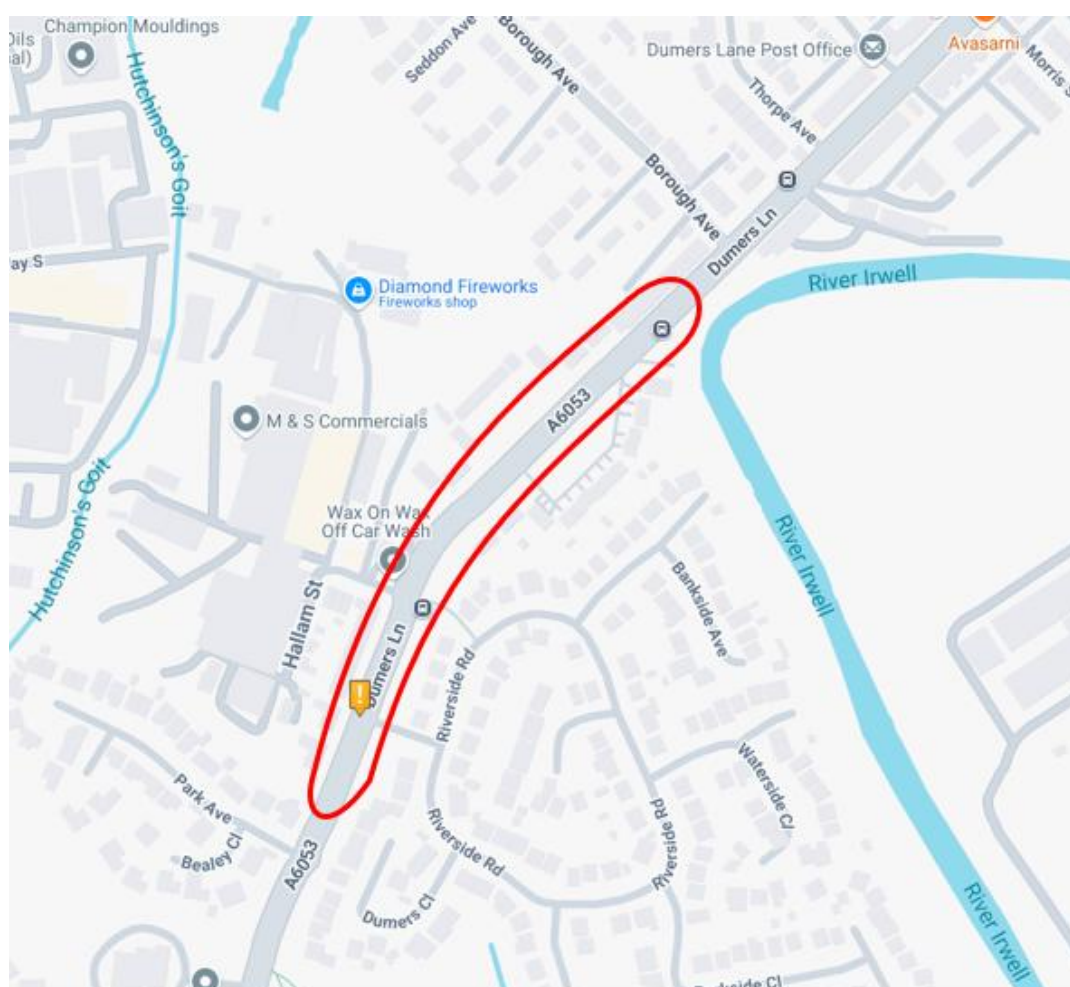
Dumers Lane

- 3.3.4 The A6053 Dumers Lane is a circa 8.9m wide two-way, single carriageway road near the site. It is subject to a 30mph speed limit in the vicinity of the site.
- 3.3.5 Dumers Lane is street lit and has a circa 2m wide footway on both sides of the carriageway for the majority of its length.
- 3.3.6 It extends from the A56 Manchester Road in the northeast to Bury Street in the southwest, via Fletcher Street and Withins Lane. The road also benefits from a bus route.

3.4 Personal Injury Accidents

- 3.4.1 In accordance with comments from TfGM (See **Appendix B**), the Personal Injury Accident statistics within the study area reviewed, have been updated to include data from the years 2023 and 2024.
- 3.4.2 Personal Injury Accident (PIA) statistics for the local highway network, surrounding the proposed development site, have been obtained through the Crash Map database for a 7-year period between 2018 and 2024.
- 3.4.3 Typically, a study period of 5 years would be used, however, given that 2020 and 2021 traffic patterns were untypical due to the effects of the COVID 19 pandemic, a 7-year study period has been selected.
- 3.4.4 The PIA data has been collected for the local highway network, covering a section of Dumers Lane near the site, see **Map 3.1**.

Map 3.1: Review Crash Map, PIA Study Area



- 3.4.5 **Table 3.1** shows that over a 7-year period there has been only 1 incident classified as 'slight' and no incidents classified as 'serious' or 'fatal'.

Table 3.1: Summary of Accident Data Between 2018 and 2024

Severity	2018	2019	2020	2021	2022	2023	2024	Total
Slight	0	0	1	0	0	0	0	1
Serious	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	1

- 3.4.6 The CrashMap database provides additional information in relation to the ‘slight’ incident.
- 3.4.7 The incident was recorded on 26th March 2020 and occurred in proximity to the Dumers Lane / Riverside Road junction. The incident involved two cars.
- 3.4.8 A total of 1 incident over a 7-year period is a rate of 0.14 accidents per year, which is very low, indicating that the adjacent local highway network has an excellent highway safety record.
- 3.4.9 Based on the above, the data suggests that there are no existing highway safety issues on the adjacent local highway network surrounding the site.

4.0 Development Proposals

4.1 Introduction

- 4.1.1 This section of the report describes the development proposals including the access strategy and proposed parking provision.

4.2 The Proposals

- 4.2.1 The proposed development site will deliver 77 dwellings. The proposed site layout (based on a topographical survey) of the residential development is shown in **Appendix A**.

4.3 On-site Street Layout

- 4.3.1 The internal street layout accords with broad principles set out in Manual for Streets (MfS) and Streets for All, with high levels of priority given to pedestrians and cyclists.
- 4.3.2 The on-site street layout has been subject to detailed discussions with the LHA, as set out in TTN02. As shown in **Appendix A**, the proposed estate street layout has been amended and the number of on-site junctions has been reduced, as requested by the LHA.
- 4.3.3 The applicant will seek to have the on-site highway layout adopted by the LHA, via a Section 38 application.
- 4.3.4 The on-site street layout predominantly features 5.5m wide carriageway with 2m footways to both sides.
- 4.3.5 Turning heads are provided at the end of cul-de-sac and those have been tracked to demonstrate the Councils 11.85m long refuse vehicle can be accommodated. The refuse vehicle used in the tracking is the Bury Council vehicle specified by the LHA via email. The tracking is shown on topographical survey base and presented in **Appendix C**.
- 4.3.6 Shared private driveways within the site form 90-degree junctions with the estate road and when accessed from the end of a turning head, they are centred.
- 4.3.7 Visibility splays and forward visibility envelopes appropriate for a design speed of 20mph have been plotted at all junctions/bends in accordance with the guidance in Manual for Streets (see **Appendix C** for envelopes and **Appendix D** for driveway splays). The LHA requested that the visitor parking spaces on the western side of the spine road just to the south of Plot 33 are shifted to the south to improve the visibility splay from the driveway of Plot 33. That has been carried out on the updated layout shown in **Appendix A**.

4.4 Additional Site Layout Details requested by the LHA / TfGM

- 4.4.1 A boundary treatment plan has been prepared and is located in **Appendix E**.
- 4.4.2 The LHA have requested a larger scale detail and cross section through the pinch point between the retained substation and units to the north and the boundary to No. 173 Dumers Lane/Bury Council owned land. The requested detail and cross-section are provided in **Appendix F**. The

drawing shows that the corridor through the pinch point is sufficient, both in terms of width and levels, to achieve the adoptable standards layout. Further work will be carried out during the detailed design stage which will look in more detail at what treatment would be required within the extremities of the 11.5m wide corridor and at which level.

- 4.4.3 Additionally, Bury Council also raised a query relating to the substation adjacent to the proposed site in terms of its foundations/surface water drainage and whether those will encroach under, discharge onto, or project over the proposed adopted highway. The substation is a fenced enclosure and no issues with drainage are envisaged. In terms of the foundations, the exact foundation extents are currently unknown. However, there is c.1m buffer between the substation and the proposed back of footway (i.e. adopted highway extents). Further work will be carried out during the detailed design stage which can be conditioned.
- 4.4.4 In response to the TfGM consultation comments,
- tactile paving and dropped kerbs are provided across the site access and will be provided on internal access junctions, details to be provided at Section 38 stage.
 - There are no redundant vehicle access points which require re-instatement.

4.5 Proposed Site Access Strategy

Introduction

- 4.5.1 The proposed development will be accessed via a priority T-junction off Wild Street. The new estate road forms a 90-degree junction with Wild Street. The proposed access drawing is shown in **Appendix G**.
- 4.5.2 As part of the access design, the existing Dumers Lane / Wild Street junction will be upgraded as also shown in **Appendix G**.
- 4.5.3 The revised access strategy i.e. access from Wild Street and an upgraded Dumers Lane / Wild Street junction has been provided at the request of the LHA.

Site Access / Wild Street Junction

- 4.5.4 The proposed site access off Wild Street is a priority-controlled T-junction, and comprises a 5.5m wide carriageway which ties into Wild Street. The proposals include a 6m radii on the eastern side of the junction and 4m radii on the western side of the junction. The radii dimensions have been derived using tracking with a refuse vehicle. The tracking for the site access junction is shown in **Appendix H**.
- 4.5.5 Wild Street has been redesigned to include a 7.3m wide carriageway and 2m footways to both sides of the carriageway.
- 4.5.6 The access road also includes 2m wide footways on either side of the carriageway, which tie into the proposed 2m wide footway on Wild Street.
- 4.5.7 The first section of the estate road is included within the limits of the proposed access adoption, so that this section of proposed adopted highway can be adopted irrespective of whether all the new estate roads come forward for adoption. Notwithstanding and aforementioned, the applicant will be promoting the whole of the site road network for adoption.

- 4.5.8 An agreement regarding the limits of adoption on both sides of the road at the end of Wild Street and how it will be demarcated, along with the provision of a footway between the site access and Access A (as shown on site access drawing) and slight adjustments to the junction details at the 4m radius, could be conditioned or finalised at Section 38 detailed design stage.
- 4.5.9 The provision of the 2m footway on the southern side of Wild Street carriageway results in a loss of on-street parking for Plots 3 and 5. Additionally, to accommodate a betterment in visibility plays to the right of the site access (refer to the previous section for further detail), two on-street parking bays on Dumers Lane are proposed to be removed.
- 4.5.10 As a result, three unallocated visitor parking spaces are to be provided within the development site to the rear of Plots 1 to 3 which will be available for the residents.

Upgraded Dumers Lane / Wild Street Junction

- 4.5.11 The proposals include an upgraded junction at Dumers Lane/Wild Street. The proposed layout comprises a 7.3m wide carriageway on Wild Street which ties into Dumers Lane, with 10m radii on the northern side of the upgraded junction. The southern side of the upgraded junction has a 10m radii, formed with road hatching to tie into the footway.
- 4.5.12 The radii dimensions have been derived using tracking with a refuse vehicle. The tracking for the site access junction is shown in **Appendix H**.
- 4.5.13 The existing right turn lane length for turning into Wild Street from Dumers Lane has been retained, see **Appendix G**.
- 4.5.14 Wild Street is proposed to include 2m wide footways to both sides of the carriageway which tie into the existing footway on Dumers Lane. The existing footway that abuts the site boundary along the western side of the carriageway is proposed to be widened to 2m.
- 4.5.15 An uncontrolled pedestrian crossing with dropped kerbs and tactile paving is proposed across the site access at its junction with Dumers Lane.
- 4.5.16 At the existing uncontrolled pedestrian crossing located approximately 25m north of Wild Street, minor modifications to the tactile paving on the eastern side of the carriageway are proposed as a result of minor realignment to the northern kerb line of the bus layby.
- 4.5.17 Within the initial Transport Assessment, it was stated that the bus stop north of the site access would be required to relocate slightly further north. As part of the updated site access proposal, the relocation is no longer required, and its existing location can be retained.
- 4.5.18 To inform an assessment of the visibility splays, 2 x Automatic Traffic Counts (ATC) were carried out on Dumers Lane by Traffic Sense Ltd between 11th and 17th September 2024. The survey locations are as shown in **Map 4.1**.

Map 4.1: ATC Survey Locations



- 4.5.19 The raw data of both ATC surveys is contained in **Appendix I**. The recorded 85th percentile approach speeds are:
- 33.4mph Northbound (recorded at **ATC B**)
 - 32.9mph Southbound (recorded at **ATC A**)
- 4.5.20 The 85th percentile speeds have been applied to the Stopping Sight Distance formula to derive the visibility splay Y-distances, using the robust Manual for Streets 2 parameters for reaction time and deceleration rate. The resultant Y-distances are:
- 45m visibility looking to the left.
 - 47m visibility looking to the right.
- 4.5.21 Visibility splays of 2.4 x 59m (left) and 2.4 x 28.8m (right) are shown within the site access drawing. Visibility splays have been included in **Appendix G**.
- 4.5.22 The visibility splay to the left is consistent with the existing provision and is greater than MfS suggests for the approach speeds.
- 4.5.23 The visibility splay to the right on the proposed layout is less than suggested by MfS for the recorded approach speed, however it demonstrates a significant betterment (85% longer) over the existing provision, which is currently only 15.6m.
- 4.5.24 Furthermore, MfS (paragraph 10.5.9) states “*The Y distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is local evidence to the*

contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.”

- 4.5.25 As demonstrated in Section 3.4 of this Transport Assessment Update, there has only been one collision over the seven-year period within the vicinity of the site. The local evidence confirms the MfS research in that even the existing shorter visibility splay of just 15.6m has not led to a safety issue. The visibility splay to the right provided as part of the proposed site access provide a betterment to existing provision.
- 4.5.26 The betterment is achieved through:
- Amending the give way line on Wild Street, bringing it forward.
 - removing 12m of on street parking on the western side of Dumers Lane, just to the south of Wild Street.
- 4.5.27 It would be possible to further improve the visibility splay to the right through removing a greater extent of on-street parking on Dumers Lane, however in discussions with the LHA, it has been accepted that there is a balance to be struck, between loss of parking and visibility splays. Given the junction is operating safely and suitably with a shorter splay than is proposed, it is considered that the removal of the 2 parking spaces to provide a 28.8m visibility splay represents a suitable balance.
- 4.5.28 Even without removing the parking on Dumers Lane to the south, the proposed layout of the Dumers Lane / Wild Street junction offers a slight betterment (16.1m) to the visibility splay to the right over the existing layout. Given this, if the LHA wishes to retain the parking, that is justifiable given that the proposed layout improves the visibility splay at a junction which is operating safely in the existing situation with no accidents recorded.
- 4.5.29 In response to the TfGM consultation comments:
- Footway resurfacing and renewal will be undertaken on Dumers Lane western footway adjacent to the site boundary.

Stage 1 Road Safety Audit

- 4.5.30 An independent Stage 1 Road Safety Audit (RSA) was carried out by Nicholson Solan Consultancy on the updated site access proposal. The RSA is contained in **Appendix J**.

Designer’s Response to RSA

- 4.5.31 The RSA has raised 6 potential problems with associated recommendations to resolve these potential problems (see Sections 2 to 3 of the RSA).
- 4.5.32 Responses to each of the 6 potential problems are set out in the Designers Response to RSA, located in **Appendix K**. The site access drawing within **Appendix G** includes the amendments resulting from the Stage 1 RSA Recommendations.

TRO’s

- 4.5.33 It has been agreed with the LHA that TROs relating to parking on Dumers Lane and Wild Street for operational and visibility purposes can be conditioned.

4.6 Proposed Parking

On-site Parking

- 4.6.1 The LHA have requested that parking is provided in accordance with the newly adopted SPD 11. The SPD 11 parking standards have been applied to the proposed development. This is shown below in **Table 4.1**.

Table 4.1: Car Parking Standards applied to the Proposed Development

No. of Beds	Parking Standard (spaces/dwelling)	No. of Dwellings Proposed	No. of Parking Spaces required by SPD 11
1	1	18	18
2 & 3	2	43	86
4	3	16	48
Total	-	77	152

- 4.6.2 The applicant has provided the following parking schedule:
- 1 bed maisonettes (x18) – 1 parking space each;
 - 2 bed houses (x6) – 1 parking space each with 2 visitor spaces between the 6 plots;
 - 3 & 4 bed house (x53) – 2 parking spaces each;
 - 3 x visitor parking spaces for the development adjacent to plot 33; and
 - 3 x parking spaces at the entrance for the Wild Street residents (behind plots 1-3).
- 4.6.3 In total, the applicant proposes:
- 135 spaces for 77 plots; and
 - 3 spaces for the Wild Street properties.
- 4.6.4 The proposals include 17 spaces fewer than the 152 parking standards suggest (89% provision).
- 4.6.5 The Parking SPD includes an allowance for site specific reductions in parking where suitably evidenced. The justification for providing a lower parking provision than as required in the SPD 11 is provided in **Appendix L**. The evidence finds that the site is highly accessible, given the good bus provision directly adjacent to the site. It also finds that affordable homes have a lower car ownership, and the proposals are 100% affordable. Given these site-specific reasons, the slight reduction in parking provision is acceptable.
- 4.6.6 Furthermore, Government policy is to be promoting active travel / sustainable travel and limiting parking, so providing less parking should be seen as a sustainable travel promoting and traffic impact reducing beneficial mitigation, not a deficiency of the proposals.

4.7 Wider Industrial Estate Parking (Bealey Industrial Estate)

- 4.7.1 The development site is located on the edge of the existing Bealey Industrial Estate.
- 4.7.2 Within the red line boundary, the following existing land uses will be removed under the proposals:

- Car wash;
- Café;
- Shop (fireworks);
- Storage yard; and
- Coach Park.

- 4.7.3 Within the red line boundary, the following car parking areas will be removed under the proposals;
- 26 marked out car parking spaces, which are associated with the car wash and café;
 - Limited ad-hoc parking spaces associated with the shop, storage yard and coach parking.
- 4.7.4 The applicant has confirmed that none of the wider Bealey Industrial Estate occupants have rights of access over the parking spaces within the red line boundary which will be removed. Given this there will be no loss of parking for the existing users of the retained Bealey Industrial Estate, due to the proposals.
- 4.7.5 Accordingly, there will be no knock-on impacts in relation to parking on Wild Street or on Dumers Lane, which could affect local residents.
- 4.7.6 It is therefore concluded that the proposals will not;
- Have a significant impact on parking facilities for the retained industrial estate;
 - Have a significant impact on parking facilities for the residents of Dumers Lane/Wild Street; and
 - Be detrimental to the free flow of traffic and road safety.
- 4.7.7 The proposals therefore accord with the NPPF and Local Plan Policy.

5.0 Accessibility by Sustainable Modes

5.1 Introduction

- 5.1.1 This section describes the accessibility of the development site by sustainable travel modes. It covers accessible amenities and describes the existing sustainable transport infrastructure that is in place to provide access to these amenities.
- 5.1.2 The pre application response stated, the site is “*located within an area of high accessibility as set out within appendix 1 of SPD11.*” which confirms that the site is considered to be well accessible by sustainable modes.

5.2 Accessibility on Foot

- 5.2.1 It is generally accepted that walking is the most important mode of travel at a local level and offers the greatest potential to reduce short car trips, particularly those under 2km. The implication of this is that 2km is a distance that people are typically prepared to walk to access an amenity / facility. 2km is also the Institution for Highways and Transportation (IHT) guidance preferred maximum suggested walking distance to schools and for commuting.
- 5.2.2 In respect of this, **Plan 3** has been prepared to show a 1km & 2km walk catchment from the centre of the site. Assuming a walk speed of 1.4m/s, this equates to a 12-minute (1km) and 24-minute (2km) walk.
- 5.2.3 **Plan 3** shows the variety of different amenities available within a 1km walk from the site. These include four convenience stores, a medical centre, allotments, a nursery, a primary school, two places of worship, a restaurant, a park and employment sites.
- 5.2.4 In addition to the facilities listed above, amenities/facilities in the 2km catchment include further restaurants, takeaways, places of worship, a cemetery, convenience stores, a primary school, nursery schools, a secondary school, sports facilities, employment sites. There are also employment opportunities along the edge of the catchment.
- 5.2.5 Additionally, there are PRoWs (Public Rights of Way) accessible within the 2km catchment, which provide routes for pedestrians towards Radcliffe town centre and other areas in Bury. Off-site the PRoWs connect with Bolton Road and Water Street. From those connections with the local highway network footways are provided along both routes towards Radcliffe and the rest of Bury.
- 5.2.6 Furthermore, the local highway network includes wide footways with dropped kerbs and tactile paved crossing points. The proposals benefit from very good pedestrian accessibility to services and facilities.

5.3 Accessibility by Cycle

- 5.3.1 Whilst Planning Policy Guidance 13 PPG13 is no longer current national planning policy, its recognition of cycling having the potential to replace short car journeys, particularly those under 5km is still recognised as good practice. Within this context the site is well located to encourage

trips by bike with several employment destinations, other residential areas and amenities located within a 5km cycle.

- 5.3.2 The 5km cycle catchment is shown on **Plan 4**. The 5km catchment encompasses the entire built-up area of Radcliffe as well as the surrounding towns of Whitefield and Bury meaning that future residents at the site could access the employment destinations and amenities / facilities present in those areas.
- 5.3.3 Within the 10km catchment, a large portion of Bolton can be reached in the west, the towns of Prestwich, Kearsley, Middleton and Farnworth can be reached and Heywood in the east.
- 5.3.4 Bisecting the cycle catchments north to south is the National Cycle Route (NCR) 6 which in the vicinity of the site extends south to Manchester and north towards Ramsbottom.
- 5.3.5 Farnworth, Kearsley and Clifton rail stations all lie within the 10km catchment which can provide opportunities for multi-modal journeys.
- 5.3.6 Given the above, it can be stated that the proposals benefit by having good accessibility to services, jobs and facilities by cycle.

5.4 Accessibility by Public Transport

By Bus

- 5.4.1 As shown on **Plan 2** the closest pair of bus stops to the site are located on Dumers Lane, directly adjacent to the site frontage. This pair of bus stops are served by Routes 524, 894 and 899.
- 5.4.2 In proximity to the Dumers Lane / Manchester Road junction, there is an additional pair of bus stops, which are on the routes of bus services 95, 97 and 135. These bus stops are located c.1km away from the site.
- 5.4.3 A summary of the services from the stops near the site are shown in **Table 5.1** below.

Table 5.1: Existing Bus Services Operating Near the Site

Service	Route	Average One-way Frequency per Hour					
		Weekday				Saturday	Sunday
		AM Peak	Inter Peak	PM Peak	Evening		
Services from Dumers Lane Bus Stop – Adjacent to Site							
524	Bury Interchange - Bolton Interchange	5	5	5	5	4	2-3
894	Heaton Park – Hillock – Hollins – Radcliffe – Bradley Fold	0	1 (school bus)	0	0	0	0

899	Warth Fold – Radcliffe – Seddons Farm Estate - Starling	1 (school bus)	1 (school bus)	0	0	0	0
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5.4.4 **Table 5.1** demonstrates that the bus service 524 on Dumers Lane provides access to Bury and Bolton. The service routes via Rose Hill, Burnden, Moses Gate, Dove Bank, Little Lever, Radcliffe, Fletcher Fold and Fishpool. Additionally, there are two school bus services.

5.4.5 The 524-bus service also connects the site to the nearest Rail Stations, Moses Gate and Kearsley, which has regular rail services to Southport, Manchester Victoria, Stalybridge and more.

5.4.6 The bus provision at the site improves sustainable connectivity to the local and wider area.

By Metrolink (Tram)

5.4.7 The closest Metrolink (tram) station to the site is Radcliffe, which is a 1.4km walk. Two trams' lines operate via this tram station, the "Green" and "Yellow" lines.

5.4.8 The "Green" line serves tram stations between Altrincham and Bury. The "Yellow" line starts and serves tram stations between Piccadilly and Bury.

5.4.9 During the day, the Metrolink station offers 1 tram every 12 minutes (5 trams an hour) in each direction.

5.4.10 On a Sunday, the Metrolink station offers 1 tram every 15 minutes in each direction.

By Rail

5.4.11 The nearest railway station is Kearsley Rail Station, located 6km journey distance from the site, so could conceivably be reached by cycle.

5.4.12 Moses Gate Rail Station is located approximately 8.5km. Whilst Moses Gate Rail Station is further from the site, it can be reached relatively directly direction a bus route, and can be accessed in 25minutes via the 524-bus service.

5.4.13 Both Kearsley Rail Stations and Moses Gate Rail Station provide services to regional and national destinations. Typical off-peak services, Mondays to Saturday, are set out below:

- 1 service per hour to Southport via Bolton.
- 1 service per hour to Stalybridge via Manchester Victoria.

5.4.14 Given the above, it is evident that residents at the site have the option to travel via rail.

5.5 Accessibility Summary

5.5.1 The above demonstrates that there are a number of facilities located within a 1km walk of the site including: a medical centre, places of worship, a convenience store, restaurants and takeaways. Further amenities and facilities are accessible within a 1km & 2km walk including schools, employment sites, parks and sports facilities.

- 5.5.2 The 5km cycle catchment encompasses the entire built-up area of Radcliffe as well as the surrounding towns of Whitefield and Bury meaning that those living locally could access jobs, services and facilities in those areas by bike.
- 5.5.3 Bus stops are located at the frontage of the site along Dumers Lane from where bus services to Bolton and Bury can be caught.
- 5.5.4 The nearest Metrolink station is 1.4km from the site, and provides access to Bury and Manchester.
- 5.5.5 Regular train services operate from the local rail station of Kearsley and Moses Gate which both provide access to Southport and Stalybridge, via Manchester. These rail stations are accessible by bus and by cycle.
- 5.5.6 Given the above sustainable transport provision and the “high” level of accessibility quoted from the Pre-Application response, it is considered that the site is accessible by sustainable forms of transport.

6.0 Traffic Flow Analysis

6.1 Introduction

- 6.1.1 This section explains the methodology used to derive the traffic flows used in the junction capacity assessments which are set out in **Section 7.0**.

6.2 2025 Surveyed Traffic Flows

- 6.2.1 An MCTC traffic survey has been undertaken Dumers Lane / Wild Street junction.
- 6.2.2 The morning and evening traffic peak hours have been identified within the data. The raw survey data is provided in **Appendix M**.
- 6.2.3 The AM and PM peak hour 2025 Surveyed Traffic Flows are shown in **Figure 1**.

6.3 2030 Growthed Surveyed Traffic Flows (Without Development)

- 6.3.1 In line with accepted practice, junction capacity assessments have been undertaken for a single future year. A future year of 2030 has been calculated, which is 5 years from the date of the traffic survey.
- 6.3.2 The future year traffic flows have been derived through applying growth factors extracted from the TEMPRO database to the surveyed volumes.
- 6.3.3 The TEMPRO growth factors adjusted by National Traffic Model (NTM) have been calculated for the middle super output area (MSOA) 'Bury 015', where the site is located. The TEMPRO growth factors used to estimate the future year traffic flows are detailed in **Table 6.1**.

Table 6.1: TEMPRO Growth Factors Adjusted by NTM

Period	AM Peak	PM Peak
2025– 2030	1.03979	1.03903

- 6.3.4 The 2030 Growthed Surveyed Traffic Flows are shown in **Figure 2**.

6.4 Additional Committed Development Traffic Flows

- 6.4.1 The LPA planning portal has been reviewed for relevant planning applications near the proposed development site. Based on this review no committed developments have been identified which would have a material impact on the local traffic capacity.

6.5 Trip Generation

- 6.5.1 The trip generation as presented in the initial scoping correspondence was based on trip rates derived in line with the best practice guidelines from the TRICS Good Practice Guide 2021 (GPG). The methodology used to derive appropriate trip rates for the proposed development was as follows:

- The proposed land use category (03 (A) – Residential – Houses Privately Owned) was selected from the main menu.
- In ‘Region Selection’, Greater London, Wales, Scotland, Republic of Ireland and Northern Ireland were excluded.
- The range of the number of dwellings was set from 40 to 198.
- Survey date was set from 01/01/2016 to the latest survey taken to date (15/05/24).
- Any surveys which took place on a Saturday or Sunday were excluded.
- In location type – ‘Edge of Town’, ‘Neighbourhood Centre’ and ‘Suburban Area’ were selected based on the site location.

6.5.2 **Table 6.2** provides a summary of the vehicle trip rates extracted from the TRICS database for a weekday AM and PM peak hour. This table also shows the AM and PM peak hour trips generated by the proposed 77 dwellings that will be accessed from Dumers Lane.

Table 6.2: Weekday AM and PM Peak Hour Vehicle Trip Rates and Trip Generation (77 Dwellings)

Proposed Land Use	Unit	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rates							
C3 Houses Privately Owned	Dwelling	0.149	0.353	0.502	0.305	0.150	0.455
Trip Generations							
C3 Houses Privately Owned	77	11	27	39	23	12	35

6.5.3 As shown in **Table 6.2**, the proposed 77 dwellings could be expected to generate a total of 39 two-way trips during a weekday morning peak hour and 35 two-way trips during a weekday evening peak hour. This is equivalent to circa 1 additional vehicle every one minute and 32 seconds in the AM peak period and an additional vehicle every one minute and 43 seconds in the PM peak period, which is extremely low.

6.5.4 Given this, the development proposals will not have a significant impact on or across the local highway network.

6.6 Trip Distribution

6.6.1 Trip distribution for the proposed residential development is based on the 2025 Survey Flows. The distribution is shown in **Figure 3**.

6.6.2 The trip generation set out in **Table 6.2** has been distributed onto the local highway network using the trip distribution. The development trips of 77 dwellings assigned onto the highway network are shown in **Figure 4**.

6.6.3 **Figure 4** show that the development contributes vehicular trips as follows :

- In the AM peak hour, there are forecast to be 27 vehicles leaving the development site with 13 vehicles travelling to the northeast towards Bury, and 14 vehicles travelling to the southwest towards Radcliffe. 12 vehicles in total enter the site, with 6 from the north and south respectively.
- In the PM peak hour, there are forecast to be 12 vehicles leaving the development site, with 5 vehicles travelling north towards Bury, and 7 vehicles travelling south towards Radcliffe. 23 vehicles enter the development, with 13 from the north and 10 from the south.

6.6.4 From the proposed site access strategy, the development traffic will disburse across the highway network, and the traffic impacts will be further diluted at existing junctions.

6.6.5 Given these low levels of net traffic increases that will be occurring during the peak hours at existing junctions, the Traffic Impact Assessment (section 7) solely assesses the upgraded Dumers Lane/Wild Street junction where development traffic is focused.

6.6.6 Furthermore, the existing uses on the site will be removed as part of the proposals, therefore the traffic associated with those existing uses will be removed from the local network. I.e., the net traffic increases will be lower than identified above.

6.7 2030 Assessment Flows (With Development)

6.7.1 The forecast development trips as shown in **Figure 4** have been added to the ‘Without development’ flows (**Figure 2**) to derive 2030 assessment traffic flows ‘With development’, which are shown in **Figure 5**.

7.0 Traffic Impact Assessment

7.1 Introduction

- 7.1.1 This section of the report details the forecast operation of the upgraded Dumers Lane/Wild Street junction. This is shown within the proposed site access drawing is shown in **Appendix G**.
- 7.1.2 The site access is a priority T- junction and therefore has been assessed using Junctions 10 analysis software (PICADY). The key operational output parameters of Junctions 9 are:
- The ratio of flow to capacity (RFC), in which RFC values of less than 1.0 indicate the junction is operating within its ultimate capacity.
 - Queues in vehicles, which indicates the forecast length of traffic queues; and,
 - Average delays in seconds per vehicle.

7.2 Dumers Lane / Wild Street Capacity Assessment

- 7.2.1 **Table 7.1** summarises the capacity assessment results for the upgraded Dumers Lane/Wild Street junction (see **Appendix G**) using the 2030 ‘With Development’ flows shown in **Figure 5**.
- 7.2.2 Full PICADY outputs for both peaks are attached in **Appendix N**.

Table 7.1: 2030 Proposed Dumers Lane / Wild Street Site Access Capacity Assessment

Link Description	AM Peak			PM Peak		
	Max RFC	Average Delay (s/pcu)	Max Queue (PCU)	Max RFC	Average Delay (s/pcu)	Max Queue (PCU)
2030 With Development						
Wild Street (Left)	0.04	6	0.0	0.07	7	0.1
Wild Street (Right)	0.05	9	0.1	0.10	10	0.1
A6053 Dumers Lane (North) (Right)	0.01	5	0.0	0.02	6	0.0
Average Jun. Delay (s/pcu)	0.56			1.02		

- 7.2.3 **Table 7.1** confirms that at the proposed Dumers Lane / Wild Street junction, including the development traffic associated with the proposed 77 dwellings can be easily accommodated, with negligible delays and with no queuing in the peak hours in 2030.

8.0 Summary and Conclusions

8.1 Summary

- 8.1.1 Tetra Tech (TT) has been commissioned by Westchurch Homes (WH) to provide transport planning advice in relation to a full planning application for a proposed residential development at land off Dumers Lane, Radcliffe, Bury.
- 8.1.2 This Transport Assessment Update provides an update to the original TA, following comments from the Local Highway Authority, TfGM and Bury Council.
- 8.1.3 The site is located in Radcliffe, to the southwest of Bury and just over 14km northwest of Manchester City Centre.
- 8.1.4 The proposals have been reduced to now deliver 77 dwellings. The internal street layout has been updated since the original TA submission, and accords with broad principles set out in Manual for Streets (MfS), ensuring a high level of priority is given to pedestrians and cyclists.
- 8.1.5 The proposed turning heads in the internal site layout have been tracked with the councils 11.85m refuse collection vehicle, to demonstrate their suitability.
- 8.1.6 The proposals include 135 car parking spaces. That represents 17 spaces fewer than the 152 parking standards suggest (89% provision). However, the Parking SPD includes an allowance for site specific reductions in parking where suitably evidenced. The evidence in this case is that the site is highly accessible, given the good bus provision directly adjacent to the site and the proposals are for affordable homes, which have a lower car ownership than a privately owned dwelling. Given these site-specific reasons, the slight reduction in parking provision is acceptable.
- 8.1.7 Furthermore, Government policy is to be promoting active travel / sustainable travel and limiting parking, so providing less parking should be seen as a sustainable travel promoting and traffic impact reducing beneficial mitigation, not a deficiency of the proposals.
- 8.1.8 The proposed development will be accessed via a priority T-junction proposed off Wild Street. The new estate road forms a 90-degree junction with Wild Street. The proposals also include an upgraded A6053 Dumers Lane / Wild Street priority-controlled T-junction. The proposed site access has been designed in line with MfS.
- 8.1.9 The proposed site access off Wild Street comprises a 5.5m carriageway, with 2m footways on either side of the road. It has a corner radius of 6m and 4m to the east and west of the junction respectively.
- 8.1.10 The upgraded Dumers Lane/Wild street junction comprises 2m footways on either side of the carriageway, 10m radii to the north, and 10m radii to the south formalise by road hatching.
- 8.1.11 The proposed site access junction has been subjected to an independent Stage 1 Road Safety Audit (RSA). The RSA raised 6 recommendations, of these, 6 have been accepted and a response given to all.
- 8.1.12 The proposed site access has been tracked with the councils 11.85m refuse collection vehicle

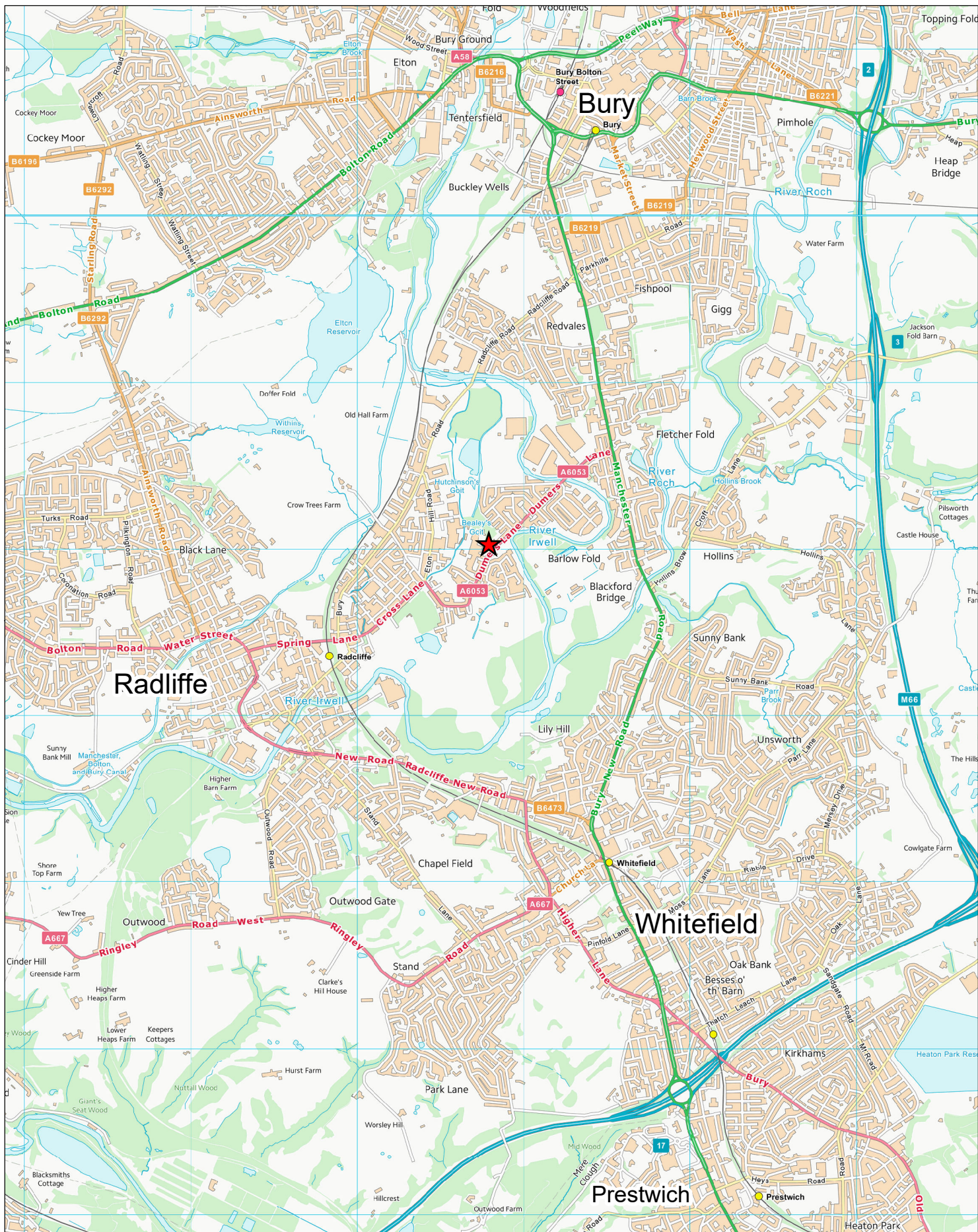
- 8.1.13 Shared private driveways within the site form 90-degree junctions with the estate road and when accessed from the end of a turning head, they are centred.
- 8.1.14 Visibility splays and forward visibility envelopes appropriate for a design speed of 20mph have been plotted at all junctions/bends in accordance with the guidance in Manual for Streets
- 8.1.15 There are a number of community facilities/amenities located within a 1km walk of the site including: a medical centre, places of worship, a convenience store, restaurants and takeaways. Further amenities and facilities are accessible within a 1km & 2km walk including schools, employment sites, parks and sports facilities.
- 8.1.16 The cycle 5km catchment encompasses the entire built-up area of Radcliffe as well as the surrounding towns of Whitefield and Bury meaning that those living locally could access to those areas by bike.
- 8.1.17 Bus stops are located at the frontage of the site along Dumers Lane from where buses to Bolton and Bury can be caught.
- 8.1.18 The nearest Metrolink station is 1.4km from the site and it provides access to Bury and Manchester.
- 8.1.19 Regular train services operate from the local rail station of Kearsley and Moses Gate which both provide access to Southport and Stalybridge, via Manchester. These rail stations are accessible by bus and by cycle.
- 8.1.20 Given the above sustainable transport provision and the “high” accessibility quoted from the Pre-Application response, it is considered that the site is accessible by sustainable forms of transport and that jobs, services and facilities are accessible by sustainable modes of travel from the site.
- 8.1.21 A review of recent accident data between 2018-2024 for the local highway network shows that there are no clusters of accidents and no evidence of an existing highway safety issue that could be worsened by the proposed development.
- 8.1.22 The proposed visibility splay to the right from the Dumers Lane / Wild Street junction provides a betterment to the existing provision at the Wild Street junction.
- 8.1.23 The proposed 77 dwellings could be expected to generate a total of 39 two-way trips during a weekday morning peak hour and 35 two-way trips during a weekday evening peak hour. This is equivalent to circa 1 vehicle every one minute and 32 seconds in the AM peak period and 1 vehicle every one minute and 43 seconds in the PM peak period, which is extremely low.
- 8.1.24 Furthermore, the existing uses on the site will be removed as part of the proposals, therefore the traffic associated with the existing uses will be removed from the local network. i.e. the net traffic increases will be lower than identified above.
- 8.1.25 Capacity assessments of the proposed site access has been undertaken using forecast flows for 2030, which show that it will operate with significant spare capacity. No queuing and negligible delays are predicted during the typical busy weekday AM and PM peak hours in 2030.

8.2 Conclusions

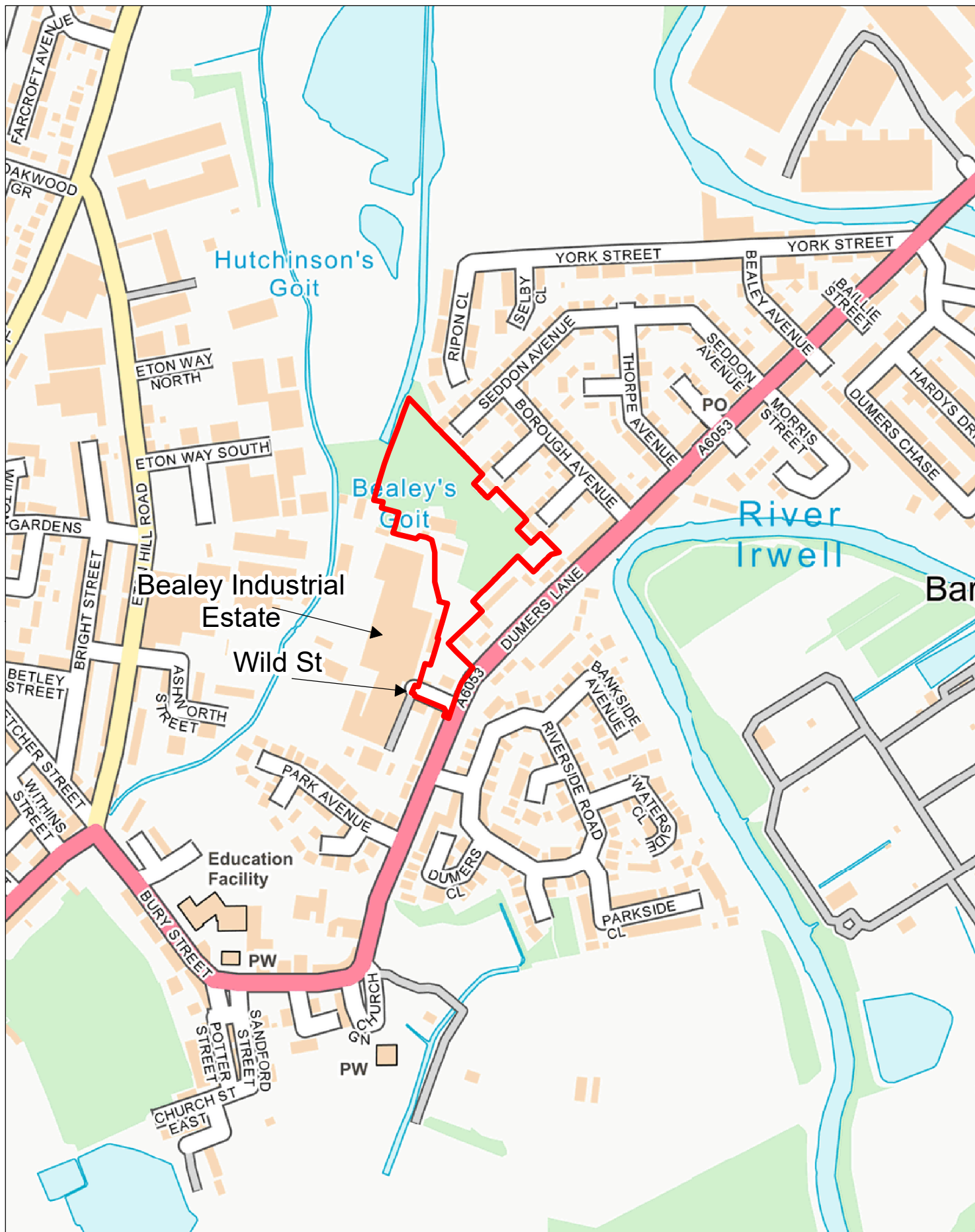
- 8.2.1 The site will be very accessible on foot, by cycle and public transport.

- 8.2.2 It has been demonstrated that a safe and suitable access can be provided for the new development for all users.
- 8.2.3 Suitable parking provision and turning facilities for service vehicles are provided within the site.
- 8.2.4 There will be no 'significant' impacts on the safe and efficient operation of the surrounding highway network due to the development, let alone the impacts being 'severe', in NPPF terms.
- 8.2.5 The proposals accord with both the NPPF and local plan transport policies.
- 8.2.6 In view of the above positive findings, it is considered that the proposed development is acceptable in highway, traffic and transport terms.

Plans



© Tetra Tech Limited  TETRA TECH	Plan 1: Site Location Proposal: Proposed Residential Development Location: Land off Dumers Lane, Radcliffe TT Job No.: 784-B054854	Legend  Site Location
Scale: 1:30,000 @A4 28 February 2025 NGR: 379,809 E / 407,571 N		© Crown Copyright All rights reserved. Licence number: 100019980



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Plan 2: Local Highway Network
 Proposal: Proposed Residential Development
 Location: Land off Dumers Lane, Radcliffe
 TT Job No.: 784-B054854



Legend

Approx site boundary

Bus Stop

0 60 120 180 Meters
 Scale: 1:5,000 @A4

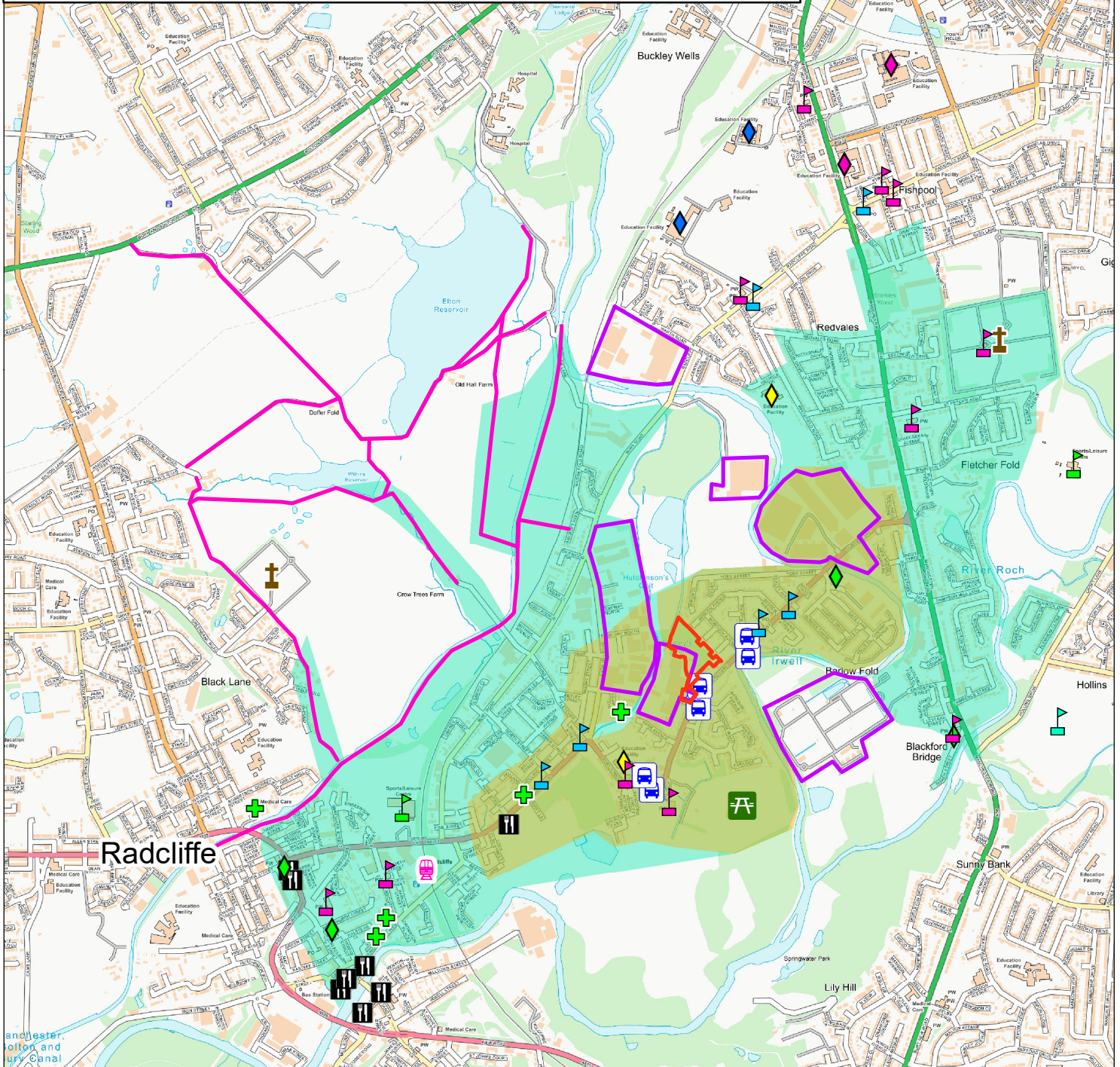
04 September 2025

NGR: 379,802 E / 408,014 N

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Legend

	Approx Site Boundary		College		Parks
	Footpath		Secondary School		Bus Stop
	Employment		Primary School		Metrolink
	Golf Club		Nursery		1km Walk Catchment
	Leisure Facilities		Cemetery		2km Walk Catchment
	Convenience Store		Medical Centre		
	Place of Worship		Restaurants		



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Plan 3: 1km & 2km Walk Catchments
 Proposal: Proposed Residential Development
 Location: Land off Durers Lane, Radcliffe
 TT Job No.: 784-B054854

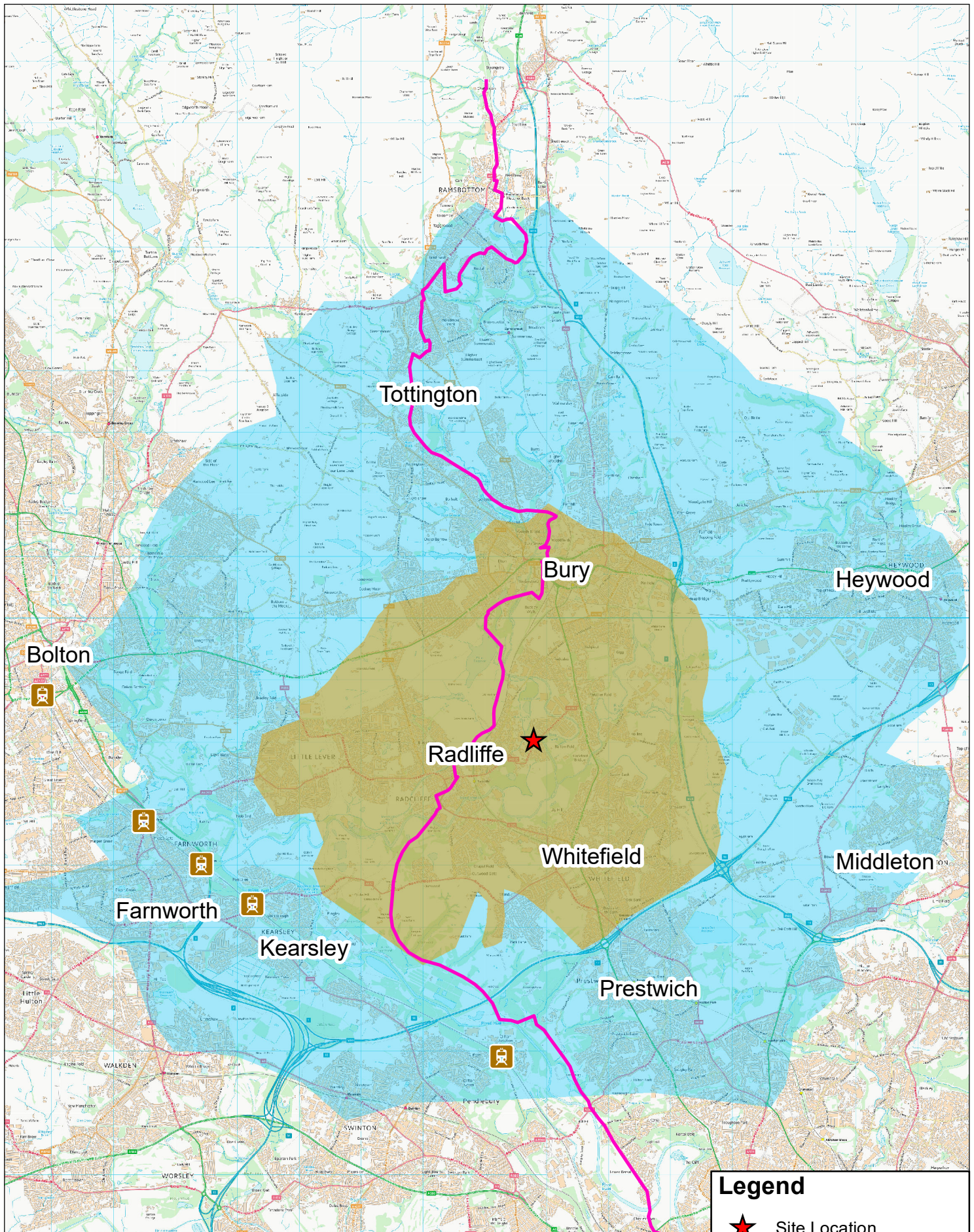


0 250 500 750 Meters
 Scale: 1:20,000 @A4

NGR: 379,298 E / 409,106 N

14 November 2024

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Plan 4: 5km & 10km Cycle Catchments
Proposal: Proposed Residential Development
Location: Land off Durners Lane, Radcliffe
TT Job No.: 784-B054854



0 990 1,980 2,970 Meters

Scale: 1:80,000 @A4

14 November 2024

NGR: 379,033 E / 409,982 N

Legend



Site Location



Train Stations



National Cycle Route



5km Cycle Catchment

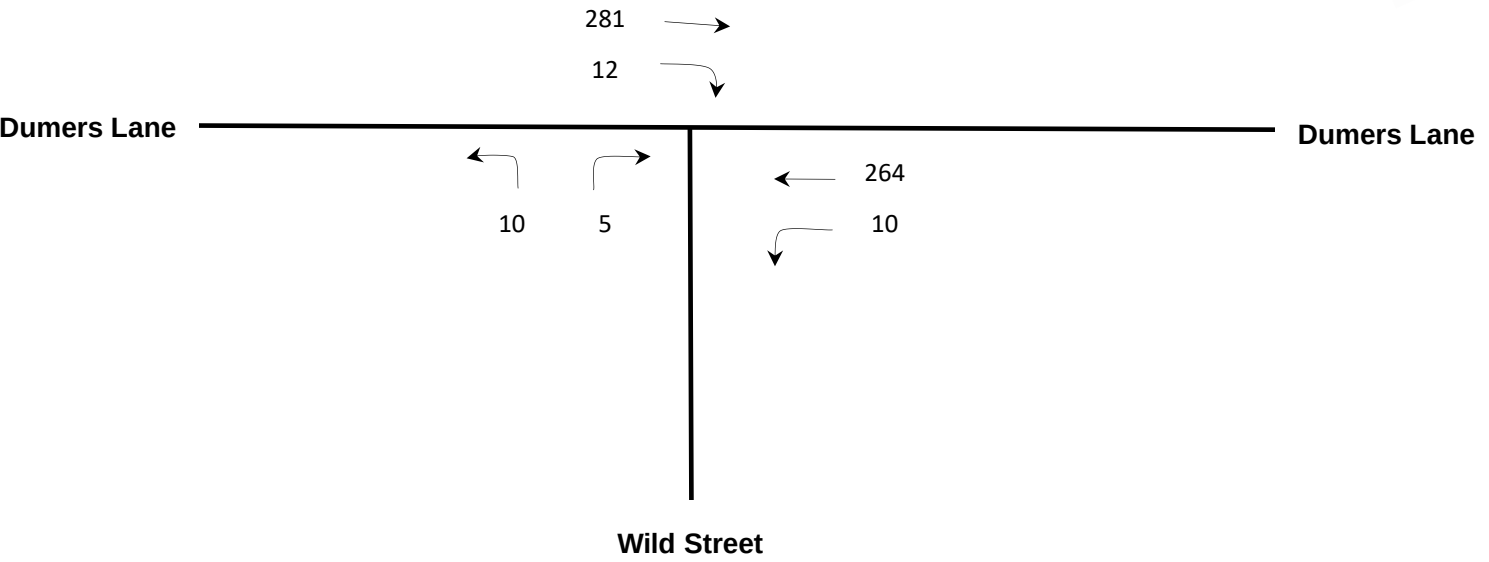


10km eBike Catchment

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Figures

AM Peak Hour: 08:00 - 09:00



PM Peak Hour: 16:15 - 17:15

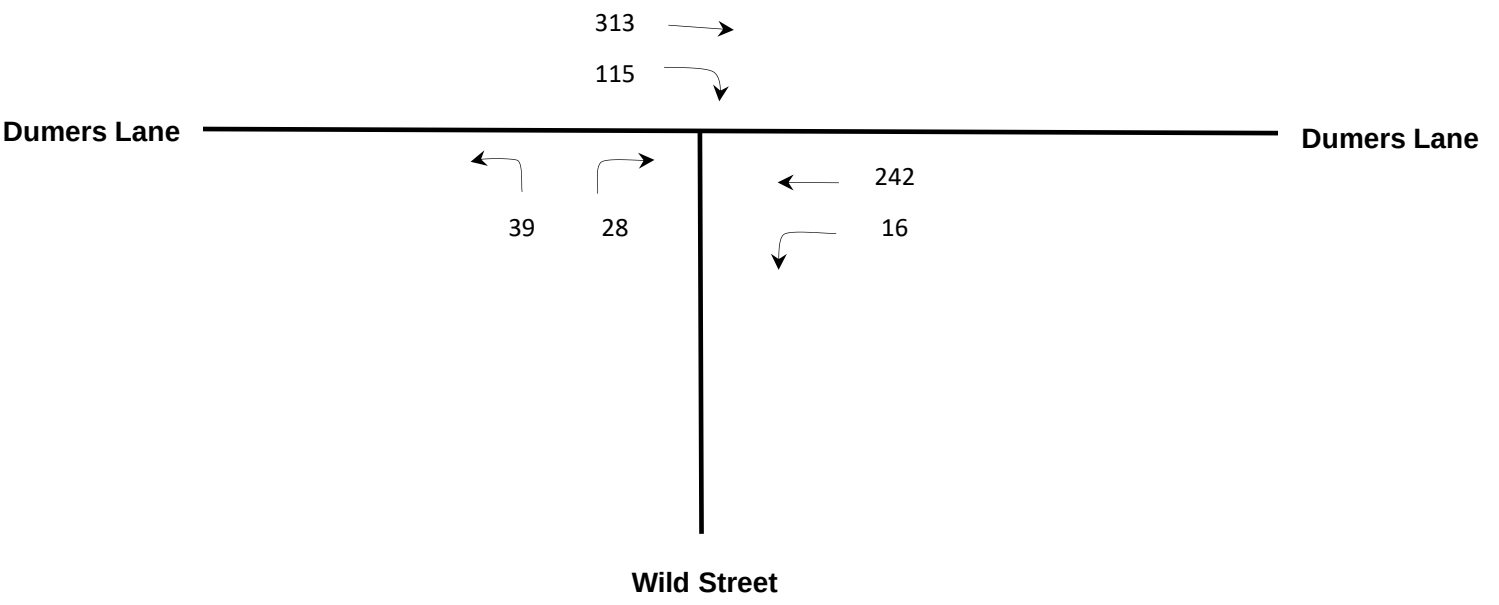


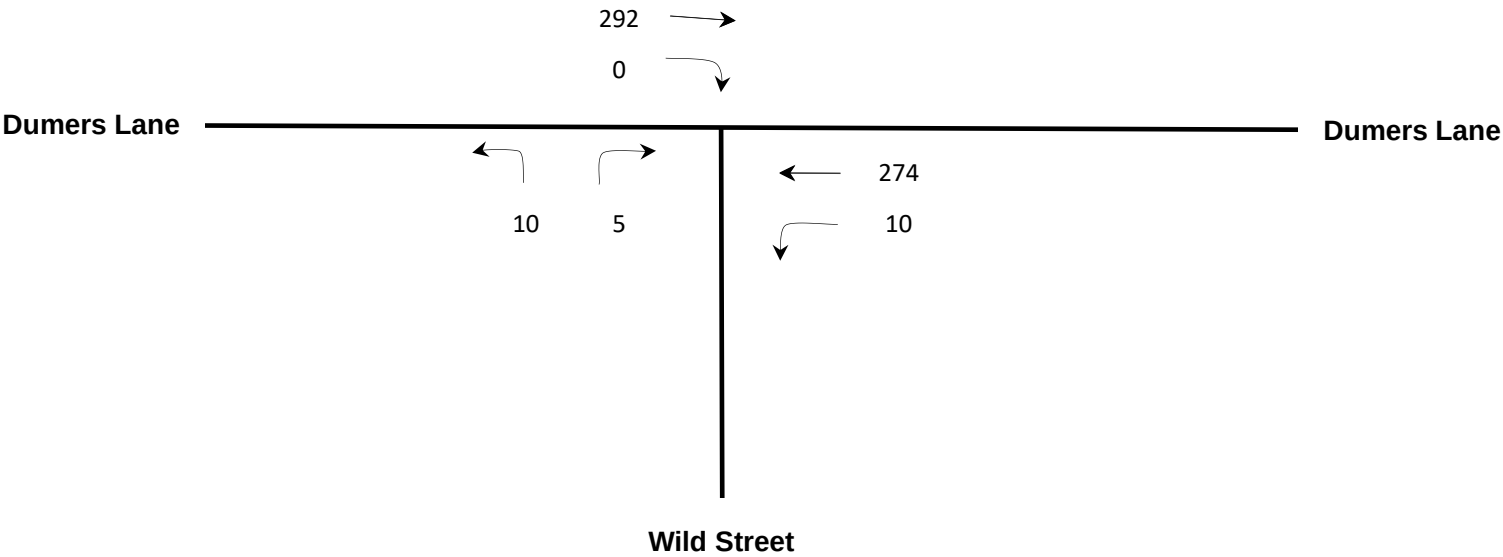
Fig. 1:2025 Surveyed Traffic Flows

784-B054854 Durers Lane, Radcliffe



TETRA TECH

AM Peak Hour



PM Peak Hour

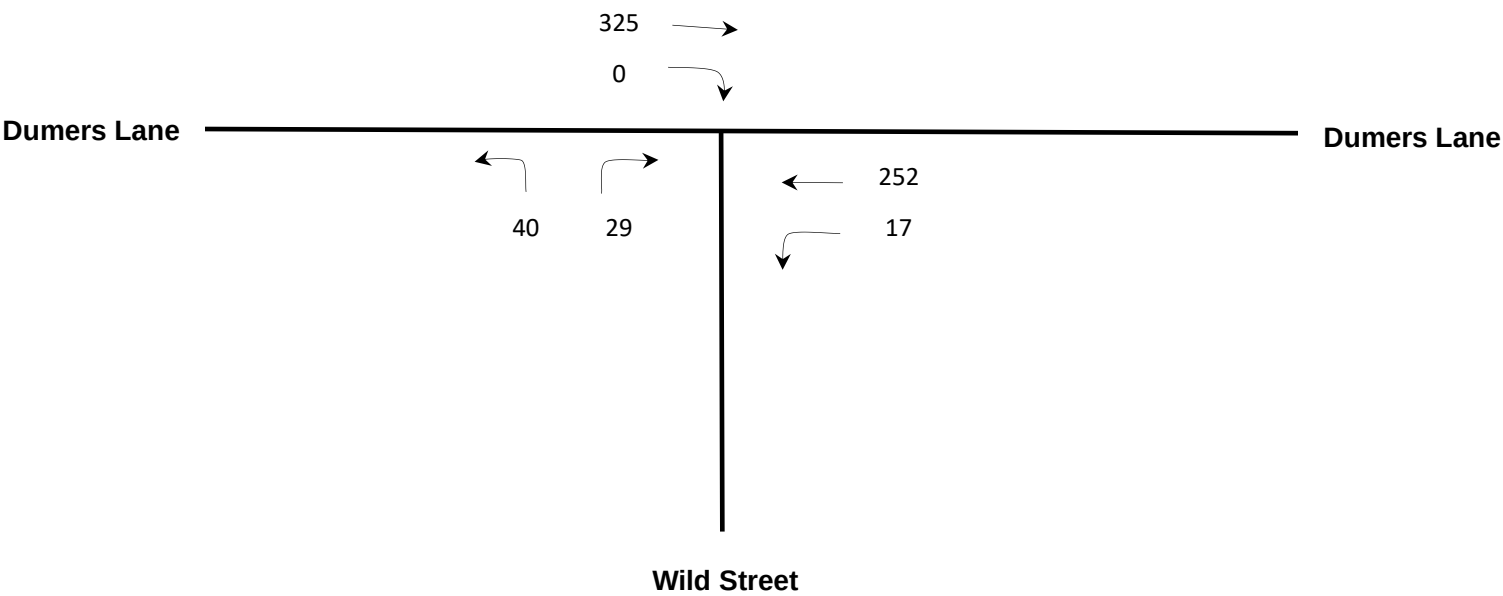
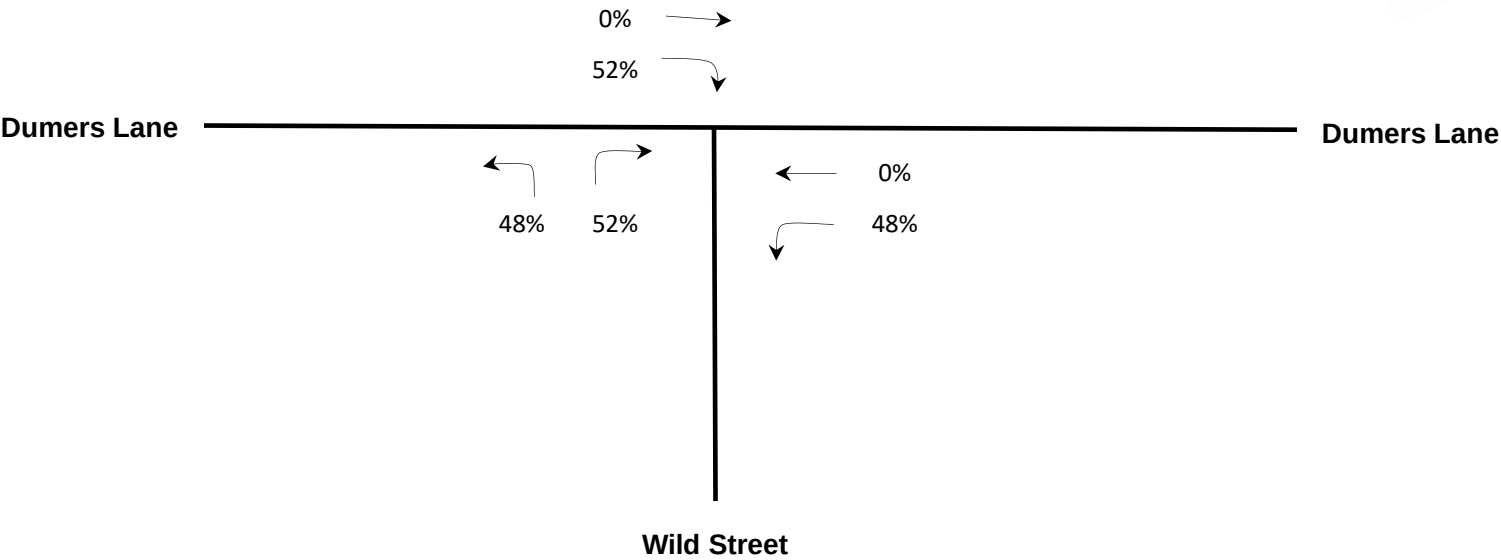


Fig.2: 2030 Growthed Surveyed Flows (Without Development)



AM Peak Hour



PM Peak Hour

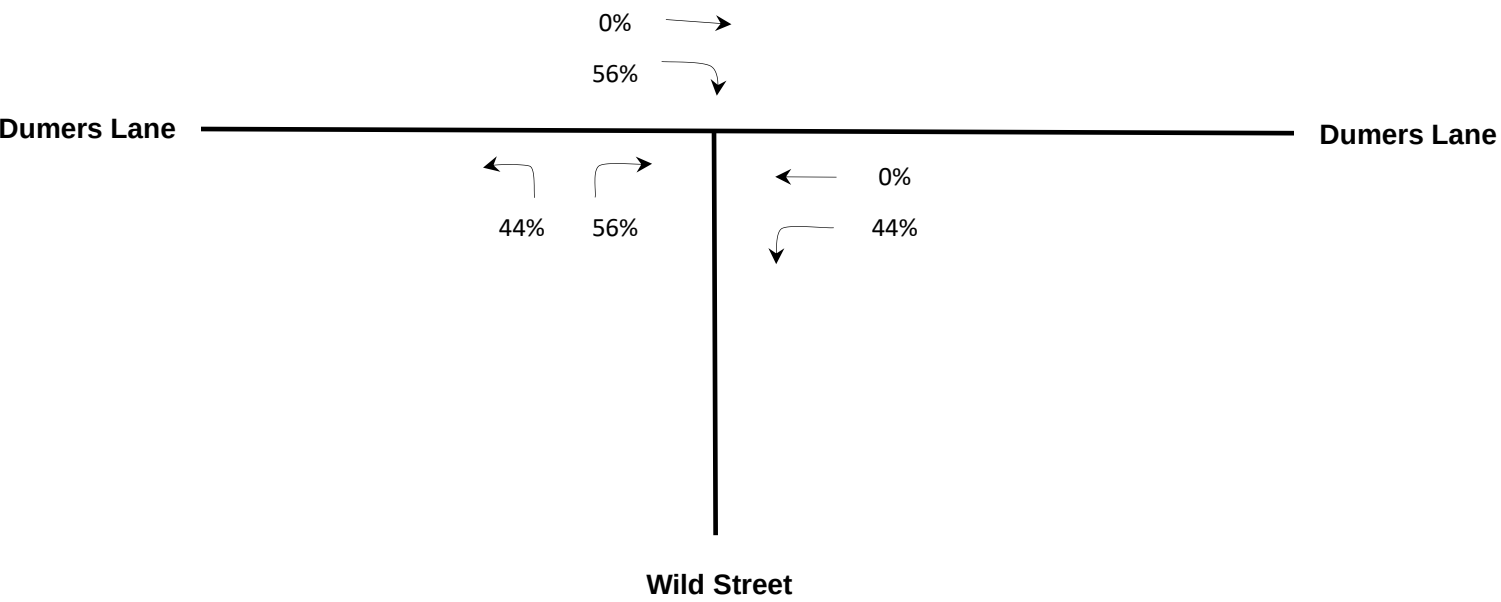
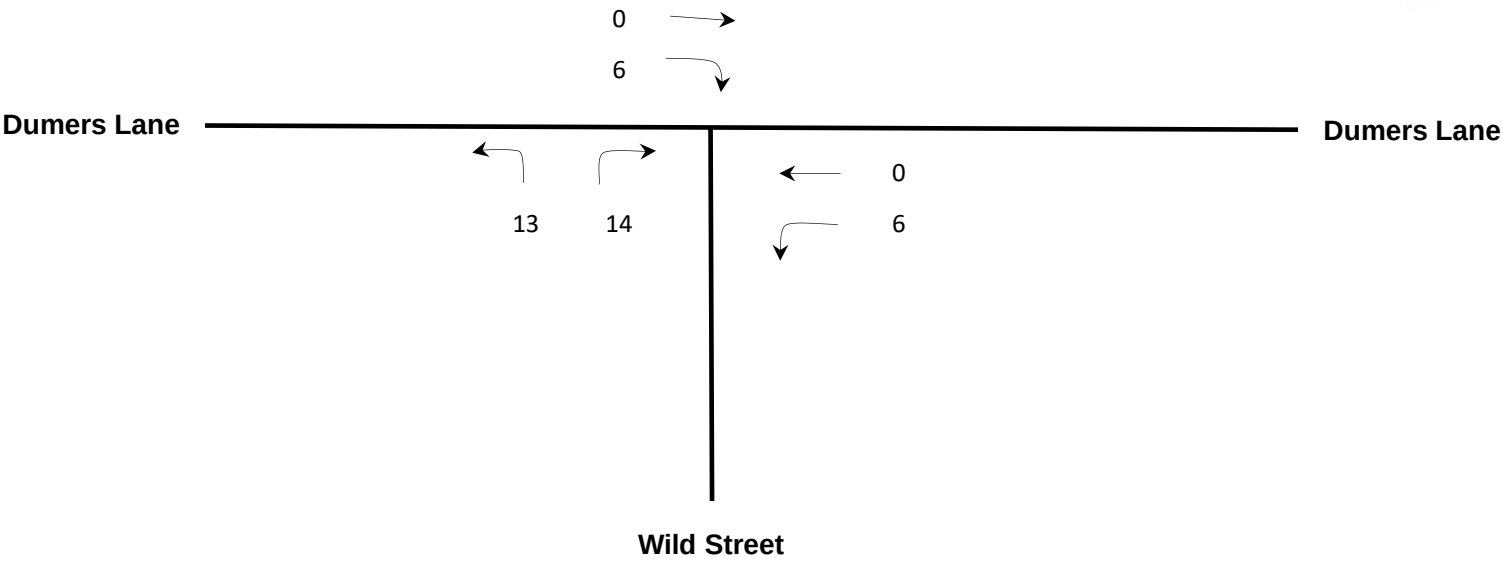


Fig. 3: Trip Distribution



AM Peak Hour



PM Peak Hour

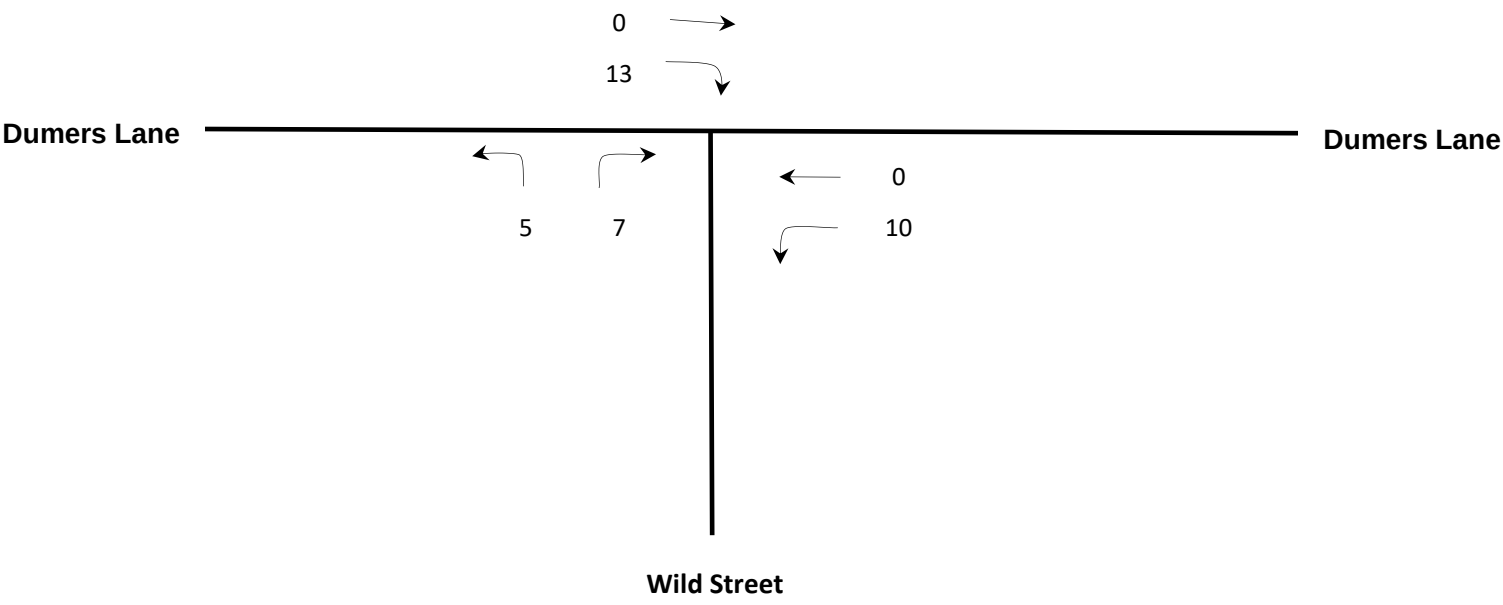
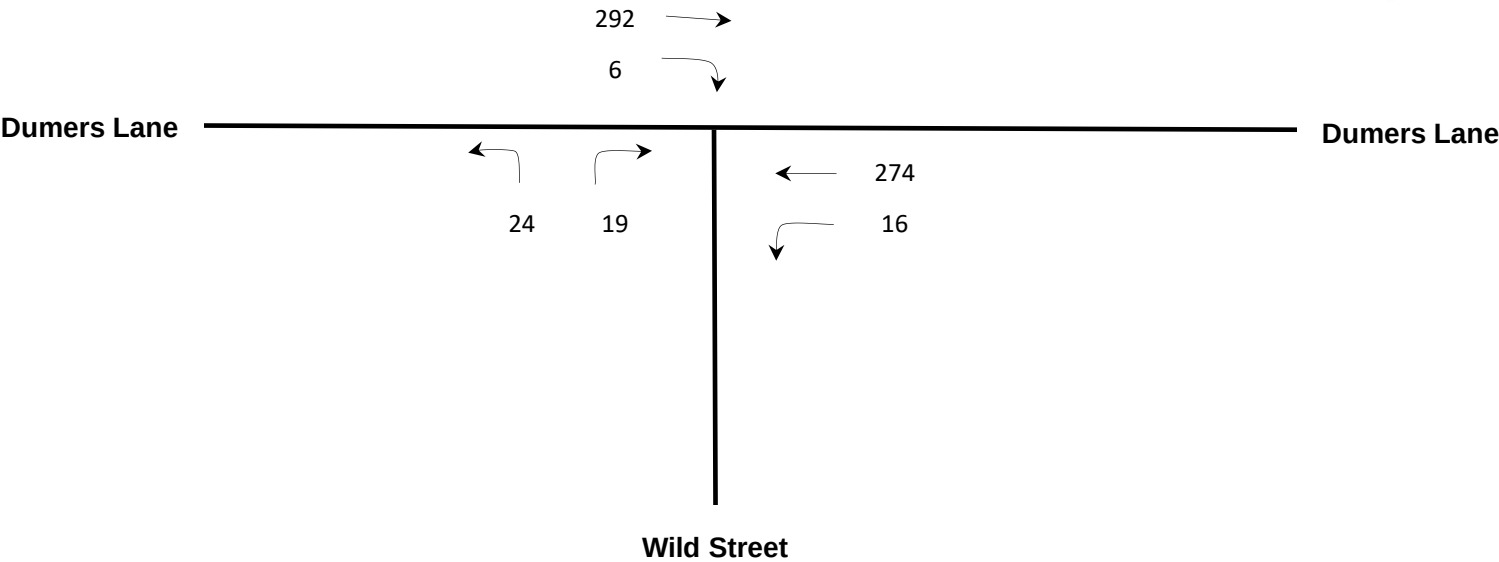


Fig. 4: Trip Generation (77 Dwellings)



AM Peak Hour



PM Peak Hour

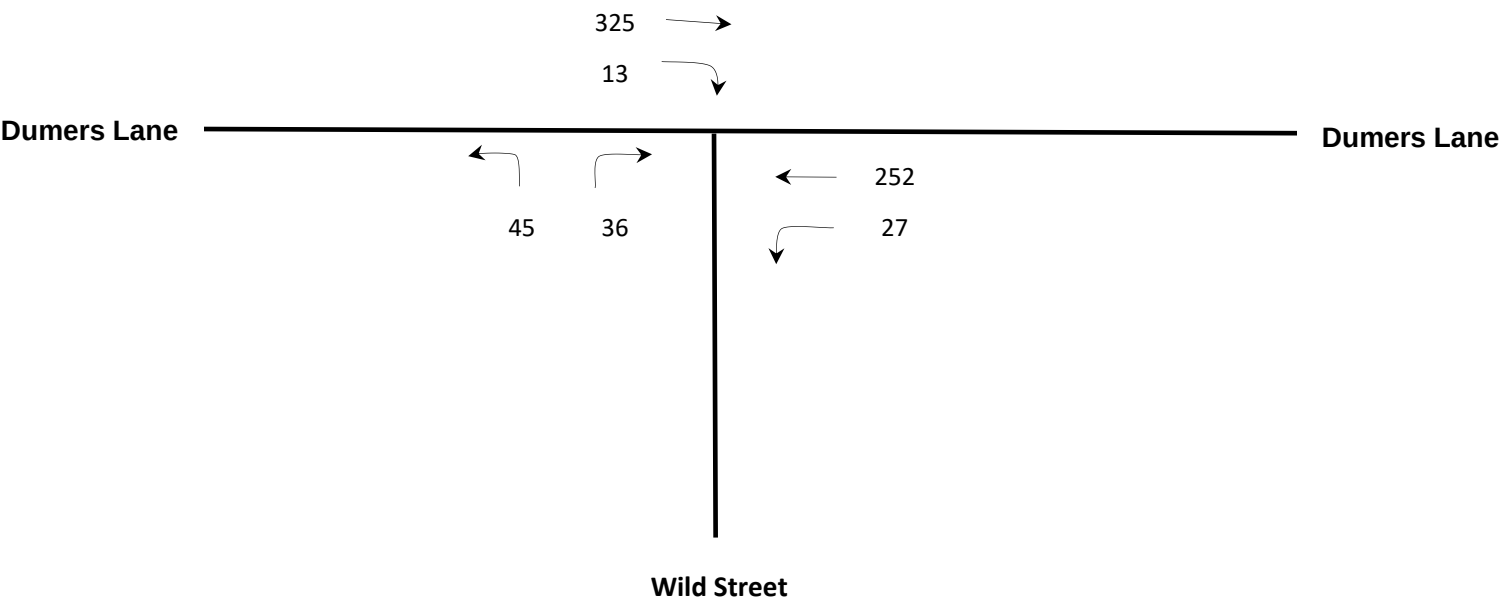


Fig. 5: 200 Assessment Flows (With Development)

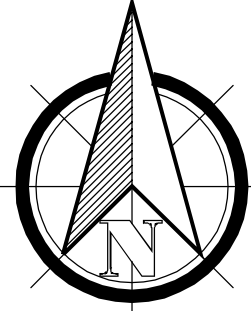


Appendices

Appendix A: Proposed site layout

LAND OFF DUMERS LANE, RADCLIFFE

general notes:
do not scale the drawing.
all dimensions to be checked on site prior to commencement of work and any
discrepancy shall be immediately reported and resolved prior to work commencing.
this drawing is to be read in conjunction with all relevant drawings and
specifications relating to the job whether or not indicated on the drawing.
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reproduced without prior written consent.



HOUSETYPE	BEDS	GIAsqft	GIAm2	NUMBER	TOTAL GIAft2	TOTAL GIAm2
Burghley GF	1	545	50.67	9	4905	456.03
Burghley FF	1	614	57.1	9	5526	513.9
Knarborough	2	769	71.4	6	4614	428.4
Alnwick	3	935	86.9	4	3740	347.6
Chester	3	946	87.9	3	2838	263.7
Gainford	3	974	90.5	4	3896	362
Gainford Alt	3	970	90.1	2	1940	180.2
Peover	3	1023	95.03	14	14322	1330.42
Wollaton	3	1113	103.4	10	11130	1034
Rpley	4	1115	103.6	6	6690	621.6
Alnwick +	4	1291	119.9	10	12910	1199
				77	72511	6736.85

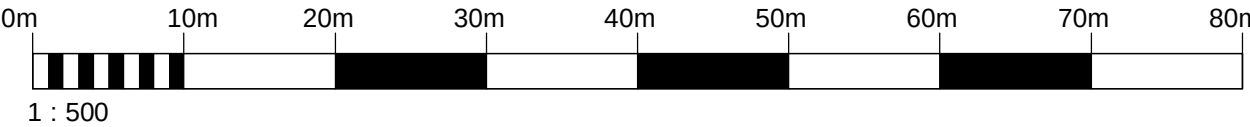
I	30.9.25	PS	Layout amended to remove special surface & adjustments
H	4.9.25	PS	Red Edge adjusted to Wild Street
G	22.7.25	PS	Red Edge adjusted to include Wild Street Works. Visitor
F	16.06.25	KLW	Parking added.
E	28.11.24	KLW	Number of plots reduced, access relocated and all associated
D	26.11.24	KLW	amendments.
C	21.10.24	KLW	Red edge amended to exclude substation.
B	03.10.24	KLW	Red edge amended to include substation.
A	13.09.24	KLW	Bin stores shown for apartments.
Rev		KLW	Plots around the acoustic bund reconfigured.
Client:		KLW	Plots 61-79 adjusted and private drive amended to allow for
		KLW	acoustic bund.
		KLW	Access road relocated and plots 1-8 adjusted to suit.
		KLW	Description



Project:
BEALEY IND EST
RADCLIFFE

Drawing Title:
PROPOSED SITE LAYOUT
ON TOPOGRAPHICAL SURVEY

Drawn: K/W	Checked:	Scale: 1:500	Date: FEB 2025
Job No: 1025	Drawing No: SL-TP01	Rev: I	





Appendix B: Stakeholder comments

BURY COUNCIL
DEPARTMENT OF OPERATIONS

REF NO: 25/004

FROM: Head of Engineering

TO: Head of Development Management

Planning Application No: 71426

Location: Land adjacent to Bealey Industrial Estate, Dumers Lane,
Radcliffe, Manchester, M26 2BD

Development: Demolition of buildings and erection of 87 No. affordable
dwellings and associated access off Dumers Lane,
landscaping and parking

RECOMMENDATION

I recommend that this planning application be refused

Reasons

1. The proposal would result in the creation of a new, additional and unnecessary access onto a classified road (A6053 Dumers Lane) to a site that is already safely and adequately accessed from the adopted highway via Wild Street, in a hazardous position on the highway network in close proximity to the existing junction on the same side of this Class 1 road, the bend in the road and two bus stops, which will lead to unacceptable conflicts on the adopted highway and with existing manoeuvres at the Wild Street junction, to the detriment of the free flow of traffic and road safety.
2. The proposed access arrangements onto Dumers Lane are substandard and would have a detrimental impact on and an unacceptable reduction of running lane widths on the A6053 that would not be agreed to by the Highway Authority, especially on a bend, on the approach to a junction and on an established abnormal load route, to the detriment of the free flow of traffic and road safety.
3. The proposal would have a detrimental impact on existing crossing facilities on Dumers Lane at the existing pedestrian refuge, exacerbating existing sub-standard arrangements including pedestrians to have to cross more of the bus lay-by at the new, unacceptable position proposed, which would be detrimental to pedestrian and road safety.

Cont/.....

4. The proposal would result in the loss of parking facilities for a number of units on Bealey Industrial Estate, which is highly likely to lead to vehicles parking and carrying out manoeuvres on the adjacent classified road and Wild Street where on-street parking facilities are at a premium at all times of day, exacerbating existing parking problems, the restriction in width of the industrial estate site access and resultant impact on turning manoeuvres and obstruction of visibility to the right on egress, which would have a significant impact on existing parking facilities for existing residents and be detrimental to the free flow of traffic and road safety.
5. The application and submitted plans contain insufficient topographical survey based information to properly assess the physical impact the development and access alterations proposed will have on the existing adopted highway. (RR08 Amended)
6. The application contains insufficient information to properly assess the impact the proposed development will have on overall parking provision for Bealey Industrial Estate. (RR08 Amended)

Comments and Observations

It is brought to the attention of the applicant that, contrary to the details/statements submitted, the proposed estate roads would not be eligible for adoption by the Council.

Date: 29 January 2025

Signed: **A Southgate**
(pp) Head of Engineering

HIGHWAYS ASPECTS ONLY

Your ref: 71426
Our ref: BUR/25/005

Bury Council
Planning Services
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

25th June 2024

Location: Land adjacent to Bealey Industrial Estate, Dumers Lane, Radcliffe, Manchester, M26 2BD

Development: Demolition of buildings and erection of 87 no. affordable dwellings and associated access off Dumers Lane, landscaping and parking

Dear Helen Pressley

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

Background

The application seeks approval for a residential development comprising 87 dwellings, located on land adjacent to Bealey Industrial Estate, off Dumers Lane in Bury.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. ²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.



Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the proposed residential development and have provided comments in respect of the relevant sections.

I. Road Safety

The road safety data should be updated to at least include 2023 and if possible 2024, if this data is now available and validated.

II. Trip Generation

The trip assessment work contained within the TA demonstrates that, once dispersed from the site access junction, the development is likely to generate less than 30 vehicle trips per hour.

A PICADY assessment for the site access junction with Dumers Lane is contained within the TA and demonstrates that the access is forecast to operate within acceptable parameters.

TfGM are satisfied with the assessment work undertaken.

III. Internal Access Arrangements

The TA confirms that vehicular access into the proposed development will be provided via a new ghost island priority T-junction from Dumers Lane, as shown in Appendix C. Visibility splays in line with standards contained within Manual for Streets are achievable from the site access. The access should be designed to ensure the provision of tactile paving and dropped kerbs. Any redundant access points which served the former site should be reinstated accordingly.

In terms of pedestrian access, 2-metre-wide footways are proposed throughout the site connecting to the footways on Dumers Lane.

The TA reports that the existing uncontrolled crossing on Dumers Lane will need to be relocated to accommodate the proposed site access. There have been several issues identified within the Road Safety Audit (included within the TA) which the TA seeks to



Every journey. Every day.

address. TfGM would refer to the Local Highway Authority (LHA) to determine the suitability of the new location for the uncontrolled crossing point.

The TA notes that car parking provision will be provided in accordance with Bury Council's adopted Parking Standards.

Swept path plans contained within Appendix B and D demonstrate that a refuse vehicle can access the site, turn within the site and exit in a forward gear.

TfGM would refer to the LHA to determine whether the proposed access, car parking and servicing arrangements are considered acceptable.

IV. Traffic Regulation Orders

It may be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

V. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

VI. Bus Stop NC0576 – Dumers Lane

With reference to Section 4.3.11 of the TA, there is an existing bus stop north of the site access on Dumers Lane, which the application proposes to be slightly relocated further north, as shown in Appendix C.

TfGM would highlight that the relocation of the bus stop will need to be agreed with GMP, Local Ward Councillors, Bury Council and TfGM. The applicant is therefore advised to contact shelters@tfgm.com to discuss the relevant procedures. It should be highlighted that any relocation will need to be fully funded by the applicant. Additionally, the bus stop may require upgrading (i.e., raised kerbs, shelter and seat) and this will also need to be wholly funded by the applicant.



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Site Accessibility

I. Public Transport

The nearest bus stops to the site are located along Dumers Lane bordering the site. These stops provide services to Bury and Bolton at regular intervals.

Radcliffe Metrolink station is located around a 7-minute cycle journey from the site and provides services along the green and yellow lines to Bury, Manchester and Altrincham.

It is therefore considered that there are some viable public transport alternatives to the private car for future residents.

II. Active Travel

In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future residents, as follows:

- Footway resurfacing and renewal undertaken as appropriate.
- Ensure the provision of tactile paving and dropped kerbs across the site access and internal access junctions.
- Reinstate any redundant vehicle access points which served the former site.
- Each dwelling should have provision for secure cycle parking within the site curtilage of the property.



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VII. Travel Plan

The development will need to be supported by a robust Residential Travel Plan which should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plans need to be included in the Framework Travel Plan from the outset. These include:

- A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to residents such as concessionary bus fares, discounted cycles, journey planning etc.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

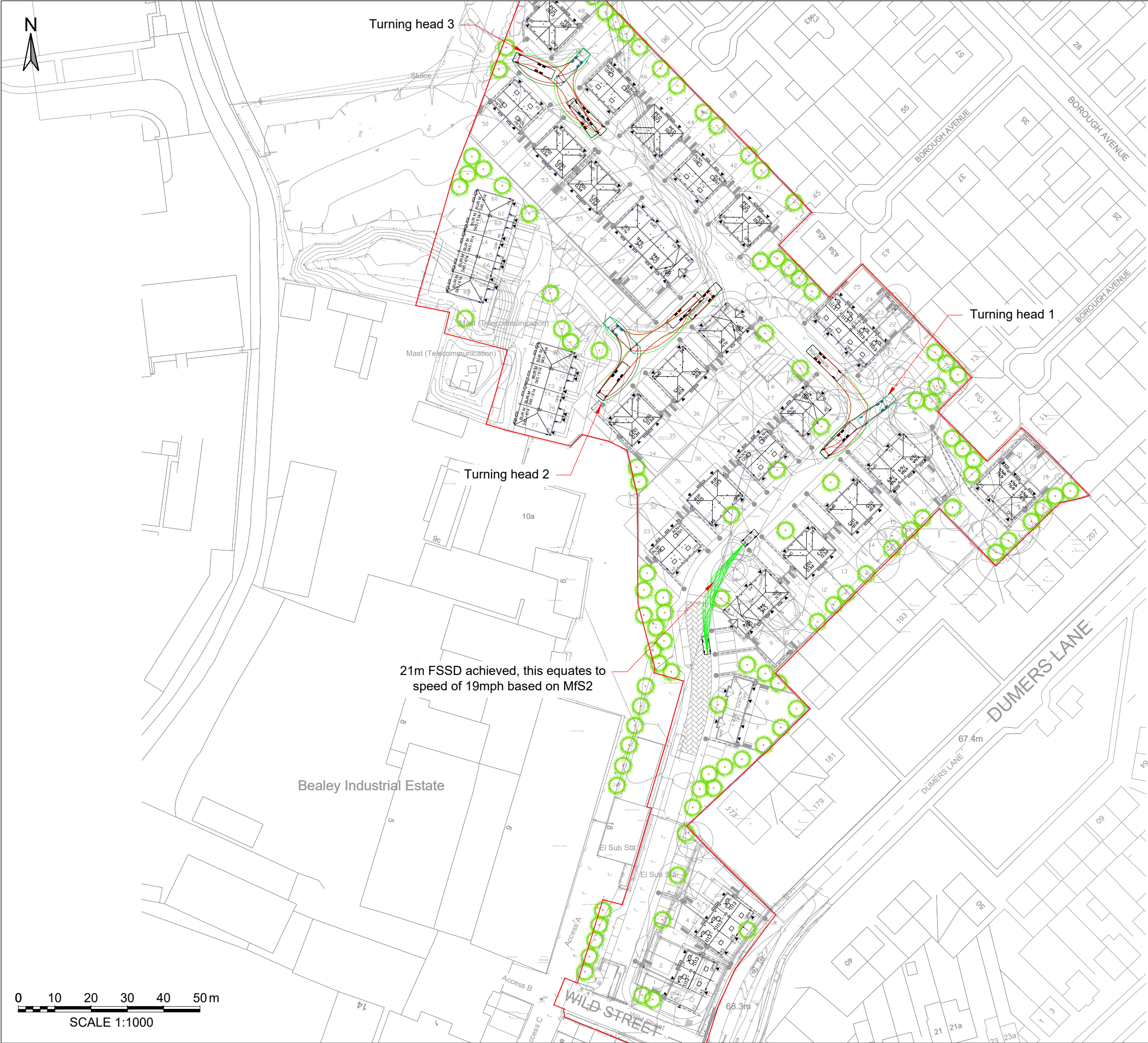
Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
Email: landuse@tfgm.com



Every journey. Every day.

Appendix C: Proposed site layout: tracking with refuse vehicle and SSD checks on bends



- Notes:
1. All dimensions are in metres unless specified otherwise.
 2. This drawing is based Westchurch Homes Drawing no.1025-SL01 Rev G and a topographical survey. Tetra Tech does not take responsibility for any discrepancies.

Key:

Approx site boundary

Forward stopping sight distance (FSSD)

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

11.85m long

Overall Length

2.500m

Overall Width

3.751m

Overall Body Height

0.304m

Min Body Ground Clearance

2.500m

Track Width

4.00s

Lock to lock time

11.035m

Kerb to Kerb Turning Radius

Wheel Track

Body Track

PRELIMINARY ISSUE

P05	Updated red line boundary	04.09.2025	AB	MT	AK
P04	Revised layout	11.08.2025	AB	MT	AK
P03	Revised layout	05.08.2025	AB	MT	AK
P02	Minor edits	14.11.2024	AB	AK	AK
P01	Preliminary first issue	31.10.2024	AB	MT	AK
Rev	Description	Date	Rev	Rev / CDR / App	

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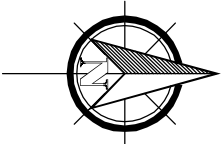
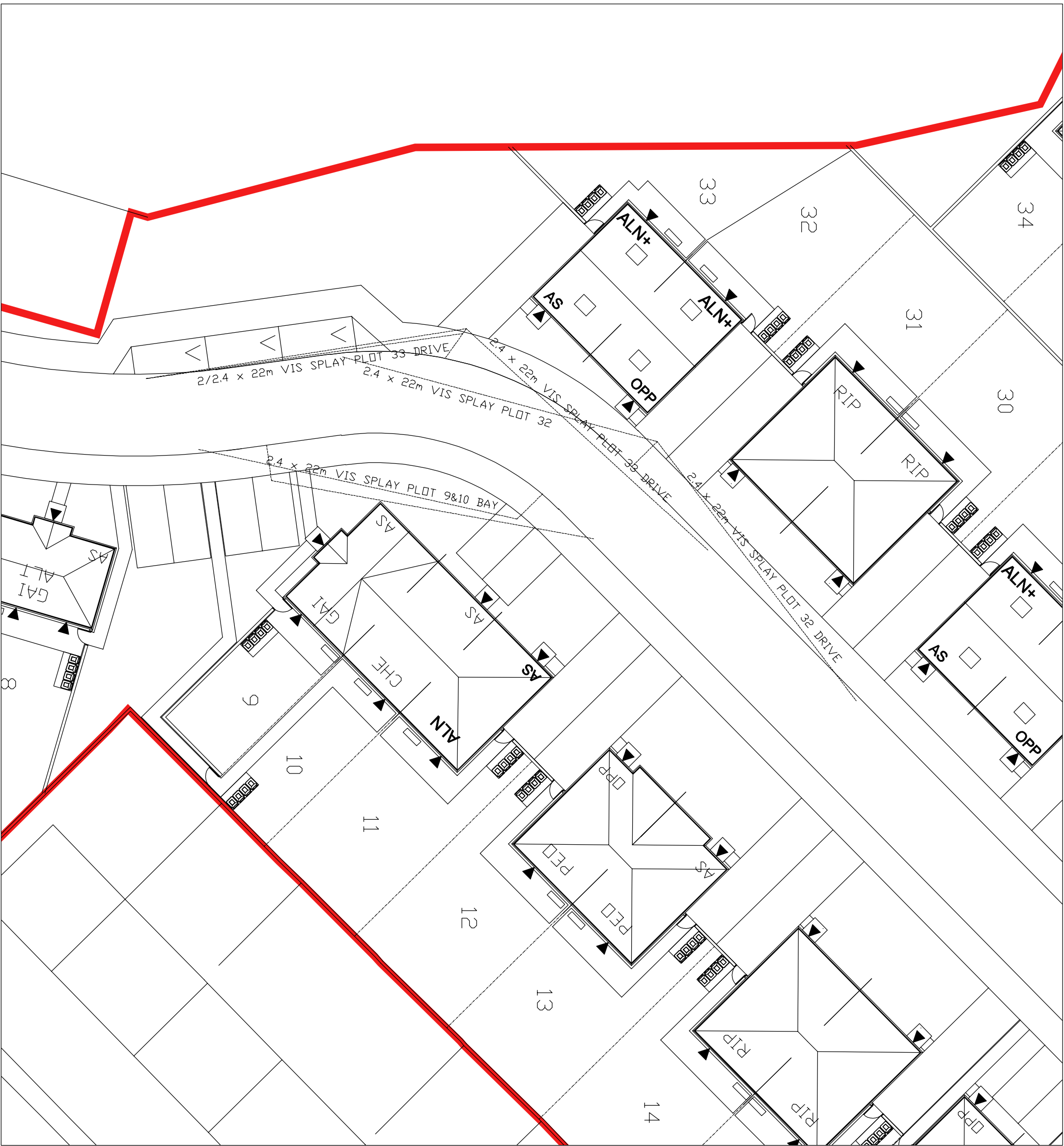
Client
Westchurch Homes

Project Name
Proposed Residential Development Land off
Dumers Lane, Radcliffe

Sheet Title
Proposed Internal Site Layout: Swept Path Analysis
and Foward Stopping Sight Distance Checks

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Substability
784-B054854	AB	Oct '24	MT	Oct '24	AK	Oct '24	As Shown	S0
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
B054854	- TTE	- 00	- XX	- TR	- O	- 002	P05	

Appendix D: On-site visibility splay at driveways adjacent to the bend



A	OCT25	PS	LAYOUT UPDATED.
Rev.	Date	By	Description



Project
DUMERS LN
RADCLIFFE

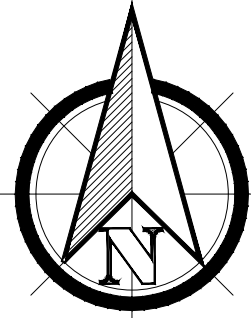
Drawing Title
VISIBILITY_SPLAYS

Drawn PWS	Checked	Scale 1:250@A3	Date 4.9.25
Job No. 1025	Drawing No. ENG012	Rev. A	

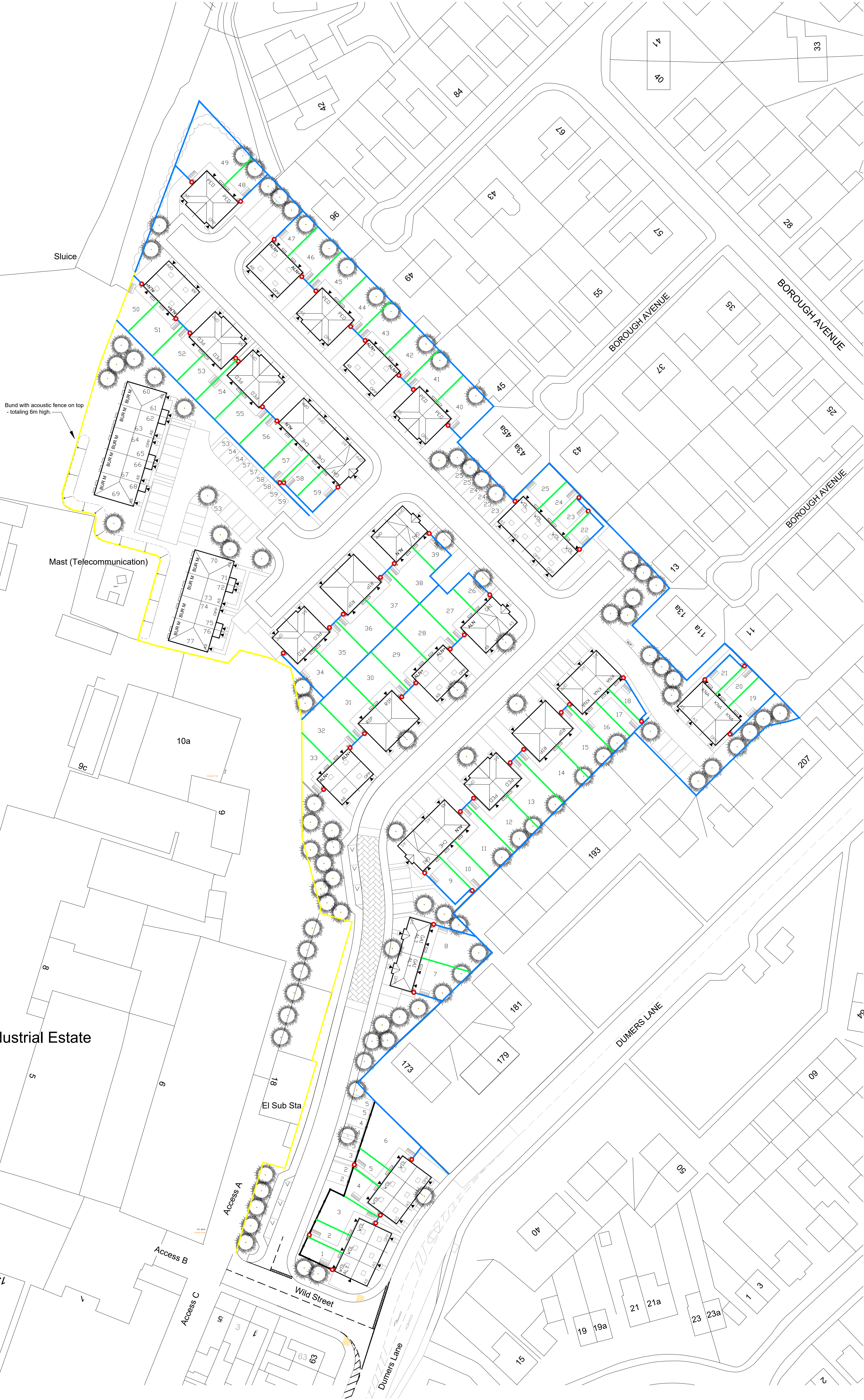
Appendix E: Boundary treatment plan

LAND OFF DUMERS LANE, RADCLIFFE

general notes:
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KEY	
	1.8m Concrete post timber fence with concrete board (S.D 12.2.14)
	1.8m Concrete post timber fence with concrete board (S.D 12.2.14)
	1.8m Brick wall with brick piers and timber infill (S.D 12.1.03)
	3m Acoustic Fence
	Timber Access Gate (S.D 12.2.08)



G	16.06.25	KLW	Number of plots reduced, access relocated and all associated amendments.
F	28.11.24	KLW	Red edge amended to exclude substation.
E	26.11.24	KLW	Bin stores shown for apartments.
D	24.10.24	KLW	Hedge shown to North-Western boundary.
C	21.10.24	KLW	Updated inline with latest layout amendments.
B	03.10.24	KLW	Acoustic fence and bund added.
A	13.09.24	KLW	Access road relocated and plots 1-8 adjusted to suit.
Rev.	Date	By	Description

Client:

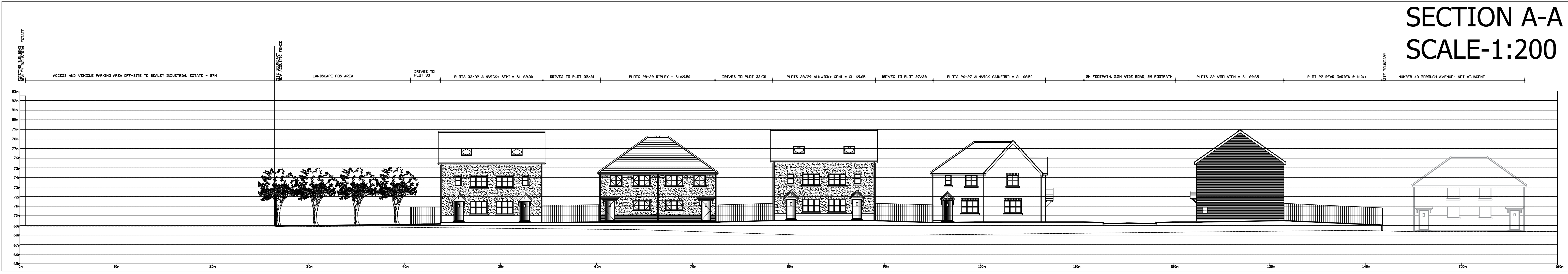


Project:
BEALEY IND EST
RADCLIFFE

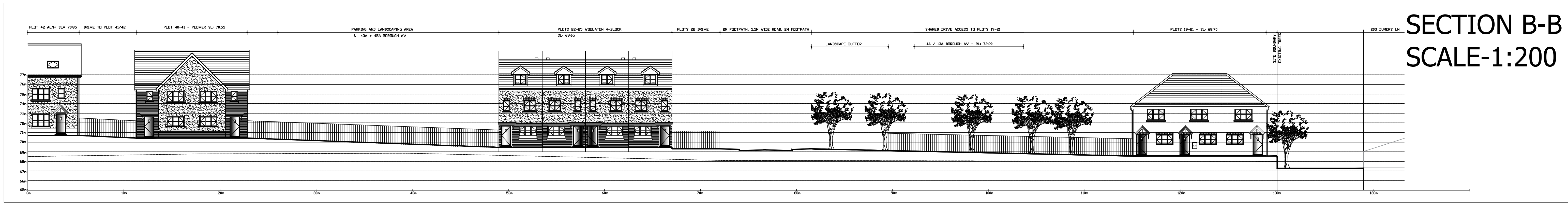
Drawing Title:
BOUNDARY TREATMENTS LAYOUT

Drawn: KW	Checked:	Scale: 1:500	Date: AUG 2024
Job No: 1025	Drawing No: BT01	Rev: G	

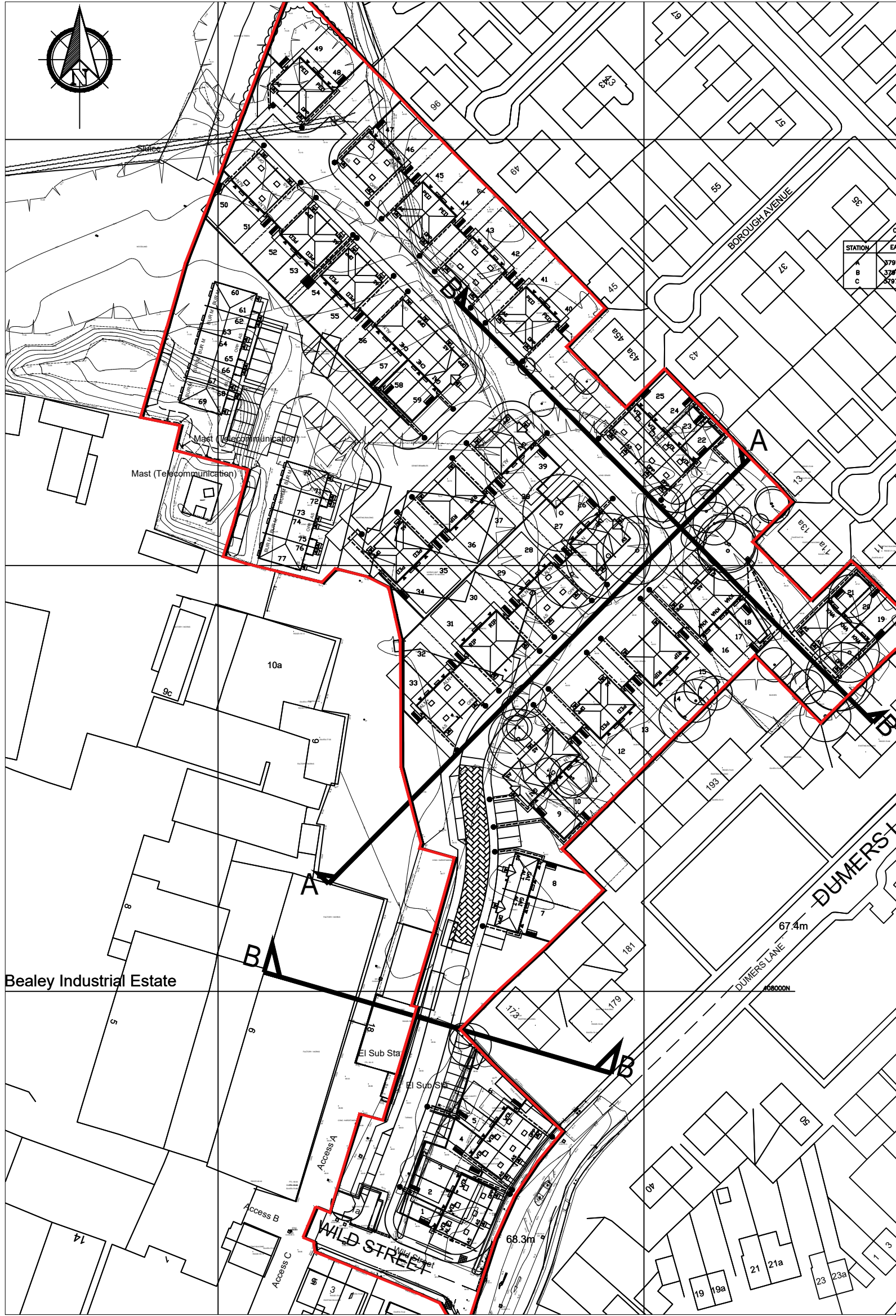
Appendix F: Cross-sections



SECTION A-A
SCALE-1:200

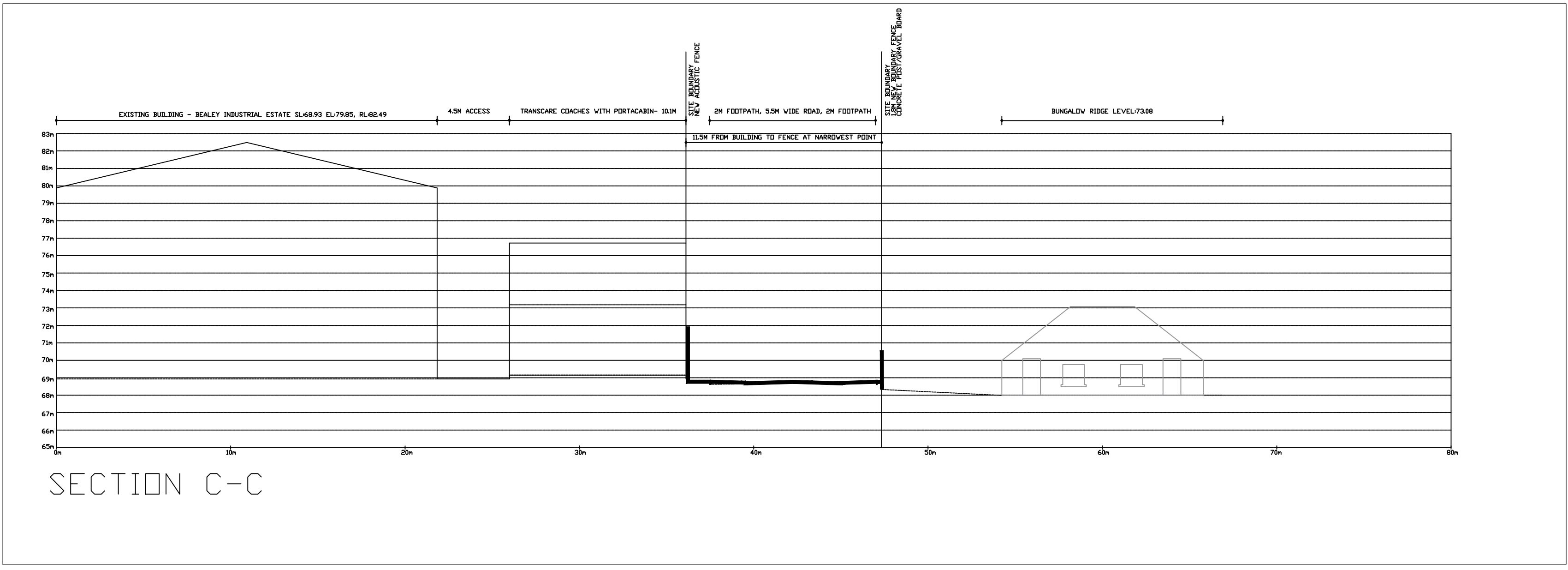


SECTION B-B
SCALE-1:200



LOCATION PLAN - SCALE 1:1000

SECTION C-C
SCALE-1:200



B AUG25 PWS LAYOUT UPDATED
A MAR25 PWS SECTION B-B EXTENDED THROUGH EXISTING PROPERTIES
Rev. Date By
Client:

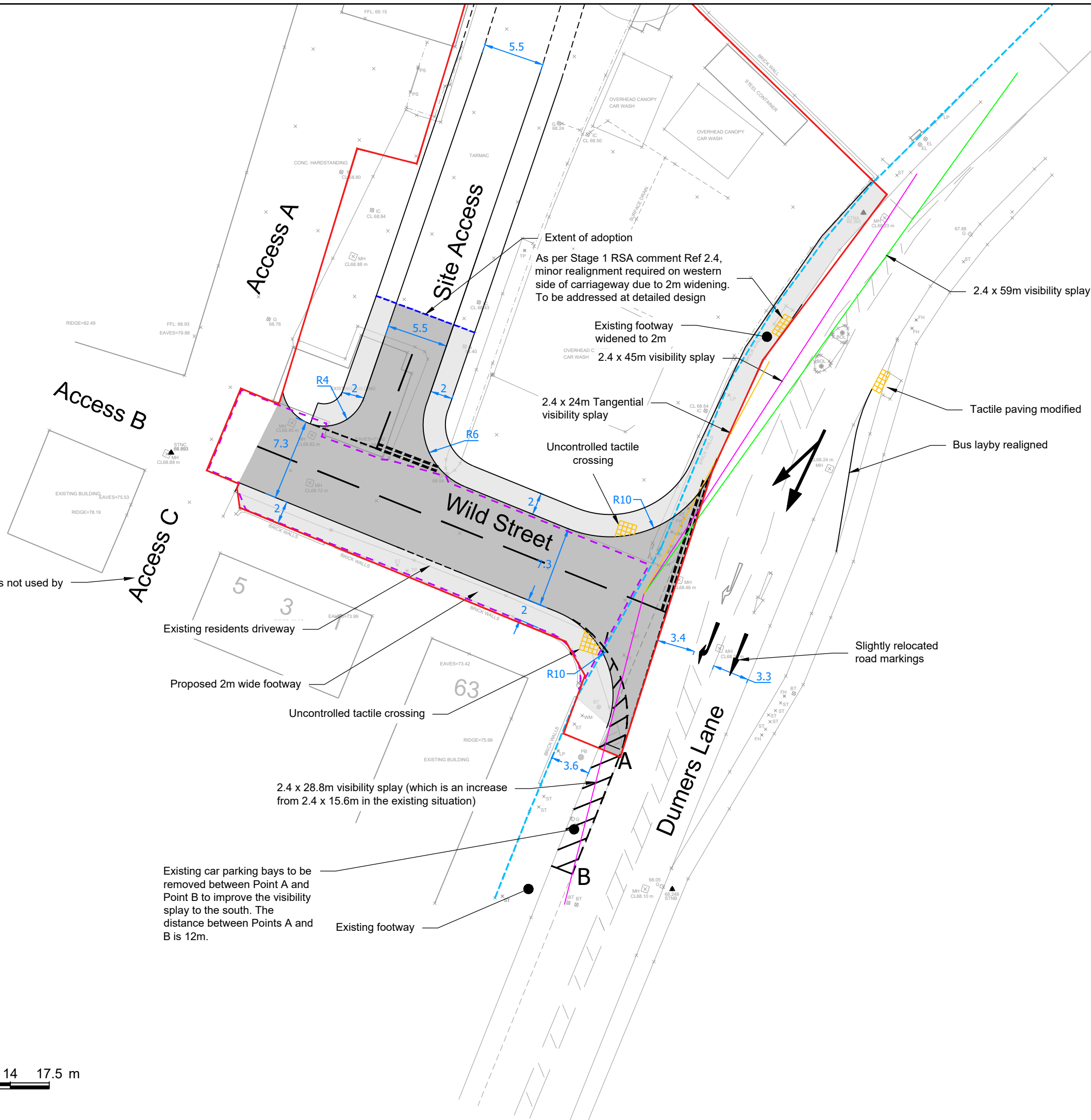


Project:
DUMERS_LANE
BEALEY INDUSTRIAL ESTATE

Drawing Title:
SITE
CROSS-SECTIONS

Drawn: PWS	Checked: CHECKED	Scale: SHOWN@A1	Date: AUG'25
Job No: 1025	Drawing No: XS01	Rev: B	

Appendix G: Proposed site access



- Notes:**
1. All dimensions in metres unless stated otherwise.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. This drawing is based on a Topographical Survey provided by Westchurch Homes. Tetra Tech does not take responsibility for any discrepancies.
 4. Existing and new materials have similar properties in terms of slip resistance in wet or freezing conditions.

- Key:**
- Approx site boundary
 - Approx existing adopted highway
 - Land outside of applicant's control and outside of existing adopted highway, proposed for adoption via the "Wild Street Section 278/38 Hybrid Agreement"
 - Extent of adoption on the site access road dictated by refuse vehicle tracking (should the onsite layout not be adopted)

PRELIMINARY ISSUE

P06	Stage 1 RSA Comments Incorporated	28.10.2025	AB	MT	AK
P05	LHA Comment Incorporated	25.09.2025	AB	MT	AK
P04	Updated red line boundary	04.09.2025	AB	MT	AK
P03	Updated red line boundary	03.09.2025	AB	MT	AK
P02	Highway comments incorporated	09.07.2025	AB	MT	AK
P01	Preliminary first issue	01.05.2025	AB	MT	AK
Rev	Description	Date	By	CHK	App

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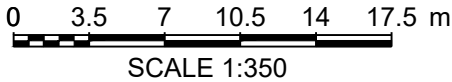


Client
Westchurch Homes

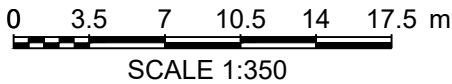
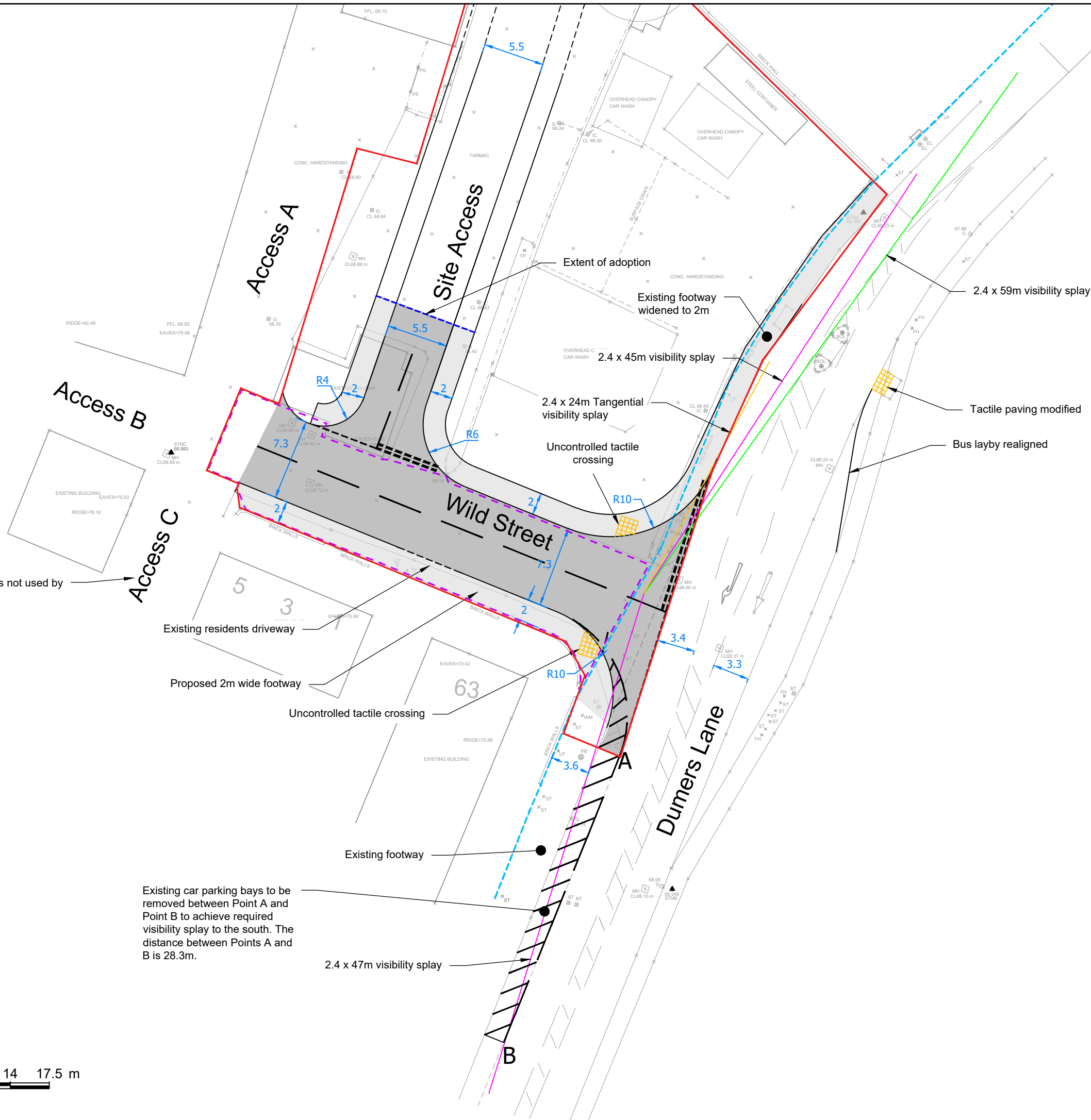
Project Name
Proposed Residential Development, Land off Dumers Lane, Radcliffe

Sheet Title
General Arrangement: Potential Improvements to Wild Street/Dumers Lane Junction Option 2

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Subsidiary
784-B054854	AB	Apr '25	MT	Apr '25	AK	Apr '25	As Shown	S0
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
B054854	- TTE	- 00 - XX	- DR	- O	- 005	P06		



Appendix H: Proposed site access: tracking with refuse vehicle



Notes:

1. All dimensions in metres unless stated otherwise.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. This drawing is based on a Topographical Survey provided by Westchurch Homes. Tetra Tech does not take responsibility for any discrepancies.

Key:

- Approx site boundary
- Approx existing adopted highway
- Land outside of applicant's control and outside of existing adopted highway, proposed for adoption via the "Wild Street Section 278/38 Hybrid Agreement"
- Extent of adoption on the site access road dictated by refuse vehicle tracking (should the onsite layout not be adopted)

PRELIMINARY ISSUE

P04	Updated red line boundary	04.09.2025	AB	MT	AK
P03	Updated red line boundary	03.09.2025	AB	MT	AK
P02	Highway comments incorporated	09.07.2025	AB	MT	AK
P01	Preliminary first issue	01.05.2025	AB	MT	AK
Rev	Description	Date	By	CHK	App

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Client
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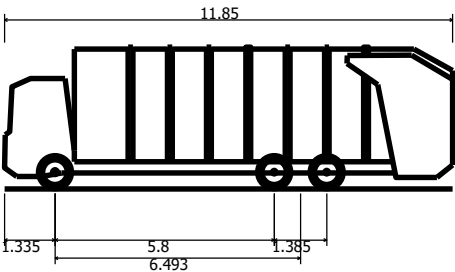
Project Name
Proposed Residential Development, Land off Dumers Lane, Radcliffe

Sheet Title
General Arrangement: Potential Improvements to Wild Street/Dumers Lane Junction Option 2

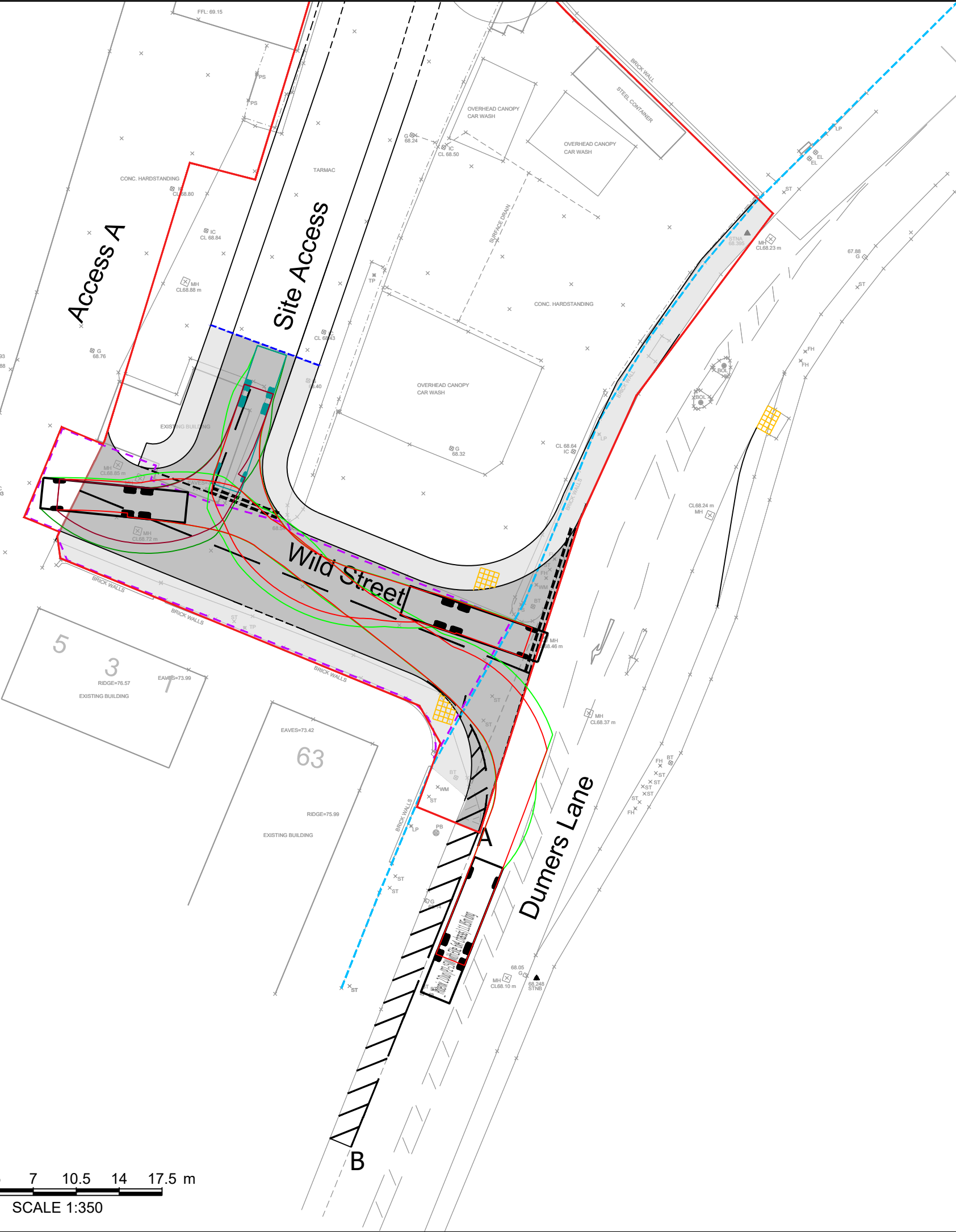
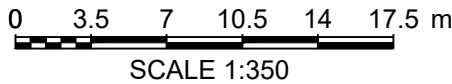
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3 As Shown	Suitability
784-B054854	AB	Apr '25	MT	Apr '25	AK	Apr '25	As Shown	S0
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
B054854	- TTE	- 00 - XX - DR - O - 005						P04



11.85m Refuse vehicle
utilising turning head within
the site



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) 11.85m long
Overall Length 11.850m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.035m



Notes:

1. All dimensions in metres unless stated otherwise.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. This drawing is based on a Topographical Survey provided by Westchurch Homes. Tetra Tech does not take responsibility for any discrepancies.
4. This vehicle tracking is based off drawing "B054854-TTE-00-XX-DR-O-005-P04 - Option 2".

Key:

- Approx site boundary
- Approx adopted highway
- Land outside of applicant's control and outside of existing adopted highway, proposed for adoption via the "Wild Street Section 278/38 Hybrid Agreement"
- Extent of adoption on the site access road dictated by refuse vehicle tracking (should the onsite layout not be adopted)
- Wheel track
- Body outline

PRELIMINARY ISSUE

P02	Site access update	04.09.2025	AB	MT	AK
P01	Preliminary first issue	15.07.2025	RN	MT	AK

Rev. Description Document Control

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Client

Westchurch Homes

Project Name

Proposed Residential Development, Land
off Dumers Lane, Radcliffe

Sheet Title

General Arrangement: Potential Improvements to Wild
Street/Dumers Lane Junction Option 2:

Swept Path Analysis

11.85m Refuse vehicle using turning head

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @	Subsidiary
--------------------	----------	------	------------	------	-------------	------	---------	------------

784-B054854 AB Apr '25 MT Apr '25 AK Apr '25 As Shown S0

Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision
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B054854 - TTE - 00 - XX - TR - O - 008 P02

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Appendix I: Automatic traffic count – raw data

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Wednesday 11/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	13	1	0	0	0	0	0	0	0	0	0	0	0	14
2	10	0	0	0	0	0	0	0	0	0	0	0	0	10
3	9	1	0	0	0	0	0	0	0	0	0	0	0	10
4	6	0	0	0	0	0	0	0	0	0	0	0	0	6
5	13	1	0	0	0	0	0	0	0	0	0	0	0	14
6	59	6	0	0	0	0	0	0	0	0	0	0	0	65
7	115	19	1	0	0	0	0	0	0	0	0	1	0	136
8	266	32	0	0	0	0	0	1	0	0	0	2	0	301
9	336	21	0	1	1	0	0	0	0	0	0	2	0	361
10	219	31	0	0	1	0	0	0	1	0	0	1	0	253
11	154	22	1	0	0	0	0	0	0	0	0	2	0	179
12	191	33	1	0	0	0	1	0	0	0	0	0	0	226
13	205	28	0	0	0	0	0	0	0	0	0	1	0	234
14	219	21	0	0	0	0	0	0	1	0	0	3	0	244
15	212	22	0	0	0	0	0	0	2	0	0	2	0	238
16	295	20	0	1	0	0	0	0	0	0	0	1	0	317
17	252	19	1	0	1	0	0	0	2	0	0	1	0	276
18	280	13	0	0	0	0	0	0	0	0	0	0	0	293
19	243	8	0	0	0	0	0	0	0	0	0	1	0	252
20	189	7	0	0	0	0	0	0	0	0	0	0	0	196
21	100	6	0	0	0	0	0	0	1	0	0	1	0	108
22	82	4	0	0	1	0	0	0	0	0	0	0	0	87
23	44	3	0	0	0	0	0	0	0	0	0	0	0	47
24	21	1	0	0	0	0	0	0	0	0	0	0	0	22

7-19	2872	270	3	2	3	0	1	1	6	0	0	16	0	3174
6-22	3358	306	4	2	4	0	1	1	7	0	0	18	0	3701
6-24	3423	310	4	2	4	0	1	1	7	0	0	18	0	3770
0-24	3533	319	4	2	4	0	1	1	7	0	0	18	0	3889

Direction : SOUTHBOUND

Wednesday 11/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	17	0	0	0	0	0	0	0	0	0	0	0	0	17
2	13	1	0	0	0	0	0	0	0	0	0	1	0	15
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	10	3	0	0	0	0	0	0	0	0	0	0	0	13
6	32	1	0	0	0	0	0	0	0	0	0	0	0	33
7	73	6	0	0	0	0	0	0	1	0	0	0	0	80
8	173	22	0	0	1	0	0	0	0	0	0	4	0	200
9	238	36	3	0	2	0	0	0	1	0	1	2	0	283
10	189	39	2	0	1	0	0	0	0	0	2	2	0	235
11	141	28	1	0	2	0	0	0	0	0	0	3	0	175
12	195	31	1	0	1	0	0	0	0	0	1	2	0	231
13	205	36	1	0	0	0	0	0	1	0	0	6	0	249
14	195	37	1	0	0	0	0	0	1	0	0	5	0	239
15	223	38	1	0	1	0	0	0	0	0	1	3	0	267
16	264	36	1	0	1	0	0	0	0	0	0	5	0	307
17	313	36	0	0	1	0	0	0	0	0	0	4	0	354
18	327	28	1	0	0	0	0	0	2	0	0	1	0	359
19	269	20	1	0	2	0	0	0	1	0	0	1	0	294
20	189	11	0	0	0	0	0	0	0	0	0	2	0	202
21	119	8	0	0	0	0	0	0	0	0	0	1	0	128
22	74	6	0	0	0	0	0	0	0	0	0	1	0	81
23	53	3	0	0	0	0	0	0	0	0	0	0	0	56
24	29	1	0	0	0	0	0	0	0	0	0	0	0	30

7-19	2732	387	13	0	12	0	0	0	6	0	5	38	0	3193
6-22	3187	418	13	0	12	0	0	0	7	0	5	42	0	3684
6-24	3269	422	13	0	12	0	0	0	7	0	5	42	0	3770
0-24	3348	428	13	0	12	0	0	0	7	0	5	43	0	3856

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Wednesday 11/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	9	4	1	0	0	0	0	0	0	0	14
2	0	0	8	1	0	0	1	0	0	0	0	0	10
3	0	0	5	1	2	2	0	0	0	0	0	0	10
4	0	0	3	2	1	0	0	0	0	0	0	0	6
5	0	0	8	5	1	0	0	0	0	0	0	0	14
6	0	1	38	20	3	2	1	0	0	0	0	0	65
7	0	7	85	35	8	1	0	0	0	0	0	0	136
8	1	10	230	58	2	0	0	0	0	0	0	0	301
9	6	36	270	45	4	0	0	0	0	0	0	0	361
10	2	38	183	24	2	4	0	0	0	0	0	0	253
11	3	26	130	17	3	0	0	0	0	0	0	0	179
12	0	13	168	35	9	1	0	0	0	0	0	0	226
13	0	18	167	42	7	0	0	0	0	0	0	0	234
14	0	17	180	42	4	0	0	0	0	1	0	0	244
15	0	14	173	44	5	0	2	0	0	0	0	0	238
16	1	38	243	32	1	0	1	1	0	0	0	0	317
17	6	58	198	14	0	0	0	0	0	0	0	0	276
18	0	22	235	32	4	0	0	0	0	0	0	0	293
19	2	11	192	38	6	2	0	1	0	0	0	0	252
20	1	12	145	33	5	0	0	0	0	0	0	0	196
21	0	5	65	23	9	5	0	1	0	0	0	0	108
22	0	7	60	17	2	1	0	0	0	0	0	0	87
23	0	0	26	18	3	0	0	0	0	0	0	0	47
24	0	0	10	10	1	1	0	0	0	0	0	0	22

7-19	21	301	2369	423	47	7	3	2	0	1	0	0	3174
6-22	22	332	2724	531	71	14	3	3	0	1	0	0	3701
6-24	22	332	2760	559	75	15	3	3	0	1	0	0	3770
0-24	22	333	2831	592	83	19	5	3	0	1	0	0	3889

Direction : SOUTHBOUND

Wednesday 11/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	10	4	0	0	1	0	1	0	0	0	17
2	0	0	8	5	2	0	0	0	0	0	0	0	15
3	0	0	3	0	0	0	1	0	0	0	0	0	4
4	0	0	1	3	0	0	0	0	0	0	0	0	4
5	0	1	8	2	2	0	0	0	0	0	0	0	13
6	0	0	18	8	4	2	1	0	0	0	0	0	33
7	0	8	43	22	6	0	1	0	0	0	0	0	80
8	0	2	137	48	11	2	0	0	0	0	0	0	200
9	0	13	205	60	3	1	1	0	0	0	0	0	283
10	2	14	169	42	5	1	1	1	0	0	0	0	235
11	0	4	135	32	3	1	0	0	0	0	0	0	175
12	0	5	182	33	10	1	0	0	0	0	0	0	231
13	0	10	179	53	7	0	0	0	0	0	0	0	249
14	2	8	162	58	7	1	0	0	0	0	1	0	239
15	1	9	183	64	9	1	0	0	0	0	0	0	267
16	0	11	240	52	4	0	0	0	0	0	0	0	307
17	0	36	285	31	2	0	0	0	0	0	0	0	354
18	0	9	282	59	4	5	0	0	0	0	0	0	359
19	4	27	175	74	10	2	2	0	0	0	0	0	294
20	0	2	163	33	3	1	0	0	0	0	0	0	202
21	0	6	94	19	6	2	1	0	0	0	0	0	128
22	0	0	51	20	9	1	0	0	0	0	0	0	81
23	0	1	36	13	5	0	1	0	0	0	0	0	56
24	0	0	20	7	3	0	0	0	0	0	0	0	30

7-19	9	148	2334	606	75	15	4	1	0	0	1	0	3193
6-22	9	164	2685	700	99	19	6	1	0	0	1	0	3684
6-24	9	165	2741	720	107	19	7	1	0	0	1	0	3770
0-24	9	167	2789	742	115	21	10	1	1	0	1	0	3856

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Thursday 12/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2	4	2	0	0	0	0	0	0	0	0	0	0	0	6
3	13	2	0	0	0	0	0	0	0	0	0	0	0	15
4	7	2	0	0	0	0	0	0	0	0	0	0	0	9
5	13	2	0	0	0	0	0	0	0	0	0	0	0	15
6	63	6	1	0	0	0	0	0	0	0	0	0	0	70
7	133	16	0	0	0	0	0	0	0	0	0	2	0	151
8	236	27	0	0	0	0	0	0	0	0	0	2	0	265
9	305	23	1	0	1	0	0	0	0	0	0	4	0	334
10	206	25	0	0	0	0	0	0	0	0	0	2	0	233
11	202	23	0	0	0	0	0	0	0	0	0	1	0	226
12	199	27	0	0	0	0	0	0	0	0	0	5	0	231
13	234	22	0	0	1	0	0	1	0	0	0	3	0	261
14	207	21	0	2	0	0	0	0	0	0	0	3	0	233
15	262	19	1	1	0	0	0	0	0	0	1	3	0	287
16	297	24	0	0	1	0	0	1	0	0	0	2	0	325
17	232	25	1	0	0	0	0	0	1	0	0	1	0	260
18	257	7	0	0	1	0	0	1	0	0	0	1	0	267
19	208	7	0	0	0	0	0	0	0	0	0	2	0	217
20	163	9	1	0	0	0	0	0	0	0	0	0	0	173
21	102	9	0	0	0	0	0	0	0	0	0	0	0	111
22	85	3	0	0	0	0	0	0	0	0	0	0	0	88
23	58	2	0	0	0	0	0	0	0	0	0	1	0	61
24	28	1	0	0	0	0	0	0	0	0	0	1	0	30

7-19	2845	250	3	3	4	0	0	3	1	0	1	29	0	3139
6-22	3328	287	4	3	4	0	0	3	1	0	1	31	0	3662
6-24	3414	290	4	3	4	0	0	3	1	0	1	33	0	3753
0-24	3523	304	5	3	4	0	0	3	1	0	1	33	0	3877

Direction : SOUTHBOUND

Thursday 12/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	10	1	0	0	0	0	0	0	0	0	0	0	0	11
2	7	1	0	0	0	0	0	0	0	0	0	0	0	8
3	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	7	1	0	0	0	0	0	0	0	0	0	1	0	9
6	26	0	0	0	0	0	0	0	0	0	0	0	0	26
7	61	9	0	0	0	0	0	0	0	0	0	1	0	71
8	154	23	0	0	0	0	0	0	0	0	0	1	0	178
9	257	35	2	0	0	0	0	0	1	0	0	4	0	299
10	174	24	0	0	0	0	0	0	0	0	1	3	0	202
11	169	39	2	0	0	0	0	0	3	0	0	4	0	217
12	191	38	2	1	1	0	1	1	1	0	0	5	0	241
13	206	32	1	0	0	0	0	0	0	0	0	3	0	242
14	221	29	1	0	0	0	0	0	0	0	1	4	0	256
15	217	36	0	0	2	0	0	1	1	0	0	5	0	262
16	242	36	0	0	0	0	0	0	1	0	0	5	0	284
17	336	40	0	0	1	0	0	0	1	0	0	5	0	383
18	358	34	3	0	0	0	0	0	1	0	0	4	0	400
19	241	16	0	0	2	0	0	0	0	0	0	3	0	262
20	174	12	0	0	0	0	0	0	0	0	0	0	0	186
21	122	12	0	0	0	0	0	0	0	0	0	1	0	135
22	86	6	0	0	0	0	0	0	0	0	0	1	0	93
23	48	2	0	0	0	0	0	0	0	0	0	1	0	51
24	34	1	0	0	0	0	0	0	0	0	0	1	0	36

7-19	2766	382	11	1	6	0	1	2	9	0	2	46	0	3226
6-22	3209	421	11	1	6	0	1	2	9	0	2	49	0	3711
6-24	3291	424	11	1	6	0	1	2	9	0	2	51	0	3798
0-24	3349	429	11	1	6	0	1	2	9	0	2	52	0	3862

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Thursday 12/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	6	3	0	0	0	0	0	0	0	0	9
2	0	0	2	3	1	0	0	0	0	0	0	0	6
3	0	0	9	5	1	0	0	0	0	0	0	0	15
4	0	0	9	0	0	0	0	0	0	0	0	0	9
5	0	1	3	5	6	0	0	0	0	0	0	0	15
6	0	2	37	26	4	1	0	0	0	0	0	0	70
7	0	6	93	43	9	0	0	0	0	0	0	0	151
8	0	11	184	60	8	2	0	0	0	0	0	0	265
9	4	38	253	36	3	0	0	0	0	0	0	0	334
10	1	14	174	38	5	0	0	0	0	1	0	0	233
11	4	27	178	15	2	0	0	0	0	0	0	0	226
12	0	36	174	20	1	0	0	0	0	0	0	0	231
13	1	58	167	33	2	0	0	0	0	0	0	0	261
14	3	39	165	20	5	1	0	0	0	0	0	0	233
15	1	93	173	19	1	0	0	0	0	0	0	0	287
16	0	32	255	32	5	1	0	0	0	0	0	0	325
17	0	16	194	46	3	1	0	0	0	0	0	0	260
18	0	19	213	31	3	0	0	0	0	0	1	0	267
19	1	23	155	34	3	1	0	0	0	0	0	0	217
20	3	4	121	37	7	1	0	0	0	0	0	0	173
21	2	5	76	24	3	1	0	0	0	0	0	0	111
22	0	2	61	19	5	0	0	0	0	1	0	0	88
23	0	2	40	14	4	1	0	0	0	0	0	0	61
24	0	0	17	12	1	0	0	0	0	0	0	0	30

7-19	15	406	2285	384	41	6	0	0	0	1	1	0	3139
6-22	20	423	2636	507	65	8	0	0	0	2	1	0	3662
6-24	20	425	2693	533	70	9	0	0	0	2	1	0	3753
0-24	20	428	2759	575	82	10	0	0	0	2	1	0	3877

Direction : SOUTHBOUND

Thursday 12/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	5	5	1	0	0	0	0	0	0	0	11
2	0	0	4	3	0	0	1	0	0	0	0	0	8
3	0	0	2	2	2	0	0	0	0	0	0	0	6
4	0	0	4	0	0	0	0	0	0	0	0	0	4
5	0	1	8	0	0	0	0	0	0	0	0	0	9
6	0	2	14	4	5	1	0	0	0	0	0	0	26
7	0	3	45	16	7	0	0	0	0	0	0	0	71
8	0	1	119	52	6	0	0	0	0	0	0	0	178
9	0	7	238	49	3	2	0	0	0	0	0	0	299
10	0	1	162	32	5	2	0	0	0	0	0	0	202
11	3	10	174	20	9	1	0	0	0	0	0	0	217
12	1	23	183	30	3	1	0	0	0	0	0	0	241
13	0	9	188	37	7	0	1	0	0	0	0	0	242
14	0	14	195	40	5	1	1	0	0	0	0	0	256
15	4	35	193	25	5	0	0	0	0	0	0	0	262
16	0	17	218	44	3	1	1	0	0	0	0	0	284
17	1	7	286	77	9	1	1	1	0	0	0	0	383
18	2	34	286	62	12	4	0	0	0	0	0	0	400
19	0	5	189	54	11	2	1	0	0	0	0	0	262
20	0	4	136	33	10	2	0	1	0	0	0	0	186
21	0	1	95	32	4	2	0	0	1	0	0	0	135
22	0	2	57	23	5	4	1	0	1	0	0	0	93
23	0	0	29	17	2	2	1	0	0	0	0	0	51
24	0	0	24	6	4	1	1	0	0	0	0	0	36

7-19	11	163	2431	522	78	15	5	1	0	0	0	0	3226
6-22	11	173	2764	626	104	23	6	2	2	0	0	0	3711
6-24	11	173	2817	649	110	26	8	2	2	0	0	0	3798
0-24	11	176	2854	663	118	27	9	2	2	0	0	0	3862

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Friday 13/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	15	0	0	0	0	0	0	0	0	0	0	1	0	16
2	11	0	0	0	0	0	0	0	0	0	0	0	0	11
3	12	0	0	0	0	0	0	0	0	0	0	0	0	12
4	11	0	0	0	0	0	0	0	0	0	0	0	0	11
5	19	1	0	0	0	0	0	0	0	0	0	0	0	20
6	63	4	0	0	0	0	0	0	0	0	0	0	0	67
7	102	18	1	0	1	0	0	0	0	0	0	0	0	122
8	268	31	0	0	0	0	0	0	0	0	0	2	0	301
9	284	23	1	1	0	0	0	0	0	0	0	1	0	310
10	241	5	0	0	0	0	0	0	0	0	0	1	0	247
11	198	24	1	0	1	0	0	0	0	0	0	0	0	224
12	243	21	1	0	0	0	1	0	0	0	0	2	0	268
13	272	33	0	0	0	0	0	1	0	0	0	2	0	308
14	251	22	0	0	0	0	0	0	0	1	0	0	0	274
15	242	22	0	0	0	0	0	0	0	0	0	2	0	266
16	274	21	4	0	0	0	0	0	0	0	0	1	0	300
17	281	15	0	0	0	0	0	0	0	0	0	0	0	296
18	235	12	0	0	0	0	0	0	0	0	0	4	0	251
19	223	12	0	0	0	0	0	0	0	0	0	2	0	237
20	189	6	0	0	2	0	0	0	0	0	0	0	0	197
21	112	6	0	0	0	0	0	0	0	0	0	0	0	118
22	107	2	0	0	0	0	0	0	0	0	0	0	0	109
23	74	1	0	0	0	0	0	0	0	0	0	0	0	75
24	68	1	0	0	0	0	0	0	0	0	0	0	0	69

7-19	3012	241	7	1	1	0	1	1	0	1	0	17	0	3282
6-22	3522	273	8	1	4	0	1	1	0	1	0	17	0	3828
6-24	3664	275	8	1	4	0	1	1	0	1	0	17	0	3972
0-24	3795	280	8	1	4	0	1	1	0	1	0	18	0	4109

Direction : SOUTHBOUND

Friday 13/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	3	0	0	0	0	0	0	0	0	0	0	0	19
2	9	1	0	0	0	0	0	0	0	0	0	0	0	10
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	16	0	0	0	0	0	0	0	0	0	0	0	0	16
5	5	2	0	0	0	0	0	0	0	0	0	0	0	7
6	26	1	0	0	0	0	0	0	0	0	0	0	0	27
7	65	9	0	0	0	0	0	0	0	0	0	1	0	75
8	147	23	0	0	2	0	0	0	1	0	0	5	0	178
9	206	35	2	0	0	0	0	0	0	0	0	6	0	249
10	210	33	1	0	0	0	0	1	0	0	1	4	0	250
11	174	37	2	0	0	0	0	0	0	0	0	6	0	219
12	190	44	1	0	0	0	0	0	2	0	1	3	0	241
13	239	34	0	0	2	0	0	0	1	0	0	1	0	277
14	248	43	1	0	1	0	1	0	0	0	1	4	0	299
15	269	53	0	0	0	0	0	0	1	0	0	4	0	327
16	343	54	1	1	1	0	0	1	0	0	0	2	0	403
17	351	41	0	0	0	0	0	1	1	0	1	3	0	398
18	377	27	2	0	2	0	0	0	0	0	0	4	0	412
19	261	17	1	0	0	0	0	0	0	0	0	4	0	283
20	184	8	0	0	0	0	0	0	0	0	0	2	0	194
21	149	9	0	0	0	0	0	0	0	0	0	1	0	159
22	95	6	0	0	0	0	0	0	0	0	0	0	0	101
23	69	0	0	0	0	0	0	0	0	0	0	0	0	69
24	51	2	0	0	0	0	0	0	0	0	0	0	0	53

7-19	3015	441	11	1	8	0	1	3	6	0	4	46	0	3536
6-22	3508	473	11	1	8	0	1	3	6	0	4	50	0	4065
6-24	3628	475	11	1	8	0	1	3	6	0	4	50	0	4187
0-24	3707	482	11	1	8	0	1	3	6	0	4	50	0	4273

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Friday 13/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	11	4	0	0	0	0	0	0	0	0	16
2	0	0	8	3	0	0	0	0	0	0	0	0	11
3	0	0	9	3	0	0	0	0	0	0	0	0	12
4	0	1	6	3	1	0	0	0	0	0	0	0	11
5	0	1	5	6	7	0	1	0	0	0	0	0	20
6	0	2	32	26	7	0	0	0	0	0	0	0	67
7	0	4	58	49	11	0	0	0	0	0	0	0	122
8	2	16	205	59	16	3	0	0	0	0	0	0	301
9	1	29	208	67	4	1	0	0	0	0	0	0	310
10	0	26	196	23	2	0	0	0	0	0	0	0	247
11	0	10	179	32	3	0	0	0	0	0	0	0	224
12	0	21	206	36	4	0	0	1	0	0	0	0	268
13	0	18	251	34	4	1	0	0	0	0	0	0	308
14	1	20	199	46	8	0	0	0	0	0	0	0	274
15	0	28	206	24	6	1	0	1	0	0	0	0	266
16	0	36	219	36	5	1	0	0	0	3	0	0	300
17	0	18	233	35	6	2	1	0	0	1	0	0	296
18	1	21	188	38	3	0	0	0	0	0	0	0	251
19	0	25	179	27	5	1	0	0	0	0	0	0	237
20	1	9	151	30	5	0	1	0	0	0	0	0	197
21	0	4	93	13	7	1	0	0	0	0	0	0	118
22	0	1	84	19	2	2	0	0	0	1	0	0	109
23	0	8	47	16	4	0	0	0	0	0	0	0	75
24	0	3	47	12	7	0	0	0	0	0	0	0	69

7-19	5	268	2469	457	66	10	1	2	0	4	0	0	3282
6-22	6	286	2855	568	91	13	2	2	0	5	0	0	3828
6-24	6	297	2949	596	102	13	2	2	0	5	0	0	3972
0-24	6	302	3020	641	117	13	3	2	0	5	0	0	4109

Direction : SOUTHBOUND

Friday 13/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	11	4	1	1	1	0	0	0	1	0	19
2	0	0	7	2	0	0	1	0	0	0	0	0	10
3	0	0	3	3	1	0	0	0	0	0	0	0	7
4	0	0	7	6	1	2	0	0	0	0	0	0	16
5	0	0	6	0	1	0	0	0	0	0	0	0	7
6	0	0	15	7	3	2	0	0	0	0	0	0	27
7	0	2	38	23	9	3	0	0	0	0	0	0	75
8	0	5	103	59	5	3	2	1	0	0	0	0	178
9	0	6	186	45	10	2	0	0	0	0	0	0	249
10	0	8	189	48	5	0	0	0	0	0	0	0	250
11	0	10	160	41	7	1	0	0	0	0	0	0	219
12	0	16	166	53	5	0	1	0	0	0	0	0	241
13	0	16	193	55	11	1	1	0	0	0	0	0	277
14	0	5	240	41	11	1	1	0	0	0	0	0	299
15	0	19	249	43	10	5	1	0	0	0	0	0	327
16	0	17	322	57	7	0	0	0	0	0	0	0	403
17	0	30	270	87	10	0	1	0	0	0	0	0	398
18	3	27	301	71	9	0	0	0	0	1	0	0	412
19	0	10	197	62	7	5	2	0	0	0	0	0	283
20	0	3	135	43	9	2	1	0	1	0	0	0	194
21	0	2	111	40	5	1	0	0	0	0	0	0	159
22	0	1	68	23	6	1	2	0	0	0	0	0	101
23	0	2	54	6	6	1	0	0	0	0	0	0	69
24	0	0	36	10	6	0	1	0	0	0	0	0	53

7-19	3	169	2576	662	97	18	9	1	0	1	0	0	3536
6-22	3	177	2928	791	126	25	12	1	1	1	0	0	4065
6-24	3	179	3018	807	138	26	13	1	1	1	0	0	4187
0-24	3	179	3067	829	145	31	15	1	1	1	1	0	4273

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Saturday 14/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	25	1	0	0	0	0	0	0	0	0	0	0	0	26
2	11	0	0	0	0	0	0	0	0	0	0	1	0	12
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	9	0	0	0	0	0	0	0	0	0	0	0	0	9
5	8	1	0	0	0	0	0	0	0	0	0	0	0	9
6	31	0	0	0	0	0	0	0	0	0	0	0	0	31
7	43	6	0	0	0	0	0	0	0	0	0	0	0	49
8	64	10	2	0	0	0	0	0	0	0	0	2	0	78
9	86	15	1	0	1	0	0	0	0	0	0	1	0	104
10	178	19	0	0	0	0	0	0	0	0	0	0	0	197
11	302	24	0	0	0	0	1	0	0	0	0	1	0	328
12	290	15	0	0	0	0	0	0	0	0	0	0	0	305
13	275	12	0	0	0	0	0	0	0	0	0	2	0	289
14	250	15	0	0	0	0	0	0	0	0	0	1	0	266
15	190	12	1	0	0	0	0	0	0	0	0	2	0	205
16	205	8	0	0	0	0	0	0	0	0	0	1	0	214
17	193	10	0	0	1	0	0	0	0	0	0	1	0	205
18	213	8	0	0	0	0	0	0	0	0	0	0	0	221
19	171	8	0	0	0	0	0	0	0	0	0	1	0	180
20	152	6	0	0	0	0	0	0	0	0	0	0	0	158
21	110	3	0	0	0	0	0	0	0	0	0	0	0	113
22	72	1	0	0	0	0	0	0	0	0	0	1	0	74
23	69	4	0	0	0	0	0	0	0	0	0	1	0	74
24	34	1	0	0	0	0	0	0	0	0	0	1	0	36

7-19	2417	156	4	0	2	0	1	0	0	0	0	12	0	2592
6-22	2794	172	4	0	2	0	1	0	0	0	0	13	0	2986
6-24	2897	177	4	0	2	0	1	0	0	0	0	15	0	3096
0-24	2988	179	4	0	2	0	1	0	0	0	0	16	0	3190

Direction : SOUTHBOUND

Saturday 14/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	30	1	0	0	0	0	0	0	0	0	0	1	0	32
2	16	0	0	0	0	0	0	0	0	0	0	0	0	16
3	10	0	0	0	0	0	0	0	0	0	0	0	0	10
4	9	1	0	0	0	0	0	0	0	0	0	0	0	10
5	9	0	0	0	0	0	0	0	0	0	0	0	0	9
6	14	1	0	0	0	0	0	0	0	0	0	0	0	15
7	31	3	0	0	0	0	0	0	0	0	0	1	0	35
8	65	4	0	0	0	0	0	0	0	0	0	2	0	71
9	151	18	1	0	0	0	0	0	0	0	0	1	0	171
10	203	30	0	0	0	0	0	0	0	0	0	1	0	234
11	259	17	0	0	0	0	0	0	0	0	0	0	0	276
12	261	17	0	0	0	0	0	0	0	0	0	2	0	280
13	266	16	0	0	0	0	0	0	0	0	0	3	0	285
14	233	14	1	0	0	0	0	0	0	0	0	1	0	249
15	248	9	0	1	0	0	0	0	0	0	0	6	0	264
16	215	12	0	0	0	0	0	0	0	0	0	4	0	231
17	189	11	0	0	0	0	0	0	0	0	0	3	0	203
18	200	7	0	0	0	0	0	0	0	0	0	1	0	208
19	190	13	0	0	0	0	0	0	0	0	0	0	0	203
20	158	6	0	0	0	0	0	0	0	0	0	1	0	165
21	120	5	0	0	0	0	0	0	0	0	0	1	0	126
22	85	4	0	0	0	0	0	0	0	0	0	0	0	89
23	59	2	0	0	0	0	0	0	0	0	0	1	0	62
24	34	1	0	0	0	0	0	0	0	0	0	0	0	35

7-19	2480	168	2	1	0	0	0	0	0	0	0	24	0	2675
6-22	2874	186	2	1	0	0	0	0	0	0	0	27	0	3090
6-24	2967	189	2	1	0	0	0	0	0	0	0	28	0	3187
0-24	3055	192	2	1	0	0	0	0	0	0	0	29	0	3279

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Saturday 14/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	18	3	2	1	1	0	0	0	0	0	26
2	0	1	6	4	1	0	0	0	0	0	0	0	12
3	0	1	1	2	2	0	1	0	0	0	0	0	7
4	0	1	5	1	2	0	0	0	0	0	0	0	9
5	0	0	5	3	0	1	0	0	0	0	0	0	9
6	0	2	14	9	5	1	0	0	0	0	0	0	31
7	0	0	23	19	5	0	1	0	0	1	0	0	49
8	0	4	41	21	7	4	0	0	1	0	0	0	78
9	0	4	74	21	5	0	0	0	0	0	0	0	104
10	0	7	141	42	4	2	0	1	0	0	0	0	197
11	1	25	248	46	6	2	0	0	0	0	0	0	328
12	2	14	251	31	5	0	1	1	0	0	0	0	305
13	2	6	221	52	7	1	0	0	0	0	0	0	289
14	0	14	183	57	10	2	0	0	0	0	0	0	266
15	0	19	139	42	4	1	0	0	0	0	0	0	205
16	0	21	136	49	8	0	0	0	0	0	0	0	214
17	0	21	136	38	8	1	0	0	0	1	0	0	205
18	2	8	168	32	7	1	2	1	0	0	0	0	221
19	0	4	125	47	3	0	1	0	0	0	0	0	180
20	1	5	115	31	2	3	1	0	0	0	0	0	158
21	0	3	79	25	5	0	1	0	0	0	0	0	113
22	0	5	48	15	5	1	0	0	0	0	0	0	74
23	0	4	54	14	2	0	0	0	0	0	0	0	74
24	0	2	23	9	1	0	0	1	0	0	0	0	36

7-19	7	147	1863	478	74	14	4	3	1	1	0	0	2592
6-22	8	160	2128	568	91	18	7	3	1	2	0	0	2986
6-24	8	166	2205	591	94	18	7	4	1	2	0	0	3096
0-24	8	172	2254	613	106	21	9	4	1	2	0	0	3190

Direction : SOUTHBOUND

Saturday 14/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	22	8	1	1	0	0	0	0	0	0	32
2	0	0	9	3	4	0	0	0	0	0	0	0	16
3	0	0	5	3	1	1	0	0	0	0	0	0	10
4	0	0	5	4	0	1	0	0	0	0	0	0	10
5	0	0	4	3	2	0	0	0	0	0	0	0	9
6	0	1	7	5	2	0	0	0	0	0	0	0	15
7	0	0	18	13	2	2	0	0	0	0	0	0	35
8	0	0	41	15	11	2	1	0	1	0	0	0	71
9	1	6	117	39	5	2	0	0	1	0	0	0	171
10	0	1	157	62	13	0	1	0	0	0	0	0	234
11	0	8	205	46	11	3	0	1	2	0	0	0	276
12	0	1	229	39	11	0	0	0	0	0	0	0	280
13	1	2	211	66	4	0	1	0	0	0	0	0	285
14	0	1	162	70	13	1	1	1	0	0	0	0	249
15	1	7	183	66	7	0	0	0	0	0	0	0	264
16	0	5	180	37	6	2	1	0	0	0	0	0	231
17	0	5	139	48	6	2	0	2	0	1	0	0	203
18	1	4	146	45	9	2	1	0	0	0	0	0	208
19	0	3	136	50	10	2	1	1	0	0	0	0	203
20	0	4	109	37	10	2	2	1	0	0	0	0	165
21	0	2	98	16	5	3	1	1	0	0	0	0	126
22	0	2	57	25	4	0	0	1	0	0	0	0	89
23	2	0	40	15	4	0	1	0	0	0	0	0	62
24	0	1	24	8	2	0	0	0	0	0	0	0	35

7-19	4	43	1906	583	106	16	7	5	4	1	0	0	2675
6-22	4	51	2188	674	127	23	10	8	4	1	0	0	3090
6-24	6	52	2252	697	133	23	11	8	4	1	0	0	3187
0-24	6	53	2304	723	143	26	11	8	4	1	0	0	3279

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Sunday 15/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	29	1	0	0	0	0	0	0	0	0	0	0	0	30
2	13	0	0	0	0	0	0	0	0	0	0	0	0	13
3	11	0	0	0	0	0	0	0	0	0	0	0	0	11
4	13	0	0	0	0	0	0	0	0	0	0	0	0	13
5	7	1	0	0	0	0	0	0	0	0	0	0	0	8
6	18	2	0	0	0	0	0	0	0	0	0	0	0	20
7	33	0	0	0	0	0	0	0	0	0	0	0	0	33
8	43	3	0	0	0	0	0	0	0	0	0	0	0	46
9	64	4	0	0	0	0	0	0	0	0	0	1	0	69
10	99	8	0	0	0	0	0	0	0	0	0	0	0	107
11	165	10	0	0	1	0	0	0	0	0	0	1	0	177
12	204	15	0	0	0	0	0	0	0	0	0	2	0	221
13	246	7	0	0	0	0	0	0	0	0	0	1	0	254
14	215	15	0	0	0	0	0	1	1	0	0	0	0	232
15	188	6	0	0	0	0	0	0	0	0	0	1	0	195
16	189	10	0	0	0	0	0	0	0	0	0	0	0	199
17	158	10	0	0	0	0	0	0	0	0	0	0	0	168
18	168	9	0	0	0	0	0	0	0	0	0	0	0	177
19	125	5	0	0	0	0	0	1	0	0	0	0	0	131
20	108	6	0	0	0	0	0	0	0	0	0	0	0	114
21	94	2	0	0	0	0	0	0	0	0	0	0	0	96
22	89	1	0	0	0	0	0	0	0	0	0	0	0	90
23	45	0	0	0	0	0	0	0	0	0	0	0	0	45
24	17	0	0	0	0	0	0	0	0	0	0	0	0	17

7-19	1864	102	0	0	1	0	0	2	1	0	0	6	0	1976
6-22	2188	111	0	0	1	0	0	2	1	0	0	6	0	2309
6-24	2250	111	0	0	1	0	0	2	1	0	0	6	0	2371
0-24	2341	115	0	0	1	0	0	2	1	0	0	6	0	2466

Direction : SOUTHBOUND

Sunday 15/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	37	2	0	0	0	0	0	0	0	0	0	0	0	39
2	25	0	0	0	0	0	0	0	0	0	0	0	0	25
3	12	0	0	0	0	0	0	0	0	0	0	0	0	12
4	9	1	0	0	0	0	0	0	0	0	0	0	0	10
5	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7	24	0	0	0	0	0	0	0	0	0	0	0	0	24
8	29	5	0	0	0	0	0	0	0	0	0	1	0	35
9	56	4	0	0	0	0	0	0	0	0	0	2	0	62
10	107	5	0	0	0	0	0	0	0	0	0	0	0	112
11	179	12	0	0	0	0	0	0	0	0	0	1	0	192
12	180	16	0	0	0	0	0	0	0	0	0	2	0	198
13	244	11	0	0	0	0	0	0	0	0	0	2	0	257
14	188	14	0	0	0	0	0	0	0	0	0	0	0	202
15	202	11	0	0	0	0	1	0	0	0	0	0	0	214
16	188	13	0	0	0	0	0	0	0	0	0	0	0	201
17	170	10	0	0	0	0	0	0	0	0	0	1	0	181
18	155	7	0	0	0	0	0	0	0	0	0	1	0	163
19	120	6	0	0	0	0	0	0	0	0	0	0	0	126
20	142	6	0	0	0	0	0	0	0	0	0	1	0	149
21	125	4	0	0	0	0	0	0	0	0	0	1	0	130
22	103	8	0	0	0	0	0	0	0	0	0	1	0	112
23	45	3	0	0	0	0	0	0	0	0	0	0	0	48
24	14	4	0	0	0	0	0	0	0	0	0	1	0	19

7-19	1818	114	0	0	0	0	1	0	0	0	0	10	0	1943
6-22	2212	132	0	0	0	0	1	0	0	0	0	13	0	2358
6-24	2271	139	0	0	0	0	1	0	0	0	0	14	0	2425
0-24	2367	142	0	0	0	0	1	0	0	0	0	14	0	2524

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Sunday 15/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	19	7	3	0	0	0	0	0	0	0	30
2	0	0	5	7	1	0	0	0	0	0	0	0	13
3	0	1	7	3	0	0	0	0	0	0	0	0	11
4	0	0	7	4	2	0	0	0	0	0	0	0	13
5	0	0	5	2	0	1	0	0	0	0	0	0	8
6	0	1	9	7	1	2	0	0	0	0	0	0	20
7	0	0	21	10	2	0	0	0	0	0	0	0	33
8	0	0	25	16	3	1	1	0	0	0	0	0	46
9	1	0	44	14	9	1	0	0	0	0	0	0	69
10	0	7	61	34	4	0	1	0	0	0	0	0	107
11	1	7	132	28	8	0	1	0	0	0	0	0	177
12	2	16	167	32	3	1	0	0	0	0	0	0	221
13	0	10	205	33	4	0	0	0	0	0	0	2	254
14	0	2	182	45	3	0	0	0	0	0	0	0	232
15	0	0	141	47	7	0	0	0	0	0	0	0	195
16	0	6	145	41	5	2	0	0	0	0	0	0	199
17	1	5	124	33	5	0	0	0	0	0	0	0	168
18	0	15	121	31	7	1	1	0	0	1	0	0	177
19	0	3	79	39	7	3	0	0	0	0	0	0	131
20	0	2	77	29	3	3	0	0	0	0	0	0	114
21	0	2	68	19	4	1	2	0	0	0	0	0	96
22	1	3	61	19	5	0	1	0	0	0	0	0	90
23	0	0	28	13	4	0	0	0	0	0	0	0	45
24	0	0	11	4	1	1	0	0	0	0	0	0	17

7-19	5	71	1426	393	65	9	4	0	0	1	0	2	1976
6-22	6	78	1653	470	79	13	7	0	0	1	0	2	2309
6-24	6	78	1692	487	84	14	7	0	0	1	0	2	2371
0-24	6	81	1744	517	91	17	7	0	0	1	0	2	2466

Direction : SOUTHBOUND

Sunday 15/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	2	23	12	1	1	0	0	0	0	0	0	39
2	0	1	14	6	2	1	1	0	0	0	0	0	25
3	0	1	8	1	1	0	1	0	0	0	0	0	12
4	0	1	6	1	2	0	0	0	0	0	0	0	10
5	0	0	3	1	0	0	0	0	0	0	0	0	4
6	0	0	7	2	0	0	0	0	0	0	0	0	9
7	0	0	12	7	4	1	0	0	0	0	0	0	24
8	0	2	20	10	2	0	0	0	1	0	0	0	35
9	0	4	32	18	7	1	0	0	0	0	0	0	62
10	0	0	66	37	9	0	0	0	0	0	0	0	112
11	0	14	131	42	4	0	1	0	0	0	0	0	192
12	1	24	137	33	1	2	0	0	0	0	0	0	198
13	0	12	181	55	7	2	0	0	0	0	0	0	257
14	0	1	137	56	7	1	0	0	0	0	0	0	202
15	0	3	132	65	12	2	0	0	0	0	0	0	214
16	0	2	124	63	11	1	0	0	0	0	0	0	201
17	0	6	122	42	8	2	1	0	0	0	0	0	181
18	0	4	119	33	7	0	0	0	0	0	0	0	163
19	0	3	75	38	8	1	1	0	0	0	0	0	126
20	0	4	88	51	2	4	0	0	0	0	0	0	149
21	0	3	87	33	4	1	0	1	1	0	0	0	130
22	0	3	83	23	1	1	0	0	0	1	0	0	112
23	0	1	28	15	4	0	0	0	0	0	0	0	48
24	0	1	13	4	1	0	0	0	0	0	0	0	19

7-19	1	75	1276	492	83	12	3	0	1	0	0	0	1943
6-22	1	85	1546	606	94	19	3	1	2	1	0	0	2358
6-24	1	87	1587	625	99	19	3	1	2	1	0	0	2425
0-24	1	92	1648	648	105	21	5	1	2	1	0	0	2524

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Monday 16/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2	4	2	0	0	0	0	0	0	0	0	0	0	0	6
3	13	2	0	0	0	0	0	0	0	0	0	0	0	15
4	7	2	0	0	0	0	0	0	0	0	0	0	0	9
5	13	2	0	0	0	0	0	0	0	0	0	0	0	15
6	63	6	1	0	0	0	0	0	0	0	0	0	0	70
7	133	16	0	0	0	0	0	0	0	0	0	2	0	151
8	236	27	0	0	0	0	0	0	0	0	0	2	0	265
9	305	23	1	0	1	0	0	0	0	0	0	4	0	334
10	206	25	0	0	0	0	0	0	0	0	0	2	0	233
11	202	23	0	0	0	0	0	0	0	0	0	1	0	226
12	199	27	0	0	0	0	0	0	0	0	0	5	0	231
13	185	19	0	0	1	0	1	0	0	0	0	2	0	208
14	277	27	1	1	0	0	0	0	0	0	0	0	0	306
15	206	24	0	0	0	0	0	0	3	0	0	1	0	234
16	281	17	0	1	0	0	0	0	0	0	0	1	0	300
17	238	14	1	0	1	0	0	0	1	0	0	1	0	256
18	271	16	0	0	0	0	0	0	0	1	0	0	0	288
19	229	12	0	0	0	0	0	0	0	0	0	1	0	242
20	176	7	0	0	0	0	0	0	0	0	0	0	0	183
21	100	5	0	0	0	0	0	0	1	0	0	1	0	107
22	84	6	0	0	1	0	0	0	0	0	0	0	0	91
23	39	2	0	0	0	0	0	0	0	0	0	0	0	41
24	21	1	0	0	0	0	0	0	0	0	0	0	0	22
7-19	2835	254	3	2	3	0	1	0	4	1	0	20	0	3123
6-22	3328	288	3	2	4	0	1	0	5	1	0	23	0	3655
6-24	3388	291	3	2	4	0	1	0	5	1	0	23	0	3718
0-24	3497	305	4	2	4	0	1	0	5	1	0	23	0	3842

Direction : SOUTHBOUND

Monday 16/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	10	1	0	0	0	0	0	0	0	0	0	0	0	11
2	7	1	0	0	0	0	0	0	0	0	0	0	0	8
3	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	7	1	0	0	0	0	0	0	0	0	0	1	0	9
6	26	0	0	0	0	0	0	0	0	0	0	0	0	26
7	61	9	0	0	0	0	0	0	0	0	0	1	0	71
8	154	23	0	0	0	0	0	0	0	0	0	1	0	178
9	257	35	2	0	0	0	0	0	1	0	0	4	0	299
10	174	24	0	0	0	0	0	0	0	0	1	3	0	202
11	169	39	2	0	0	0	0	0	3	0	0	4	0	217
12	191	38	2	1	1	0	1	1	1	0	0	5	0	241
13	204	43	0	0	0	0	0	0	0	0	0	5	0	252
14	224	25	0	0	1	0	0	0	0	0	0	3	0	253
15	212	42	1	0	1	0	0	0	0	0	1	2	0	259
16	269	39	1	0	1	0	0	0	0	0	0	5	0	315
17	321	32	0	0	1	0	0	0	0	0	0	3	0	357
18	338	33	1	0	0	0	0	0	2	0	0	1	0	375
19	259	23	1	0	2	0	0	0	1	0	0	1	0	287
20	178	13	0	0	0	0	0	0	0	0	0	3	0	194
21	125	9	0	0	0	0	0	0	0	0	0	1	0	135
22	69	8	0	0	0	0	0	0	0	0	0	1	0	78
23	51	2	0	0	0	0	0	0	0	0	0	0	0	53
24	23	1	1	0	0	0	0	0	0	0	0	0	0	25
7-19	2772	396	10	1	7	0	1	1	8	0	2	37	0	3235
6-22	3205	435	10	1	7	0	1	1	8	0	2	43	0	3713
6-24	3279	438	11	1	7	0	1	1	8	0	2	43	0	3791
0-24	3337	443	11	1	7	0	1	1	8	0	2	44	0	3855

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Monday 16/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	6	3	0	0	0	0	0	0	0	0	9
2	0	0	2	3	1	0	0	0	0	0	0	0	6
3	0	0	9	5	1	0	0	0	0	0	0	0	15
4	0	0	9	0	0	0	0	0	0	0	0	0	9
5	0	1	3	5	6	0	0	0	0	0	0	0	15
6	0	2	37	26	4	1	0	0	0	0	0	0	70
7	0	6	93	43	9	0	0	0	0	0	0	0	151
8	0	11	184	60	8	2	0	0	0	0	0	0	265
9	4	38	253	36	3	0	0	0	0	0	0	0	334
10	1	14	174	38	5	0	0	0	0	1	0	0	233
11	4	27	178	15	2	0	0	0	0	0	0	0	226
12	0	36	174	20	1	0	0	0	0	0	0	0	231
13	1	15	160	30	2	0	0	0	0	0	0	0	208
14	0	48	210	34	12	1	1	0	0	0	0	0	306
15	0	15	169	42	6	0	2	0	0	0	0	0	234
16	1	41	230	25	1	0	1	1	0	0	0	0	300
17	3	57	180	16	0	0	0	0	0	0	0	0	256
18	0	20	240	25	3	0	0	0	0	0	0	0	288
19	3	14	185	34	4	1	0	1	0	0	0	0	242
20	1	11	135	30	6	0	0	0	0	0	0	0	183
21	0	5	62	24	9	6	0	1	0	0	0	0	107
22	0	3	69	17	1	1	0	0	0	0	0	0	91
23	0	0	27	12	2	0	0	0	0	0	0	0	41
24	0	0	8	12	1	1	0	0	0	0	0	0	22

7-19	17	336	2337	375	47	4	4	2	0	1	0	0	3123
6-22	18	361	2696	489	72	11	4	3	0	1	0	0	3655
6-24	18	361	2731	513	75	12	4	3	0	1	0	0	3718
0-24	18	364	2797	555	87	13	4	3	0	1	0	0	3842

Direction : SOUTHBOUND

Monday 16/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	5	5	1	0	0	0	0	0	0	0	11
2	0	0	4	3	0	0	1	0	0	0	0	0	8
3	0	0	2	2	2	0	0	0	0	0	0	0	6
4	0	0	4	0	0	0	0	0	0	0	0	0	4
5	0	1	8	0	0	0	0	0	0	0	0	0	9
6	0	2	14	4	5	1	0	0	0	0	0	0	26
7	0	3	45	16	7	0	0	0	0	0	0	0	71
8	0	1	119	52	6	0	0	0	0	0	0	0	178
9	0	7	238	49	3	2	0	0	0	0	0	0	299
10	0	1	162	32	5	2	0	0	0	0	0	0	202
11	3	10	174	20	9	1	0	0	0	0	0	0	217
12	1	23	183	30	3	1	0	0	0	0	0	0	241
13	1	3	202	38	6	2	0	0	0	0	0	0	252
14	1	28	185	35	4	0	0	0	0	0	0	0	253
15	1	6	179	68	5	0	0	0	0	0	0	0	259
16	0	9	255	47	4	0	0	0	0	0	0	0	315
17	0	39	286	30	2	0	0	0	0	0	0	0	357
18	0	14	287	67	4	3	0	0	0	0	0	0	375
19	3	22	168	82	8	2	2	0	0	0	0	0	287
20	0	1	158	31	3	1	0	0	0	0	0	0	194
21	0	9	94	22	7	2	1	0	0	0	0	0	135
22	0	0	48	17	12	1	0	0	0	0	0	0	78
23	0	1	37	11	3	0	1	0	0	0	0	0	53
24	0	0	14	8	3	0	0	0	0	0	0	0	25

7-19	10	163	2438	550	59	13	2	0	0	0	0	0	3235
6-22	10	176	2783	636	88	17	3	0	0	0	0	0	3713
6-24	10	177	2834	655	94	17	4	0	0	0	0	0	3791
0-24	10	180	2871	669	102	18	5	0	0	0	0	0	3855

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Tuesday 17/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	14	1	0	0	0	0	0	0	0	0	0	0	0	15
2	13	0	0	0	0	0	0	0	0	0	0	0	0	13
3	11	1	0	0	0	0	0	0	0	0	0	0	0	12
4	8	0	0	0	0	0	0	0	0	0	0	0	0	8
5	15	1	0	0	0	0	0	0	0	0	0	0	0	16
6	51	9	0	0	0	0	0	0	0	0	0	0	0	60
7	107	24	1	0	0	0	0	0	0	0	0	1	0	133
8	270	28	0	0	0	0	0	1	0	0	1	1	0	301
9	343	22	0	1	1	0	0	0	0	0	0	3	0	370
10	195	24	0	0	0	0	0	0	0	0	0	2	0	221
11	197	20	1	0	0	0	0	0	0	0	0	1	0	219
12	237	22	1	0	0	0	1	0	0	0	0	2	0	263
13	262	33	0	1	0	0	0	1	0	0	0	1	0	298
14	264	22	0	0	0	0	0	0	0	1	0	0	0	287
15	239	18	0	0	0	0	0	0	0	0	0	1	0	258
16	259	20	6	0	0	0	0	0	0	0	0	1	0	286
17	296	13	0	0	0	0	0	0	0	0	0	0	0	309
18	223	11	0	0	0	0	0	0	0	0	0	6	0	240
19	222	11	0	0	0	0	0	0	0	0	0	1	0	234
20	185	7	0	0	2	0	0	0	0	0	0	0	0	194
21	107	5	0	0	0	0	0	0	0	0	0	0	0	112
22	105	2	0	0	0	0	0	0	0	0	0	0	0	107
23	73	1	0	0	0	0	0	0	0	0	0	0	0	74
24	66	1	0	0	0	0	0	0	2	0	0	0	0	69

7-19	3007	244	8	2	1	0	1	2	0	1	1	19	0	3286
6-22	3511	282	9	2	3	0	1	2	0	1	1	20	0	3832
6-24	3650	284	9	2	3	0	1	2	2	1	1	20	0	3975
0-24	3762	296	9	2	3	0	1	2	2	1	1	20	0	4099

Direction : SOUTHBOUND

Tuesday 17/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	14	0	0	0	0	0	0	0	0	0	0	0	0	14
2	11	1	0	0	0	0	0	0	0	0	0	1	0	13
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	15	2	0	0	0	0	0	0	0	0	0	0	0	17
6	30	1	0	0	0	0	0	0	0	0	0	0	0	31
7	68	9	0	0	0	0	0	0	1	0	0	0	0	78
8	174	17	0	0	1	0	0	0	0	0	0	3	0	195
9	256	41	2	0	2	0	0	0	1	0	1	3	0	306
10	196	34	1	0	0	0	0	0	0	0	0	4	0	235
11	160	32	1	0	1	0	0	0	1	0	0	4	0	199
12	199	40	1	0	0	0	0	0	2	0	1	2	0	245
13	255	37	0	0	2	0	0	0	1	0	0	1	0	296
14	266	36	1	0	1	0	1	0	0	0	1	5	0	311
15	279	50	0	0	0	0	0	0	1	0	0	3	0	333
16	359	46	1	1	1	0	0	1	0	0	0	1	0	410
17	342	39	0	0	0	0	0	1	1	0	1	2	0	386
18	399	32	2	0	2	0	0	0	0	0	0	6	0	441
19	259	12	1	0	0	0	0	0	0	0	0	4	0	276
20	182	11	0	0	0	0	0	0	0	0	0	2	0	195
21	159	7	0	0	0	0	1	0	0	0	0	1	0	168
22	81	6	0	1	0	0	0	0	0	0	0	0	0	88
23	62	0	1	0	0	0	0	0	0	0	0	0	0	63
24	56	1	0	0	0	0	0	0	0	0	0	0	0	57

7-19	3144	416	10	1	10	0	1	2	7	0	4	38	0	3633
6-22	3634	449	10	2	10	0	2	2	8	0	4	41	0	4162
6-24	3752	450	11	2	10	0	2	2	8	0	4	41	0	4282
0-24	3826	455	11	2	10	0	2	2	8	0	4	42	0	4362

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

Tuesday 17/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	9	5	1	0	0	0	0	0	0	0	15
2	0	0	11	1	0	0	1	0	0	0	0	0	13
3	0	0	7	1	3	1	0	0	0	0	0	0	12
4	0	0	3	3	2	0	0	0	0	0	0	0	8
5	0	0	10	5	1	0	0	0	0	0	0	0	16
6	0	1	32	20	3	3	1	0	0	0	0	0	60
7	0	6	81	38	8	0	0	0	0	0	0	0	133
8	1	14	226	58	2	0	0	0	0	0	0	0	301
9	6	35	274	51	4	0	0	0	0	0	0	0	370
10	4	23	153	37	2	2	0	0	0	0	0	0	221
11	2	27	158	24	7	0	0	0	1	0	0	0	219
12	0	20	205	32	5	0	0	1	0	0	0	0	263
13	0	20	241	33	3	1	0	0	0	0	0	0	298
14	1	24	204	47	11	0	0	0	0	0	0	0	287
15	0	29	203	19	6	1	0	0	0	0	0	0	258
16	0	36	206	36	4	0	0	0	0	4	0	0	286
17	0	17	252	28	8	2	1	0	0	1	0	0	309
18	1	18	187	32	2	0	0	0	0	0	0	0	240
19	0	21	184	25	3	1	0	0	0	0	0	0	234
20	1	12	146	29	6	0	0	0	0	0	0	0	194
21	0	2	90	11	8	1	0	0	0	0	0	0	112
22	0	1	77	24	3	1	0	0	0	1	0	0	107
23	0	7	45	18	4	0	0	0	0	0	0	0	74
24	0	4	46	13	6	0	0	0	0	0	0	0	69

7-19	15	284	2493	422	57	7	1	1	1	5	0	0	3286
6-22	16	305	2887	524	82	9	1	1	1	6	0	0	3832
6-24	16	316	2978	555	92	9	1	1	1	6	0	0	3975
0-24	16	317	3050	590	102	13	3	1	1	6	0	0	4099

Direction : SOUTHBOUND

Tuesday 17/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	8	4	0	0	1	0	0	0	0	0	14
2	0	0	6	5	2	0	0	0	0	0	0	0	13
3	0	0	2	0	0	0	0	0	0	0	0	0	2
4	0	0	1	2	0	0	0	0	0	0	0	0	3
5	0	1	11	4	1	0	0	0	0	0	0	0	17
6	0	0	16	9	3	2	1	0	0	0	0	0	31
7	0	8	42	22	5	0	1	0	0	0	0	0	78
8	0	2	132	49	9	3	0	0	0	0	0	0	195
9	0	12	226	63	3	1	1	0	0	0	0	0	306
10	0	8	180	42	4	1	0	0	0	0	0	0	235
11	2	36	133	26	2	0	0	0	0	0	0	0	199
12	0	20	164	55	5	0	1	0	0	0	0	0	245
13	0	19	207	58	10	1	1	0	0	0	0	0	296
14	0	6	253	39	11	1	1	0	0	0	0	0	311
15	0	17	255	44	11	5	1	0	0	0	0	0	333
16	0	14	335	54	7	0	0	0	0	0	0	0	410
17	0	29	259	85	12	0	1	0	0	0	0	0	386
18	4	25	332	69	10	0	0	0	0	1	0	0	441
19	0	8	198	56	7	4	3	0	0	0	0	0	276
20	0	3	136	43	9	2	1	0	1	0	0	0	195
21	0	3	120	41	3	1	0	0	0	0	0	0	168
22	0	1	61	20	3	1	2	0	0	0	0	0	88
23	0	2	52	5	3	1	0	0	0	0	0	0	63
24	0	0	38	13	6	0	0	0	0	0	0	0	57

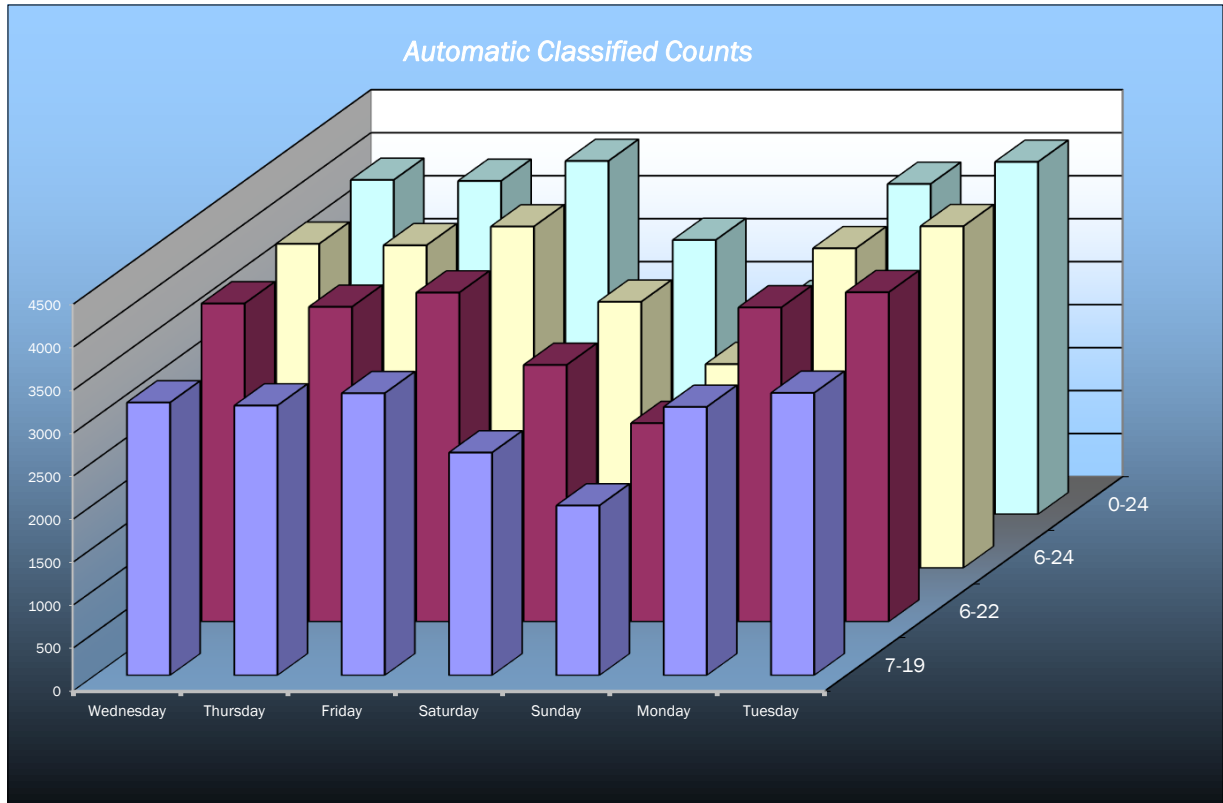
7-19	6	196	2674	640	91	16	9	0	0	1	0	0	3633
6-22	6	211	3033	766	111	20	13	0	1	1	0	0	4162
6-24	6	213	3123	784	120	21	13	0	1	1	0	0	4282
0-24	6	215	3167	808	126	23	15	0	1	1	0	0	4362

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

VEHICLE FLOWS									
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24	WEEKDAY AVERAGE	WEEK AVERAGE
1	14	9	16	26	30	9	15	13	17
2	10	6	11	12	13	6	13	9	10
3	10	15	12	7	11	15	12	13	12
4	6	9	11	9	13	9	8	9	9
5	14	15	20	9	8	15	16	16	14
6	65	70	67	31	20	70	60	66	55
7	136	151	122	49	33	151	133	139	111
8	301	265	301	78	46	265	301	287	222
9	361	334	310	104	69	334	370	342	269
10	253	233	247	197	107	233	221	237	213
11	179	226	224	328	177	226	219	215	226
12	226	231	268	305	221	231	263	244	249
13	234	261	308	289	254	208	298	262	265
14	244	233	274	266	232	306	287	269	263
15	238	287	266	205	195	234	258	257	240
16	317	325	300	214	199	300	286	306	277
17	276	260	296	205	168	256	309	279	253
18	293	267	251	221	177	288	240	268	248
19	252	217	237	180	131	242	234	236	213
20	196	173	197	158	114	183	194	189	174
21	108	111	118	113	96	107	112	111	109
22	87	88	109	74	90	91	107	96	92
23	47	61	75	74	45	41	74	60	60
24	22	30	69	36	17	22	69	42	38
7-19	3174	3139	3282	2592	1976	3123	3286	3201	2939
6-22	3701	3662	3828	2986	2309	3655	3832	3736	3425
6-24	3770	3753	3972	3096	2371	3718	3975	3838	3522
0-24	3889	3877	4109	3190	2466	3842	4099	3963	3639



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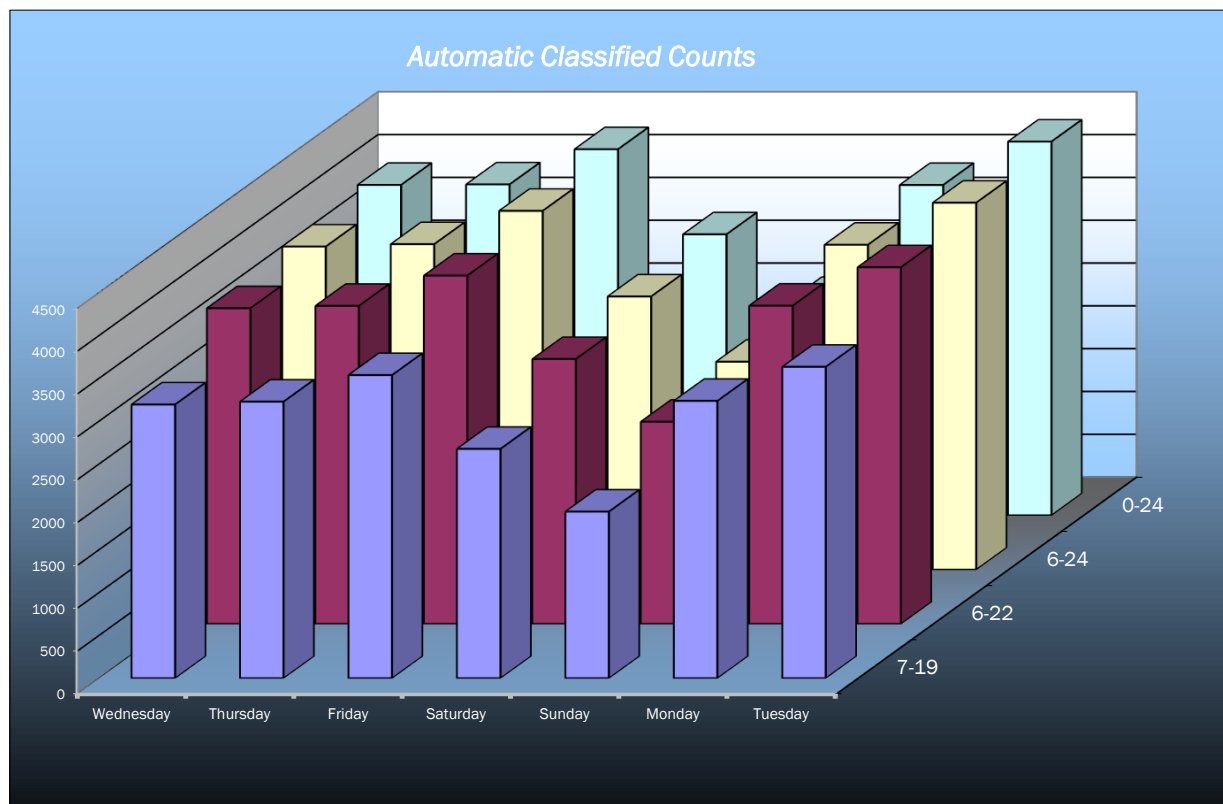
Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24	WEEKDAY AVERAGE	WEEK AVERAGE
1	17	11	19	32	39	11	14	14	20
2	15	8	10	16	25	8	13	11	14
3	4	6	7	10	12	6	2	5	7
4	4	4	16	10	10	4	3	6	7
5	13	9	7	9	4	9	17	11	10
6	33	26	27	15	9	26	31	29	24
7	80	71	75	35	24	71	78	75	62
8	200	178	178	71	35	178	195	186	148
9	283	299	249	171	62	299	306	287	238
10	235	202	250	234	112	202	235	225	210
11	175	217	219	276	192	217	199	205	214
12	231	241	241	280	198	241	245	240	240
13	249	242	277	285	257	252	296	263	265
14	239	256	299	249	202	253	311	272	258
15	267	262	327	264	214	259	333	290	275
16	307	284	403	231	201	315	410	344	307
17	354	383	398	203	181	357	386	376	323
18	359	400	412	208	163	375	441	397	337
19	294	262	283	203	126	287	276	280	247
20	202	186	194	165	149	194	195	194	184
21	128	135	159	126	130	135	168	145	140
22	81	93	101	89	112	78	88	88	92
23	56	51	69	62	48	53	63	58	57
24	30	36	53	35	19	25	57	40	36

7-19	3193	3226	3536	2675	1943	3235	3633	3365	3063
6-22	3684	3711	4065	3090	2358	3713	4162	3867	3540
6-24	3770	3798	4187	3187	2425	3791	4282	3966	3634
0-24	3856	3862	4273	3279	2524	3855	4362	4042	3716



Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
1	28.5	28.0	26.8	28.5	28.2	28.0	28.8
2	28.5	31.3	27.5	28.2	30.5	31.3	27.8
3	32.3	28.8	27.4	33.0	26.6	28.8	30.7
4	30.1	25.5	27.8	28.0	29.7	25.5	31.4
5	29.1	32.3	32.8	29.9	29.6	32.3	28.6
6	29.1	29.0	29.4	29.6	30.0	29.0	29.7
7	27.8	28.0	29.3	31.0	28.5	28.0	27.9
8	26.6	27.3	27.1	29.4	29.8	27.3	26.5
9	25.2	25.0	26.3	27.2	28.6	25.0	25.4
10	24.9	26.5	25.2	27.3	27.9	26.5	25.6
11	24.6	24.6	26.3	26.1	26.9	24.6	25.5
12	26.7	24.6	26.0	26.0	25.9	24.6	26.0
13	26.5	24.2	26.0	26.9	26.9	25.9	25.8
14	26.5	24.6	26.3	27.2	27.0	25.4	26.3
15	26.8	22.7	25.6	26.4	27.8	26.7	25.3
16	25.2	25.5	25.9	26.7	27.2	24.9	25.9
17	23.3	26.4	26.4	26.6	26.9	23.5	26.3
18	25.7	26.0	25.9	26.8	26.9	25.6	25.8
19	26.6	25.8	25.6	27.6	28.6	26.1	25.6
20	26.4	27.1	26.5	27.2	28.0	26.4	26.3
21	28.7	26.8	26.9	27.6	27.9	29.0	27.1
22	26.6	28.1	27.6	27.4	27.5	26.9	28.0
23	29.2	28.0	26.7	26.7	28.8	28.3	27.1
24	30.3	28.9	27.6	27.9	29.0	31.0	27.4
10-12	25.6	24.6	26.2	26.1	26.4	24.6	25.7
14-16	26.0	24.1	25.7	26.6	27.5	25.8	25.6
0-24	27.3	26.9	27.0	27.9	28.1	27.1	27.1

85TH PERCENTILE							
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
1	32.9	31.8	31.2	35.3	33.2	31.8	33.2
2	35.7	36.2	31.0	34.2	34.8	36.2	34.2
3	39.9	33.2	30.8	43.3	31.7	33.2	37.5
4	35.4	25.5	33.8	35.2	34.8	25.5	36.8
5	33.5	39.0	40.0	36.0	36.0	39.0	33.0
6	34.7	34.0	34.5	36.1	36.7	34.0	35.6
7	32.9	32.8	34.4	38.2	32.8	32.8	32.9
8	30.5	31.9	32.4	36.4	35.2	31.9	30.6
9	30.3	29.9	31.4	31.7	34.3	29.9	30.4
10	30.3	31.6	29.4	32.1	33.3	31.6	31.2
11	30.0	29.4	30.0	30.7	31.7	29.4	31.1
12	31.2	29.2	30.5	30.4	30.7	29.2	30.5
13	31.1	29.8	29.8	31.1	34.4	30.2	29.8
14	31.5	30.1	31.0	32.0	30.4	30.9	31.2
15	31.5	28.3	30.4	31.4	31.5	31.6	29.8
16	30.0	29.8	32.1	31.9	31.6	29.8	32.6
17	28.6	30.7	31.3	32.5	31.3	28.7	31.1
18	29.7	30.9	30.4	32.1	32.9	29.3	30.0
19	31.5	30.8	30.3	31.8	33.6	31.2	29.9
20	30.9	32.3	31.1	32.2	32.7	31.1	30.9
21	35.1	32.2	31.3	32.3	33.2	35.5	31.4
22	31.7	34.0	33.1	32.9	33.0	31.0	33.4
23	33.5	33.1	32.2	31.1	33.2	32.4	32.5
24	35.3	33.0	32.7	34.3	34.5	35.8	32.6
10-12	30.6	29.3	30.3	30.6	31.2	29.3	30.8
14-16	30.8	29.0	31.2	31.7	31.5	30.7	31.2
0-24	32.4	31.6	31.9	33.6	33.2	31.7	32.2

7 DAY AVERAGE SPEED	27.4
7 DAY AVERAGE 85th PERCENTILE	32.4

5 DAY OFF PEAK AVERAGE SPEED	25.4
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	30.3

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
1	29.9	30.0	32.5	28.3	28.1	30.0	28.5
2	29.7	31.1	29.3	30.0	29.5	31.1	30.3
3	31.1	32.2	30.5	30.8	28.2	32.2	25.5
4	31.1	25.5	31.3	30.3	27.8	25.5	30.5
5	27.8	24.4	27.3	30.8	27.4	24.4	27.4
6	30.6	29.0	30.1	29.0	27.2	29.0	30.7
7	27.8	28.0	29.7	30.0	30.5	28.0	27.7
8	28.1	28.1	28.8	30.3	28.7	28.1	28.1
9	26.9	26.7	27.3	27.5	28.7	26.7	26.9
10	26.6	27.1	26.9	28.2	29.0	27.1	26.8
11	27.0	26.1	26.9	27.5	26.8	26.1	24.6
12	27.0	25.6	26.8	27.0	25.7	25.6	26.7
13	27.0	26.7	27.1	27.4	27.1	26.9	26.9
14	27.5	26.5	27.0	28.5	28.0	25.5	26.8
15	27.4	24.8	26.6	27.4	28.5	27.4	26.7
16	26.6	26.3	26.4	27.1	28.5	26.5	26.4
17	25.2	27.2	26.8	28.0	27.8	25.1	26.8
18	26.9	26.3	26.4	27.7	27.3	26.7	26.3
19	26.9	27.6	27.6	28.2	28.6	27.3	27.5
20	26.9	27.6	28.1	28.3	28.4	26.9	28.0
21	27.2	28.1	27.8	27.6	28.2	27.1	27.5
22	29.0	29.2	28.5	28.3	27.4	29.3	28.2
23	28.6	29.6	27.2	27.8	28.7	28.0	26.7
24	28.5	29.3	28.8	27.6	27.2	29.4	28.5

10-12	27.0	25.8	26.9	27.2	26.2	25.8	25.7
14-16	27.0	25.6	26.5	27.2	28.5	26.9	26.5
0-24	28.0	27.6	28.1	28.5	28.1	27.5	27.5

85TH PERCENTILE							
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
1	39.8	34.6	44.9	32.9	33.4	34.6	35.9
2	34.5	38.9	36.5	35.6	36.5	38.9	35.3
3	42.4	37.8	35.5	37.0	36.4	37.8	25.5
4	34.9	25.5	37.5	36.1	34.6	25.5	34.8
5	34.0	27.7	32.0	36.1	31.1	27.7	32.5
6	37.1	35.9	36.0	35.0	30.5	35.9	37.2
7	34.0	33.1	35.5	35.3	36.1	33.1	33.9
8	32.5	32.0	34.3	37.0	35.9	32.0	32.6
9	31.3	30.4	31.5	32.9	34.7	30.4	31.1
10	31.9	30.8	30.8	32.6	33.4	30.8	30.8
11	30.8	30.9	31.3	32.8	31.7	30.9	30.1
12	31.0	30.3	31.6	30.5	30.9	30.3	31.7
13	31.3	30.9	31.9	31.3	31.7	30.8	31.7
14	33.2	30.9	30.9	33.2	32.1	30.3	30.7
15	32.0	30.1	31.4	31.7	33.1	31.7	31.5
16	30.3	30.6	30.1	31.3	33.0	30.0	29.9
17	29.2	31.6	31.6	33.7	32.7	29.2	31.8
18	30.9	31.4	31.4	32.5	31.5	30.8	31.3
19	33.0	32.1	32.5	33.2	33.7	33.2	32.5
20	30.4	32.5	33.2	33.9	33.3	30.3	33.1
21	32.3	33.0	31.9	32.9	33.7	32.6	31.5
22	33.8	35.6	33.7	33.4	32.8	34.4	33.4
23	34.0	35.1	32.0	34.2	33.5	33.1	31.0
24	33.0	35.3	34.0	32.2	32.1	34.1	33.1

10-12	30.9	30.6	31.5	31.6	31.3	30.6	30.9
14-16	31.2	30.3	30.8	31.5	33.0	30.8	30.7
0-24	33.2	32.4	33.4	33.6	33.3	32.0	32.2

7 DAY AVERAGE SPEED	27.9
7 DAY AVERAGE 85th PERCENTILE	32.9

5 DAY OFF PEAK AVERAGE SPEED	26.4
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	30.8

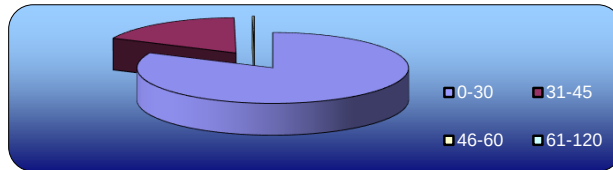
Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

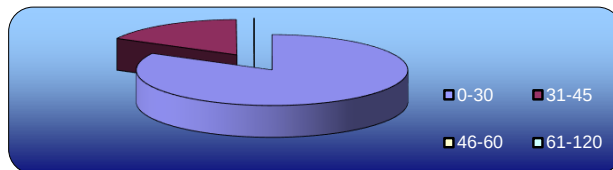
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
0-30	3186	3207	3328	2434	1831	3179	3383
31-45	694	667	771	740	625	655	705
46-60	8	0	5	14	7	7	5
61-120	1	3	5	2	3	1	6
TOTAL	3889	3877	4109	3190	2466	3842	4099

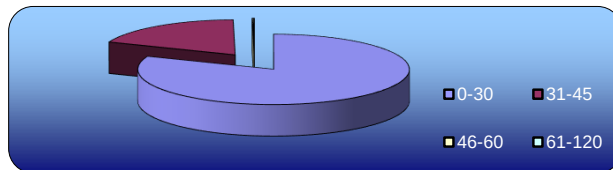
Wednesday
11-Sep-24



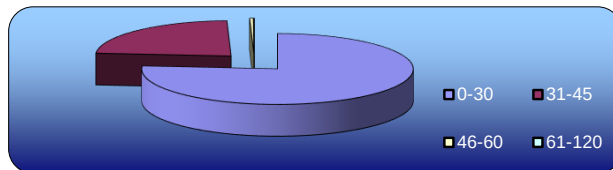
Thursday
12-Sep-24



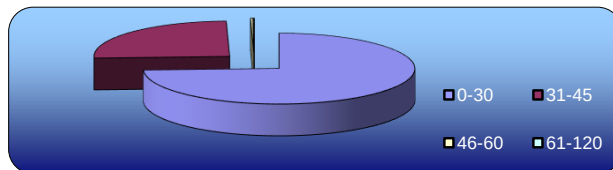
Friday
13-Sep-24



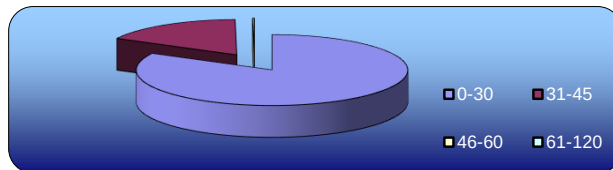
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14-Sep-24



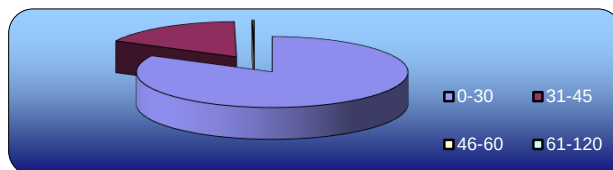
Sunday
15-Sep-24



Monday
16-Sep-24



Tuesday
17-Sep-24



survey and presentation by **trafficsense** Ltd.

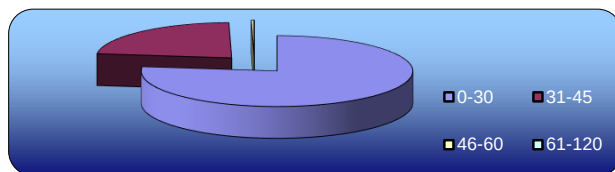
Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

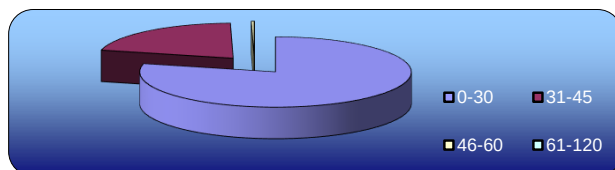
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
0-30	2965	3041	3249	2363	1741	3061	3388
31-45	878	808	1005	892	774	789	957
46-60	12	13	17	23	8	5	16
61-120	1	0	2	1	1	0	1
TOTAL	3856	3862	4273	3279	2524	3855	4362

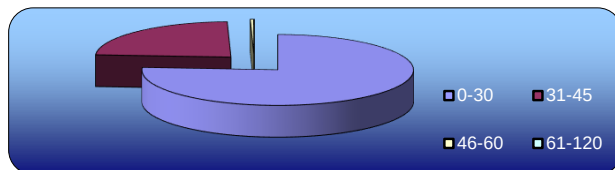
Wednesday
11-Sep-24



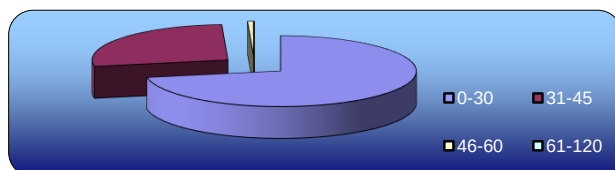
Thursday
12-Sep-24



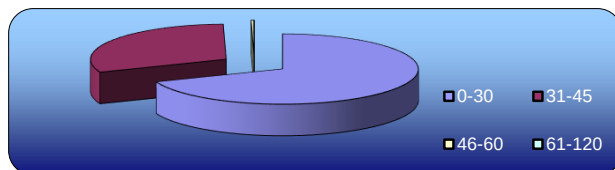
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13-Sep-24



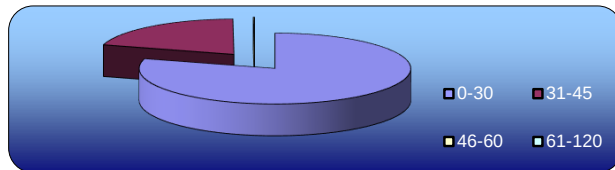
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14-Sep-24



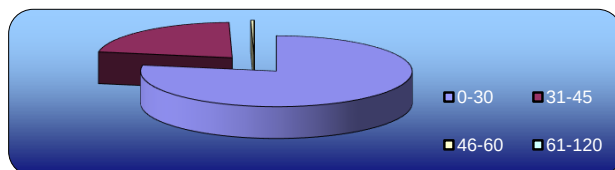
Sunday
15-Sep-24



Monday
16-Sep-24



Tuesday
17-Sep-24

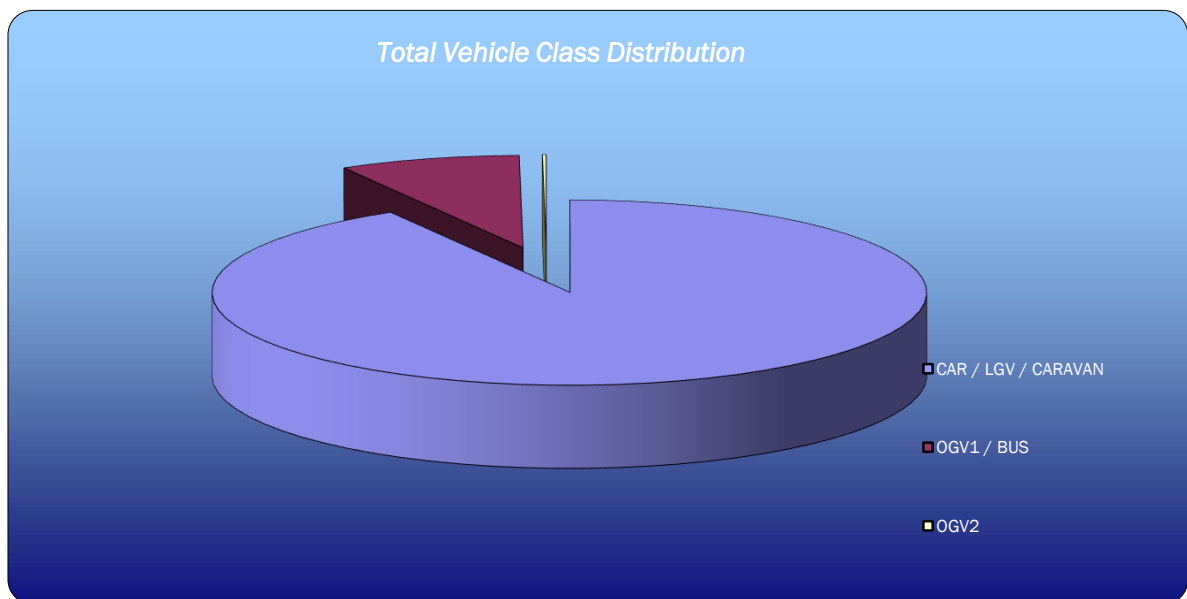


Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
11-Sep-24				
7-19	2872	293	9	3174
6-22	3358	333	10	3701
6-24	3423	337	10	3770
0-24	3533	346	10	3889
12-Sep-24				
7-19	2845	286	8	3139
6-22	3328	326	8	3662
6-24	3414	331	8	3753
0-24	3523	346	8	3877
13-Sep-24				
7-19	3012	267	3	3282
6-22	3522	303	3	3828
6-24	3664	305	3	3972
0-24	3795	311	3	4109
14-Sep-24				
7-19	2417	175	0	2592
6-22	2794	192	0	2986
6-24	2897	199	0	3096
0-24	2988	202	0	3190
15-Sep-24				
7-19	1864	109	3	1976
6-22	2188	118	3	2309
6-24	2250	118	3	2371
0-24	2341	122	3	2466
16-Sep-24				
7-19	2835	281	7	3123
6-22	3328	319	8	3655
6-24	3388	322	8	3718
0-24	3497	337	8	3842
17-Sep-24				
7-19	3007	273	6	3286
6-22	3511	315	6	3832
6-24	3650	317	8	3975
0-24	3762	329	8	4099
AVERAGE				
7-19	2693	241	5	2939
6-22	3147	272	5	3425
6-24	3241	276	6	3522
0-24	3348	285	6	3639



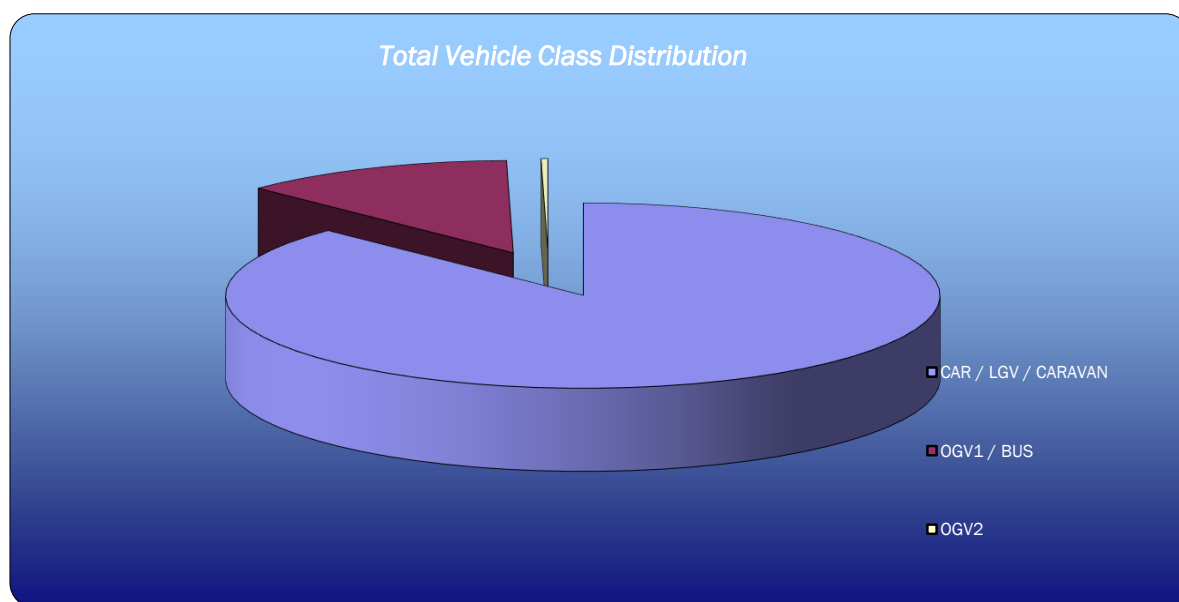
survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
11-Sep-24				
7-19	2732	450	11	3193
6-22	3187	485	12	3684
6-24	3269	489	12	3770
0-24	3348	496	12	3856
12-Sep-24				
7-19	2766	446	14	3226
6-22	3209	488	14	3711
6-24	3291	493	14	3798
0-24	3349	499	14	3862
13-Sep-24				
7-19	3015	507	14	3536
6-22	3508	543	14	4065
6-24	3628	545	14	4187
0-24	3707	552	14	4273
14-Sep-24				
7-19	2480	194	1	2675
6-22	2874	215	1	3090
6-24	2967	219	1	3187
0-24	3055	223	1	3279
15-Sep-24				
7-19	1818	125	0	1943
6-22	2212	146	0	2358
6-24	2271	154	0	2425
0-24	2367	157	0	2524
16-Sep-24				
7-19	2772	451	12	3235
6-22	3205	496	12	3713
6-24	3279	500	12	3791
0-24	3337	506	12	3855
17-Sep-24				
7-19	3144	475	14	3633
6-22	3634	512	16	4162
6-24	3752	514	16	4282
0-24	3826	520	16	4362
AVERAGE				
7-19	2675	378	9	3063
6-22	3118	412	10	3540
6-24	3208	416	10	3634
0-24	3284	422	10	3716



Appendix J: Independent Stage 1 Road Safety Audit

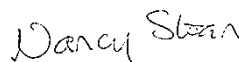
Tetra Tech

Proposed Residential Development Land off Dumers Lane, Radcliffe Site Access Junction and Associated Highway Works



Stage 1 Road Safety Audit



REPORT CONTROL			
Document	Stage 1 Road Safety Audit		
Project	Proposed Residential Development Land off Dumers Lane, Radcliffe Site Access Junction and Associated Highway Works		
Client	Tetra Tech		
Report Number	NS25/1118/RSA1		
Primary Author	Kevin Nicholson		
Reviewer	Nancy Sloan		
REVISION HISTORY			
Issue	Date	Status	Checked for Issue
1	16/10/25	Issued to Client	



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3.	AUDIT TEAM STATEMENT	5
4.	DRAWINGS AND DOCUMENTS PROVIDED	6
5.	LOCATION PLAN OF ITEMS RAISED BY THIS AUDIT	7

1. INTRODUCTION

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on the site access junction and adjacent highway works on Dumers Lane, Radcliffe, Bury, associated with a proposed residential development of 77 dwellings on land to the west of Dumers Lane. Briefly, the works subject to audit comprise the following: -
- a new priority site access junction off Wild Street;
 - a widened footway on Dumers Lane to the north of Wild Street, and the removal of parking bays to the south, to improve visibility at the Wild Street/Dumers lane junction;
 - realignment of the existing southbound bus layby on Dumers Lane and modification of the existing tactile paving;
 - an uncontrolled pedestrian crossing with tactile paving on Wild Street;
 - the addition of a right-turn arrow in the turning lane from Dumers Lane into Wild Street;
 - new footways on Wild Street between Dumers lane and the site access.
- 1.2. The Road Safety Audit was requested by Amjid Khan of Tetra Tech and was carried out during October 2025. The Audit Team membership was as follows: -
- Kevin Nicholson Nicholson Sloan Consultancy Limited (Audit Team Leader);
- Nancy Sloan Nicholson Sloan Consultancy Limited (Audit Team Member).
- 1.3. The Audit Team visited the site together on the afternoon of Tuesday 7 October, during which the weather was overcast and warm, and the road surfaces were damp due to earlier rain. Traffic was light and free flowing on Dumers Lane, and a small number of pedestrians were observed. Dumers Lane is subject to a speed limit of 30mph and is street lit.
- 1.4. An investigation of the Crashmap database has revealed that there have been no collisions recorded in the vicinity of the proposals in the 5-year period 2019 to 2023 inclusive (the latest available data).
- 1.5. The terms of reference for this audit are as described in GG 119 (Revision 2) in the Design Manual for Roads and Bridges. The Team has reported only on the road safety implications of the proposals and has not examined or verified the compliance of the design to any other criteria. However, and without being prescriptive, the Audit Team might refer to a design standard or technical guidance where this would help to clarify a safety problem or recommendation. In addition, there may be alternative methods of addressing a problem that would be equally acceptable in achieving the elimination or mitigation of a problem, and these should be considered in the light of the recommendations in this report.

-
- 1.6. The detail provided for the audit is shown in Section 4. All comments and recommendations are referenced to the design drawings and the locations of the items raised by the audit are shown on the plan in Section 5.
 - 1.7. Where relevant within this report traffic signs will be described either by their reference numbers on the drawings or by their diagram number within the Traffic Signs Regulations and General Directions 2016 (TSRGD).
 - 1.8. Within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, mobility scooter users, dismounted cyclists, the blind, partially sighted and mobility impaired. Reference may be made to specific groups where appropriate.
 - 1.9. Some items in Section 2 refer to issues that might usually be evaluated as part of a Stage 2 (detailed design) Road Safety Audit. However, notwithstanding that this is a Stage 1 Audit, those issues are raised in order that they can be given due consideration as the detailed design progresses.

2. ITEMS RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

2.1 PROBLEM

Location: The uncontrolled pedestrian crossing on Wild Street.

Summary: The incorrect pattern of tactile paving could result in pedestrian injuries.

Although perhaps schematic, the drawings show three rows of tactile paving at the uncontrolled pedestrian crossing point, which could be interpreted by visually impaired pedestrians as an in-line crossing. This could lead them to believe that can continue to walk unabated and increase the risk of colliding with boundary features or of tripping.

RECOMMENDATION

It is recommended that the tactile paving pattern is specified as that for an inset crossing.

2.2 PROBLEM

Location: The right turn lane into Wild Street.

Summary: The absence of bifurcation arrows could confuse motorists and result in tail end or side on collisions.

There are no bifurcation arrow markings shown to guide motorists into the nearside and offside lanes. In their absence, motorists might manoeuvre suddenly or make late entries into the right turn lane, with the attendant risk of collisions.

RECOMMENDATION

It is recommended that bifurcation arrows to Diagram 1039 are installed at the start of the right turn lane.

2.3 PROBLEM

Location: The right turn lane into Wild Street.

Summary: The right turn road marking is positioned incorrectly.

The head of the right turn arrow is shown pointing towards the exit lane on Wild Street (as it has been located alongside the existing straight-ahead arrow). This could increase the risks of turning motorists cutting the corner, and of collisions with exiting vehicles or with southbound pedestrians who have started to cross Wild Street.

RECOMMENDATION

It is recommended that the right turn arrow is located opposite the Wild Street entry lane. The accompanying (existing) straight-ahead arrow should be repositioned accordingly.

2.4 PROBLEM

Location: The existing uncontrolled pedestrian crossing on Dumers Lane.

Summary: Providing full details of the crossing could reduce the risk of trips and falls.

The existing tactile paving on the west side of Dumers Lane will require to be adjusted to tie in with the widened footway but is not shown on the drawings. If it is not correctly positioned during construction, there could be an increased risk of trips and falls for pedestrians.

RECOMMENDATION

It is recommended that the full details of the crossing are shown as the design progresses.

2.5 PROBLEM

Location: The junction of Wild Street with Dumers Lane.

Summary: Restricted visibility at the junction could increase the risk of turning collisions.

Measured 85 percentile speeds were provided, showing 33.4mph northbound and 33.8mph southbound. Visibility splays are specified on the drawing, with the 'y' distance to the right from the junction as 28.8m and to the left as 59m (the latter being adequate under Manual for Streets standards). The Audit Team appreciates that the available 'y' distance to the right has been improved from the existing by the removal of the parking bays and that there is no collision history at the junction, but there will be an increase in turning movements as a result of the development so there will be a potential corresponding increase of conflicts. Adequate mutual visibility will reduce the risk of collisions between motorists turning out of Wild Street and those on Dumers Lane.

RECOMMENDATIONS

It is recommended that the feasibility of increasing the 'y' distance to the right, such as further curtailing the parking bay, is investigated.

2.6 PROBLEM

Location: The interfaces between the existing and new sections of footway on Dumers Lane.

Summary: Differential grip could result in pedestrians slipping and falling.

The new footway surface might have different properties to the existing in terms of its wet slip resistance. It is possible that, in wet or freezing conditions, the two finishes could have different slip resistances, increasing the risk of slips and falls as pedestrians move from one surface to another.

RECOMMENDATION

It is recommended that the existing and new materials have similar properties in terms of slip resistance in wet or freezing conditions.

3. AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER

Kevin Nicholson BSc, CMaths, MCIHT, FSoRSA,
HE Certificate of Competency
Director, Nicholson Sloan Consultancy Limited
Cherry Tree Cottage
Hayton, Brampton, Cumbria, CA8 9HT

Signed:



Date:

16/10/25

ROAD SAFETY AUDIT TEAM MEMBER

Nancy Sloan MCIHT, MSoRSA
Director, Nicholson Sloan Consultancy Limited
Cherry Tree Cottage
Hayton, Brampton, Cumbria, CA8 9HT

Signed:



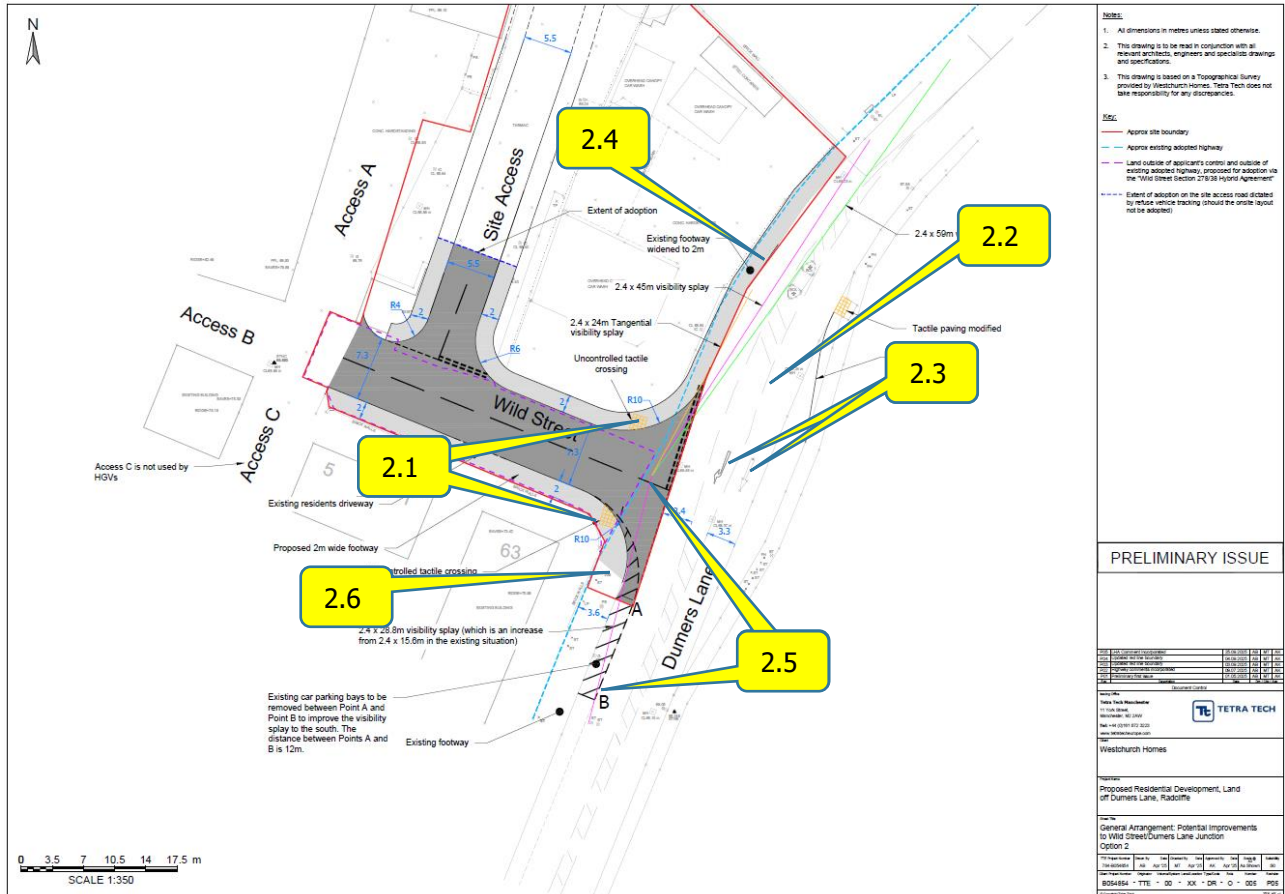
Date:

16/10/25

4. DRAWINGS AND DOCUMENTS PROVIDED

DRAWING OR DOCUMENT NUMBER	PROJECT AND TITLE	DATE
B054854-TTE-00-XX-DR-O-005 REVISION P05	PROPOSED RESIDENTIAL DEVELOPMENT LAND OFF DUMERS LANE, RADCLIFFE GENERAL ARRANGEMENT: POTENTIAL IMPROVEMENTS TO WILD STREET/DUMERS LANE JUNCTION – OPTION 2	25.09.25
1025-SL01 REVISION I	BEALY IND EST, RADCLIFFE PROPOSED SITE LAYOUT	29.09.25

5. LOCATION PLAN OF ITEMS RAISED BY THIS AUDIT



Appendix K: Designers' response to Stage 1 Road Safety Audit

Dumers Lane,/Wild Street, Radcliffe

Designers Response to Stage 1 Road Safety Audit - Site Access

	Ref:	Title:	Prepared By:
Drawings Audited:	B054854-TTE-00-XX-DR-O-005 REVISION P05	PROPOSED RESIDENTIAL DEVELOPMENT LAND OFF DUMERS LANE, RADCLIFFE GENERAL ARRANGEMENT: POTENTIAL IMPROVEMENTS TO WILD STREET/DUMERS LANE JUNCTION – OPTION 2	Tetra Tech
	1025-SL01 REVISION I	BEALY IND EST, RADCLIFFE PROPOSED SITE LAYOUT	Westchurch Homes
Supporting Information	Technical Note	784-B054854_Dumers La Radcliffe - TTN2- 05-9-2025	Tetra Tech
Audit Report:	Report No. NS25/1118/RSA1	Proposed Residential Development Land off Dumers Lane, Radcliffe Site Access and Assocaited Highway Works Stage 1 Road Safety Audit	Nicholson Sloan Consultancy
Designer Response Drawings including Auditors	B054854-TTE-00-XX-DR-O-005		Tetra Tech
Comments:	REVISION P06	-	-

Summary of Problem	Recommendation	Designer's Response	Overseeing Organisation Response	RSA Agreed Action
ITEMS RAISED BY THIS ROAD SAFETY AUDIT				
Location: The uncontrolled pedestrian crossing on Wild Street. Summary: The incorrect pattern of tactile paving could result in pedestrian injuries. Although perhaps schematic, the drawings show three rows of tactile paving at the uncontrolled pedestrian crossing point, which could be interpreted by visually impaired pedestrians as an in-line crossing. This could lead them to believe that can continue to walk unabated and increase the risk of colliding with boundary features or of tripping.	It is recommended that the tactile paving pattern is specified as that for an inset crossing.	Accepted - ammended tactile paving pattern as specified for that of an inset crossing. See updated drawing: B054854-TTE-00-XX-DR-O-005 REVISION P06		
Location: The right turn lane into Wild Street. Summary: The absence of bifurcation arrows could confuse motorists and result in tail end or side on collisions. There are no bifurcation arrow markings shown to guide motorists into the nearside and offside lanes. In their absence, motorists might manoeuvre suddenly or make late entries into the right turn lane, with the attendant risk of collisions.	It is recommended that bifurcation arrows to Diagram 1039 are installed at the start of the right turn lane.	Accepted. Burification arrows to be installed at the start of the right turn lane. See updated drawing: B054854-TTE-00-XX-DR-O-005 REVISION P06		
Location: The right turn lane into Wild Street. Summary: The right turn road marking is positioned incorrectly. The head of the right turn arrow is shown pointing towards the exit lane on Wild Street (as it has been located alongside the existing straight-ahead arrow). This could increase the risks of turning motorists cutting the corner, and of collisions with exiting vehicles or with southbound pedestrians who have started to cross Wild Street.	It is recommended that the right turn arrow is located opposite the Wild Street entry lane. The accompanying (existing) straight-ahead arrow should be repositioned accordingly.	Accepted. Lane designation arrows relocated within the drawing. See updated drawing: B054854-TTE-00-XX-DR-O-005 REVISION P06		

Location: The existing uncontrolled pedestrian crossing on Dumers Lane. Summary: Providing full details of the crossing could reduce the risk of trips and falls. The existing tactile paving on the west side of Dumers Lane will require to be adjusted to tie in with the widened footway but is not shown on the drawings. If it is not correctly positioned during construction, there could be an increased risk of trips and falls for pedestrians.	It is recommended that the full details of the crossing are shown as the design progresses.	Recommendation is accepted. Full details of the crossing will be provided at the detailed design stage. The drawing has been updated to note that full details of the crossing will be provided at detailed design stage. See updated drawing: B054854-TTE-00-XX-DR-O-005 REVISION P06		
Location: The junction of Wild Street with Dumers Lane. Summary: Restricted visibility at the junction could increase the risk of turning collisions. Measured 85 percentile speeds were provided, showing 33.4mph northbound and 33.8mph southbound. Visibility splays are specified on the drawing, with the ‘y’ distance to the right from the junction as 28.8m and to the left as 59m (the latter being adequate under Manual for Streets standards). The Audit Team appreciates that the available ‘y’ distance to the right has been improved from the existing by the removal of the parking bays and that there is no collision history at the junction, but there will be an increase in turning movements as a result of the development so there will be a potential corresponding increase of conflicts. Adequate mutual visibility will reduce the risk of collisions between motorists turning out of Wild Street and those on Dumers Lane.	It is recommended that the feasibility of increasing the ‘y’ distance to the right, such as further curtailling the parking bay, is investigated.	Recommendation is noted. This problem has been addressed within the 'Section 4 -Visibility Splays' setion of the Transport Assessment Update.		
Location: The interfaces between the existing and new sections of footway on Dumers Lane. Summary: Differential grip could result in pedestrians slipping and falling. The new footway surface might have different properties to the existing in terms of its wet slip resistance. It is possible that, in wet or freezing conditions, the two finishes could have different slip resistances, increasing the risk of slips and falls as pedestrians move from one surface to another.	It is recommended that the existing and new materials have similar properties in terms of slip resistance in wet or freezing conditions.	Recommendation is noted. At the detailed design stage it will be specified that the existing and new materials are to have similar properties. A note has been added to the site access drawing to confirm this recommendation has been accepted. See updated drawing: B054854-TTE-00-XX-DR-O-005 REVISION P06 - Note 4		

Design Organisation Statement

On Behalf of the design organisation I Certify that:	
1. The RSA actions identified in response to the road safety	
Name	Abdul Benotman, Matthew Connolly & Matt Thompson
Signed	AB, MC, MT
Organisation	Tetra Tech
Position	Apprentice, Principal, Associate
Date	28/10/2025

Overseeing Organisation Statement

On Behalf of the Overseeing Organisation I Certify that:	
1. The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with TetraTech.	
2. The agreed RSA actions will be progressed	
Name	

Signed	
Organisation	
Position	
Date	

Appendix L: Justification for the shortfall in parking

784-B054854 Dumers Lane, Radcliffe

Appendix J: Car Parking Provision Evidence

Project Number:	784-B054854	Office:	Manchester
Date:	28/10/2025	Prepared by:	Matthew Connolly
Status:	For Submission	Checked by:	Matt Thompson
Revision:	01	Approved by:	Matt Thompson

1.0 Introduction

- 1.1 As referred to in Section 4.5 of the Transport Assessment Update, the proposed development include 17 spaces less than the 152 spaces as suggested within the parking standards.
- 1.2 This technical note provides an evidence base and reasoning for why provision of less parking spaces is considered acceptable.

2.0 Evidence

- 2.1.1 The Bury SPD does not make reference to varied parking needs of affordable housing in comparison to market value housing. However, the SPD does states that:

“It is accepted that there will always be exceptions or developments that have specific circumstances that may warrant a relaxation to the standards.”
- 2.1.2 The houses proposed within this development are 100% affordable homes. Research shows that the requirements to buy an affordable include;
 - First time buyer (i.e. typically younger than average); and
 - To be able to demonstrate that the market value option is not available.
- 2.1.3 In June 2024, a “Car Ownership: Evidence Review” research paper was prepared by the National Centre of Social Research (NCSR), for the Department of Transport (DfT).
- 2.1.4 This research paper shows that young urban families and lower income earners (i.e., likely residents at the affordable home scheme), is on average, less likely to own a car, as shown below in Extract 4.1.

4. Consumer profiles and purchase considerations

This chapter describes the characteristics associated with people owning vehicles. It also describes the priorities and preferences that influence the types of vehicles that people choose to purchase. The chapter draws largely on UK evidence alongside some European evidence. It addresses research question 1.e.

4.1 Consumer profiles

The review found that factors such as household demographics, income, life stage and geography played a role in car ownership.

4.1.1. Transport User Personas

DfT produced nine transport 'personas' (2023a) which describe different segments of the adult population in England with cars and without cars.

- The segments most likely to own multiple cars were 'Heavy Car Users / Frequent Flyers', 'Suburban Families' and 'Comfortable Empty-Nesters'.
- The segments most likely to own one car only were 'Less Mobile, Car Reliant', 'Young Urban Families' and 'Older Less Affluent'.
- The segments least likely to own cars were 'Elderly And Low Income Without Cars', 'Urban Professionals Without Cars' and 'Young Low-Income Without Cars'.

4.1.2. Income

Analysis of Understanding Society survey data on behalf of the Health Foundation quantified the scale of the income inequality in household car access.¹⁵

- In 2019/20, more than one-third (37%) of UK households on the lowest incomes (the bottom quintile) did not have access to a car.
- This was 4.5 times higher than the 8.3% of households on the highest incomes (the top quintile) that did not have car access.

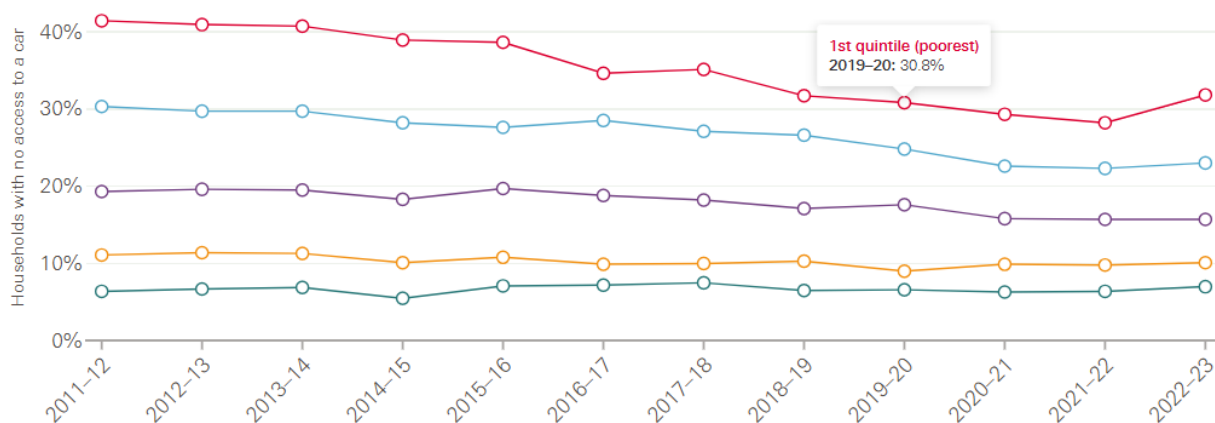
- 2.1.5 Additionally, research published by The Health Foundation in 2024 in relation to “Trends in households without a car found that lower income households” (i.e. the likely residents at the affordable scheme given the criteria to purchase an affordable home) are less likely to have a car – as shown in extract 4.2 below.

Extract 4.2 – The Health Foundation

Poorer households are less likely to have access to a car

Percentage of households without access to a car by net equivalised household income quintile, UK, 2011–12 to 2022–23

■ 1st quintile (poorest) ■ 2nd ■ 3rd ■ 4th ■ 5th quintile (richest)



The Health Foundation
© 2025

Source: Health Foundation analysis of [University of Essex, Institute for Social and Economic Research, Understanding Society: Waves 3-14, UK, 2011-23](#)
Note: Years represent two full calendar years and not financial years.

- 2.1.6 This shows that the difference in car ownership based on annual income is significant.
- 2.1.7 Furthermore, Government policy has a focus on promoting active travel and sustainable travel, and as such, providing less parking should be seen as promoting sustainable travel and reducing traffic impact, not a deficiency of the proposed development.
- 2.1.8 As set out in Section 5 of this Transport Assessment, the site benefits from good access to bus services (5 services per hour in each direction, within an easy walking distance of the site (i.e. at the proposed site access)).
- 2.1.9 Given these site specific reasons which support a lower level of car parking provision, the proposed level of 89% parking provision against the full standard is considered more than adequate.

Appendix M: Junction turning count – raw data

Manual Classified Turning Counts, Bury

DATE: TUESDAY 21ST OCTOBER 2025

LOCATION: DUMERS LANE / WILD STREET

ARM: DUMERS LANE SOUTH

TIME / CLASS	LEFT TO WILD STREET								STRAIGHT TO DUMERS LANE NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	2	1	0	0	0	3	0	0	26	15	2	0	1	44	47
7:15 - 7:30	0	0	1	0	0	0	0	1	0	1	40	14	0	0	3	58	59
7:30 - 7:45	0	0	3	0	0	1	0	4	0	0	42	16	0	0	0	58	62
7:45 - 8:00	1	0	3	1	0	0	0	5	1	0	45	7	2	0	0	55	60
HOURLY TOTAL	1	0	9	2	0	1	0	13	1	1	153	52	4	0	4	215	228
8:00 - 8:15	0	0	1	1	0	0	0	2	1	0	44	14	1	0	2	62	64
8:15 - 8:30	0	0	2	0	0	0	0	2	0	0	58	9	2	1	2	72	74
8:30 - 8:45	0	0	1	2	0	0	0	3	0	0	44	10	1	1	2	58	61
8:45 - 9:00	0	0	3	0	0	0	0	3	0	0	44	16	0	0	1	61	64
HOURLY TOTAL	0	0	7	3	0	0	0	10	1	0	190	49	4	2	7	253	263
9:00 - 9:15	0	0	4	0	0	0	0	4	0	0	47	11	1	0	0	59	63
9:15 - 9:30	0	0	2	0	0	0	0	2	0	0	39	13	0	0	1	53	55
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	49	7	2	0	2	60	60
9:45 - 10:00	0	0	3	0	0	0	0	3	0	0	42	10	0	0	1	53	56
HOURLY TOTAL	0	0	9	0	0	0	0	9	0	0	177	41	3	0	4	225	234
PERIOD TOTAL	1	0	25	5	0	1	0	32	2	1	520	142	11	2	15	693	725
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	46	8	0	0	1	55	56
16:15 - 16:30	0	0	1	1	0	0	0	2	0	0	48	12	1	0	2	63	65
16:30 - 16:45	0	0	1	1	0	0	1	3	0	1	36	4	0	0	1	42	45
16:45 - 17:00	0	0	2	3	0	0	0	5	0	0	44	8	1	0	2	55	60
HOURLY TOTAL	0	0	5	5	0	0	1	11	0	1	174	32	2	0	6	215	226
17:00 - 17:15	0	0	4	2	0	0	0	6	1	0	60	7	1	0	2	71	77
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	41	1	1	0	1	44	45
17:30 - 17:45	0	0	1	2	0	0	0	3	1	1	56	6	1	0	0	65	68
17:45 - 18:00	0	0	3	0	0	0	0	3	0	0	62	4	0	0	3	69	72
HOURLY TOTAL	0	0	9	4	0	0	0	13	2	1	219	18	3	0	6	249	262
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	52	3	0	0	1	56	58
18:15 - 18:30	0	0	0	1	0	0	0	1	0	0	48	2	1	0	0	51	52
18:30 - 18:45	0	0	3	1	0	0	0	4	0	0	53	5	0	0	3	61	65
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	56	6	0	0	0	62	63
HOURLY TOTAL	0	0	6	2	0	0	0	8	0	0	209	16	1	0	4	230	238
PERIOD TOTAL	0	0	20	11	0	0	1	32	2	2	602	66	6	0	16	694	726

Manual Classified Turning Counts, Bury

DATE: TUESDAY 21ST OCTOBER 2025

LOCATION: DUMERS LANE / WILD STREET

ARM: WILD STREET

TIME / CLASS	LEFT TO DUMERS LANE NORTH								RIGHT TO DUMERS LANE SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	2
7:15 - 7:30	0	0	1	1	0	1	0	3	0	0	0	0	0	0	0	0	3
7:30 - 7:45	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	2
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
HOURLY TOTAL	0	0	2	1	0	2	1	6	0	0	1	0	0	1	0	2	8
8:00 - 8:15	0	0	0	0	0	0	2	2	0	0	1	2	0	0	0	3	5
8:15 - 8:30	0	0	1	0	1	0	0	2	0	0	1	0	0	0	0	1	3
8:30 - 8:45	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	3
8:45 - 9:00	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	3	4	1	0	2	10	0	0	3	2	0	0	0	5	15
9:00 - 9:15	0	0	1	0	1	0	0	2	0	0	0	1	0	0	0	1	3
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	2
9:45 - 10:00	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0	1	3
HOURLY TOTAL	0	0	2	2	1	0	1	6	0	0	1	1	0	0	0	2	8
PERIOD TOTAL	0	0	7	7	2	2	4	22	0	0	5	3	0	1	0	9	31
16:00 - 16:15	0	0	4	3	0	0	0	7	0	0	2	1	0	0	0	3	10
16:15 - 16:30	0	0	3	0	0	0	0	3	0	0	4	2	0	0	0	6	9
16:30 - 16:45	0	0	8	0	1	0	0	9	0	0	5	0	0	0	0	5	14
16:45 - 17:00	0	0	4	2	0	0	0	6	0	0	3	0	0	0	0	3	9
HOURLY TOTAL	0	0	19	5	1	0	0	25	0	0	14	3	0	0	0	17	42
17:00 - 17:15	0	0	6	5	0	2	0	13	0	0	1	0	0	0	0	1	14
17:15 - 17:30	0	0	5	0	0	0	0	5	0	0	1	3	0	0	0	4	9
17:30 - 17:45	0	0	1	0	0	0	1	2	0	0	1	0	0	0	0	1	3
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	3
HOURLY TOTAL	0	0	13	5	0	2	1	21	0	0	5	3	0	0	0	8	29
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	6
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2
18:30 - 18:45	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	2
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	0	0	7	1	0	0	0	8	0	0	3	0	0	0	0	3	11
PERIOD TOTAL	0	0	39	11	1	2	1	54	0	0	22	6	0	0	0	28	82

Manual Classified Turning Counts, Bury

DATE: TUESDAY 21ST OCTOBER 2025

LOCATION: DUMERS LANE / WILD STREET

ARM: DUMERS LANE NORTH

TIME / CLASS	STRAIGHT TO DUMERS LANE SOUTH								RIGHT TO WILD STREET								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	1	1	28	3	1	0	2	36	0	0	3	0	0	1	0	4	40
7:15 - 7:30	0	0	52	10	1	0	1	64	0	0	0	0	0	0	0	0	64
7:30 - 7:45	0	0	43	9	3	0	1	56	0	0	3	1	0	0	0	4	60
7:45 - 8:00	0	0	35	9	1	0	1	46	0	0	4	0	0	0	0	4	50
HOURLY TOTAL	1	1	158	31	6	0	5	202	0	0	10	1	0	1	0	12	214
8:00 - 8:15	0	0	46	8	0	0	3	57	1	1	2	2	0	0	0	6	63
8:15 - 8:30	0	0	57	15	1	0	2	75	0	0	4	0	0	0	0	4	79
8:30 - 8:45	0	0	57	16	1	2	3	79	0	0	0	1	0	0	0	1	80
8:45 - 9:00	0	0	53	15	1	0	1	70	0	0	1	1	0	0	0	2	72
HOURLY TOTAL	0	0	213	54	3	2	9	281	1	1	7	4	0	0	0	13	294
9:00 - 9:15	0	0	48	13	0	0	1	62	0	0	0	1	0	0	0	1	63
9:15 - 9:30	0	0	42	18	1	0	2	63	0	0	1	0	0	0	0	1	64
9:30 - 9:45	0	0	49	15	1	1	2	68	0	0	0	0	0	0	0	0	68
9:45 - 10:00	0	0	39	15	0	0	1	55	0	0	1	0	0	0	0	1	56
HOURLY TOTAL	0	0	178	61	2	1	6	248	0	0	2	1	0	0	0	3	251
PERIOD TOTAL	1	1	549	146	11	3	20	731	1	1	19	6	0	1	0	28	759
16:00 - 16:15	0	0	65	9	2	0	1	77	0	0	3	1	1	0	0	5	82
16:15 - 16:30	0	2	71	7	2	1	2	85	0	0	6	0	0	1	0	7	92
16:30 - 16:45	0	1	56	12	1	0	2	72	0	0	1	2	1	1	1	6	78
16:45 - 17:00	1	0	61	11	0	0	0	73	0	0	0	1	0	1	0	2	75
HOURLY TOTAL	1	3	253	39	5	1	5	307	0	0	10	4	2	3	1	20	327
17:00 - 17:15	1	0	66	11	0	0	3	81	0	0	1	0	0	0	0	1	82
17:15 - 17:30	0	1	69	7	0	0	1	78	0	0	2	0	0	0	1	3	81
17:30 - 17:45	0	1	62	6	0	0	1	70	0	0	2	1	0	0	0	3	73
17:45 - 18:00	0	0	72	8	0	0	2	82	0	0	2	0	0	0	1	3	85
HOURLY TOTAL	1	2	269	32	0	0	7	311	0	0	7	1	0	0	2	10	321
18:00 - 18:15	0	0	69	8	0	0	1	78	0	0	3	1	0	0	0	4	82
18:15 - 18:30	0	0	61	11	0	0	1	73	0	0	1	0	0	0	0	1	74
18:30 - 18:45	0	1	59	10	1	1	1	73	0	0	0	0	0	0	0	0	73
18:45 - 19:00	0	0	58	7	0	0	1	66	0	0	1	0	0	0	0	1	67
HOURLY TOTAL	0	1	247	36	1	1	4	290	0	0	5	1	0	0	0	6	296
PERIOD TOTAL	2	6	769	107	6	2	16	908	0	0	22	6	2	3	3	36	944

Appendix N: Full PICADY Output for proposed Dumers Lane/Wild Street Junction

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Site Access junction Dumers Lane-Wild Street.j9

Path: Y:\784-B054854_Drumers_Lane__Radcliffe\50 Project Input\52 Generated Data\52.2 Junction Assessments\October 2025 Assessment

Report generation date: 29/10/2025 10:17:52

- »2025 Baseline Survey, AM
- »2025 Baseline Survey, PM
- »2030 Without Development, AM
- »2030 Without Development, PM
- »2030 With Development, AM
- »2030 With Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2025 Baseline Survey							
Stream B-C	0.0	5.71	0.02	0.29	0.1	7.07	0.06	1.66
Stream B-A	0.0	9.03	0.01		0.1	10.24	0.08	
Stream C-AB	0.0	5.44	0.02		0.2	6.76	0.17	
	2030 Without Development							
Stream B-C	0.0	5.73	0.02	0.17	0.1	7.11	0.06	0.79
Stream B-A	0.0	9.03	0.01		0.1	9.37	0.08	
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	
	2030 With Development							
Stream B-C	0.0	6.11	0.04	0.56	0.1	7.15	0.07	1.02
Stream B-A	0.1	9.19	0.05		0.1	9.66	0.10	
Stream C-AB	0.0	5.43	0.01		0.0	5.79	0.02	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

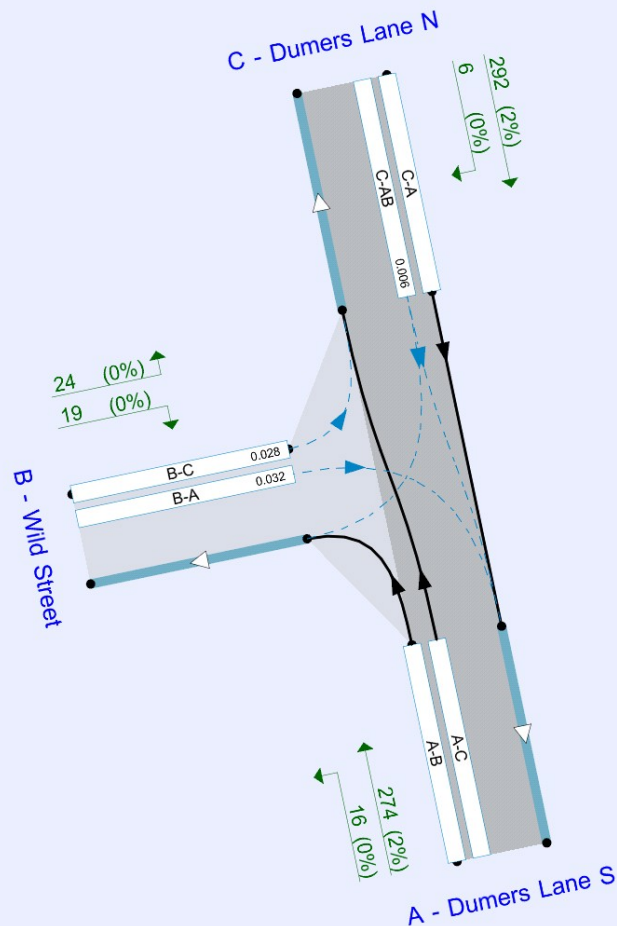
File summary

File Description

Title	
Location	
Site number	
Date	29/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTVA.BENOTMAN
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline Survey	AM	ONE HOUR	00:00	01:30	15
D2	2025 Baseline Survey	PM	ONE HOUR	00:00	01:30	15
D3	2030 Without Development	AM	ONE HOUR	00:00	01:30	15
D4	2030 Without Development	PM	ONE HOUR	00:00	01:30	15
D5	2030 With Development	AM	ONE HOUR	00:00	01:30	15
D6	2030 With Development	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Baseline Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Dumers Lane	T-Junction	Two-way		0.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dumers Lane S		Major
B	Wild Street		Minor
C	Dumers Lane N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dumers Lane N	6.90		✓	3.14	200.0	✓	3.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Wild Street	One lane plus flare	10.00	5.43	3.69	3.65	3.65	✓	1.00	34	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	521	0.091	0.231	0.145	0.329
B-C	723	0.107	0.269	-	-
C-B	760	0.283	0.283	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline Survey	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dumers Lane S		✓	274	100.000
B - Wild Street		✓	15	100.000
C - Dumers Lane N		✓	293	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
From	A - Dumers Lane S	0	10	264
	B - Wild Street	5	0	10
	C - Dumers Lane N	281	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
From	A - Dumers Lane S	0	0	2
	B - Wild Street	0	0	0
	C - Dumers Lane N	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.71	0.0	A
B-A	0.01	9.03	0.0	A
C-AB	0.02	5.44	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	668	0.011	7	0.0	5.453	A
B-A	4	441	0.009	4	0.0	8.233	A
C-AB	9	702	0.013	9	0.0	5.194	A
C-A	212			212			
A-B	8			8			
A-C	199			199			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	657	0.014	9	0.0	5.557	A
B-A	4	425	0.011	4	0.0	8.550	A
C-AB	11	691	0.016	11	0.0	5.294	A
C-A	253			253			
A-B	9			9			
A-C	237			237			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	642	0.017	11	0.0	5.708	A
B-A	6	404	0.014	5	0.0	9.034	A
C-AB	13	675	0.020	13	0.0	5.439	A
C-A	309			309			
A-B	11			11			
A-C	291			291			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	642	0.017	11	0.0	5.708	A
B-A	6	404	0.014	6	0.0	9.034	A
C-AB	13	675	0.020	13	0.0	5.439	A
C-A	309			309			
A-B	11			11			
A-C	291			291			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	657	0.014	9	0.0	5.558	A
B-A	4	426	0.011	5	0.0	8.550	A
C-AB	11	691	0.016	11	0.0	5.295	A
C-A	253			253			
A-B	9			9			
A-C	237			237			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	667	0.011	8	0.0	5.456	A
B-A	4	441	0.009	4	0.0	8.233	A
C-AB	9	702	0.013	9	0.0	5.195	A
C-A	212			212			
A-B	8			8			
A-C	199			199			

2025 Baseline Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Dumers Lane	T-Junction	Two-way		1.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Baseline Survey	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dumers Lane S		✓	258	100.000
B - Wild Street		✓	62	100.000
C - Dumers Lane N		✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
From	A - Dumers Lane S	0	16	242
	B - Wild Street	28	0	34
	C - Dumers Lane N	313	102	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
From	A - Dumers Lane S	0	0	0
	B - Wild Street	0	0	14
	C - Dumers Lane N	1	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.07	0.1	A
B-A	0.08	10.24	0.1	B
C-AB	0.17	6.76	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	646	0.040	25	0.0	6.613	A
B-A	21	431	0.049	21	0.1	8.763	A
C-AB	77	706	0.109	76	0.1	6.113	A
C-A	236			236			
A-B	12			12			
A-C	182			182			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	634	0.048	31	0.1	6.798	A
B-A	25	411	0.061	25	0.1	9.333	A
C-AB	92	696	0.132	92	0.2	6.375	A
C-A	281			281			
A-B	14			14			
A-C	218			218			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	618	0.061	37	0.1	7.069	A
B-A	31	382	0.081	31	0.1	10.238	B
C-AB	113	682	0.165	112	0.2	6.759	A
C-A	344			344			
A-B	18			18			
A-C	266			266			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	618	0.061	37	0.1	7.070	A
B-A	31	382	0.081	31	0.1	10.243	B
C-AB	113	682	0.165	113	0.2	6.762	A
C-A	344			344			
A-B	18			18			
A-C	266			266			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	634	0.048	31	0.1	6.804	A
B-A	25	411	0.061	25	0.1	9.342	A
C-AB	92	696	0.132	92	0.2	6.382	A
C-A	281			281			
A-B	14			14			
A-C	218			218			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	646	0.040	26	0.0	6.619	A
B-A	21	431	0.049	21	0.1	8.778	A
C-AB	77	706	0.109	77	0.1	6.125	A
C-A	236			236			
A-B	12			12			
A-C	182			182			

2030 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Dumers Lane	T-Junction	Two-way		0.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 Without Development	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dumers Lane S		✓	284	100.000
B - Wild Street		✓	15	100.000
C - Dumers Lane N		✓	292	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
	A - Dumers Lane S	0	10	274
	B - Wild Street	5	0	10
	C - Dumers Lane N	292	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
	A - Dumers Lane S	0	0	2
	B - Wild Street	0	0	0
	C - Dumers Lane N	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.73	0.0	A
B-A	0.01	9.03	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	666	0.011	7	0.0	5.469	A
B-A	4	441	0.009	4	0.0	8.232	A
C-AB	0	1414	0.000	0	0.0	0.000	A
C-A	220			220			
A-B	8			8			
A-C	206			206			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	654	0.014	9	0.0	5.578	A
B-A	4	426	0.011	4	0.0	8.549	A
C-AB	0	1390	0.000	0	0.0	0.000	A
C-A	263			263			
A-B	9			9			
A-C	246			246			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	639	0.017	11	0.0	5.734	A
B-A	6	404	0.014	5	0.0	9.032	A
C-AB	0	1357	0.000	0	0.0	0.000	A
C-A	321			321			
A-B	11			11			
A-C	302			302			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	639	0.017	11	0.0	5.735	A
B-A	6	404	0.014	6	0.0	9.032	A
C-AB	0	1357	0.000	0	0.0	0.000	A
C-A	321			321			
A-B	11			11			
A-C	302			302			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	654	0.014	9	0.0	5.581	A
B-A	4	426	0.011	5	0.0	8.549	A
C-AB	0	1390	0.000	0	0.0	0.000	A
C-A	263			263			
A-B	9			9			
A-C	246			246			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	665	0.011	8	0.0	5.473	A
B-A	4	441	0.009	4	0.0	8.230	A
C-AB	0	1414	0.000	0	0.0	0.000	A
C-A	220			220			
A-B	8			8			
A-C	206			206			

2030 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Dumers Lane	T-Junction	Two-way		0.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 Without Development	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dumers Lane S		✓	269	100.000
B - Wild Street		✓	64	100.000
C - Dumers Lane N		✓	325	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
From	A - Dumers Lane S	0	17	252
	B - Wild Street	29	0	35
	C - Dumers Lane N	325	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
From	A - Dumers Lane S	0	0	0
	B - Wild Street	0	0	14
	C - Dumers Lane N	1	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.11	0.1	A
B-A	0.08	9.37	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	644	0.041	26	0.0	6.644	A
B-A	22	455	0.048	22	0.0	8.313	A
C-AB	0	1367	0.000	0	0.0	0.000	A
C-A	245			245			
A-B	13			13			
A-C	190			190			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	632	0.050	31	0.1	6.834	A
B-A	26	438	0.059	26	0.1	8.728	A
C-AB	0	1345	0.000	0	0.0	0.000	A
C-A	292			292			
A-B	15			15			
A-C	227			227			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	615	0.063	38	0.1	7.113	A
B-A	32	416	0.077	32	0.1	9.367	A
C-AB	0	1315	0.000	0	0.0	0.000	A
C-A	358			358			
A-B	19			19			
A-C	277			277			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	615	0.063	39	0.1	7.113	A
B-A	32	416	0.077	32	0.1	9.370	A
C-AB	0	1315	0.000	0	0.0	0.000	A
C-A	358			358			
A-B	19			19			
A-C	277			277			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	632	0.050	32	0.1	6.837	A
B-A	26	438	0.059	26	0.1	8.732	A
C-AB	0	1345	0.000	0	0.0	0.000	A
C-A	292			292			
A-B	15			15			
A-C	227			227			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	643	0.041	26	0.0	6.652	A
B-A	22	455	0.048	22	0.1	8.320	A
C-AB	0	1367	0.000	0	0.0	0.000	A
C-A	245			245			
A-B	13			13			
A-C	190			190			

2030 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Dumers Lane	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 With Development	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dumers Lane S		✓	290	100.000
B - Wild Street		✓	43	100.000
C - Dumers Lane N		✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
	A - Dumers Lane S	0	16	274
	B - Wild Street	19	0	24
	C - Dumers Lane N	292	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
	A - Dumers Lane S	0	0	2
	B - Wild Street	0	0	0
	C - Dumers Lane N	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.11	0.0	A
B-A	0.05	9.19	0.1	A
C-AB	0.01	5.43	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	644	0.028	18	0.0	5.750	A
B-A	14	452	0.032	14	0.0	8.227	A
C-AB	5	699	0.006	4	0.0	5.186	A
C-A	220			220			
A-B	12			12			
A-C	206			206			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	632	0.034	22	0.0	5.897	A
B-A	17	435	0.039	17	0.0	8.608	A
C-AB	5	687	0.008	5	0.0	5.284	A
C-A	263			263			
A-B	14			14			
A-C	246			246			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	615	0.043	26	0.0	6.111	A
B-A	21	413	0.051	21	0.1	9.189	A
C-AB	7	670	0.010	7	0.0	5.426	A
C-A	321			321			
A-B	18			18			
A-C	302			302			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	615	0.043	26	0.0	6.111	A
B-A	21	413	0.051	21	0.1	9.190	A
C-AB	7	670	0.010	7	0.0	5.426	A
C-A	321			321			
A-B	18			18			
A-C	302			302			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	632	0.034	22	0.0	5.898	A
B-A	17	435	0.039	17	0.0	8.611	A
C-AB	5	687	0.008	5	0.0	5.284	A
C-A	263			263			
A-B	14			14			
A-C	246			246			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	644	0.028	18	0.0	5.753	A
B-A	14	452	0.032	14	0.0	8.233	A
C-AB	5	699	0.006	5	0.0	5.186	A
C-A	220			220			
A-B	12			12			
A-C	206			206			

2030 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Dumers Lane	T-Junction	Two-way		1.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 With Development	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dumers Lane S		✓	279	100.000
B - Wild Street		✓	76	100.000
C - Dumers Lane N		✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
From	A - Dumers Lane S	0	27	252
	B - Wild Street	36	0	40
	C - Dumers Lane N	325	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Dumers Lane S	B - Wild Street	C - Dumers Lane N
From	A - Dumers Lane S	0	0	0
	B - Wild Street	0	0	12
	C - Dumers Lane N	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	7.15	0.1	A
B-A	0.10	9.66	0.1	A
C-AB	0.02	5.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	638	0.047	30	0.1	6.633	A
B-A	27	453	0.060	27	0.1	8.449	A
C-AB	10	701	0.014	10	0.0	5.521	A
C-A	245			245			
A-B	20			20			
A-C	190			190			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	625	0.058	36	0.1	6.841	A
B-A	32	436	0.074	32	0.1	8.921	A
C-AB	12	689	0.017	12	0.0	5.630	A
C-A	292			292			
A-B	24			24			
A-C	227			227			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	608	0.072	44	0.1	7.150	A
B-A	40	412	0.096	40	0.1	9.658	A
C-AB	14	673	0.021	14	0.0	5.789	A
C-A	358			358			
A-B	30			30			
A-C	277			277			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	608	0.072	44	0.1	7.151	A
B-A	40	412	0.096	40	0.1	9.662	A
C-AB	14	673	0.021	14	0.0	5.789	A
C-A	358			358			
A-B	30			30			
A-C	277			277			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	625	0.058	36	0.1	6.845	A
B-A	32	436	0.074	32	0.1	8.928	A
C-AB	12	689	0.017	12	0.0	5.633	A
C-A	292			292			
A-B	24			24			
A-C	227			227			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	637	0.047	30	0.1	6.642	A
B-A	27	453	0.060	27	0.1	8.459	A
C-AB	10	701	0.014	10	0.0	5.523	A
C-A	245			245			
A-B	20			20			
A-C	190			190			