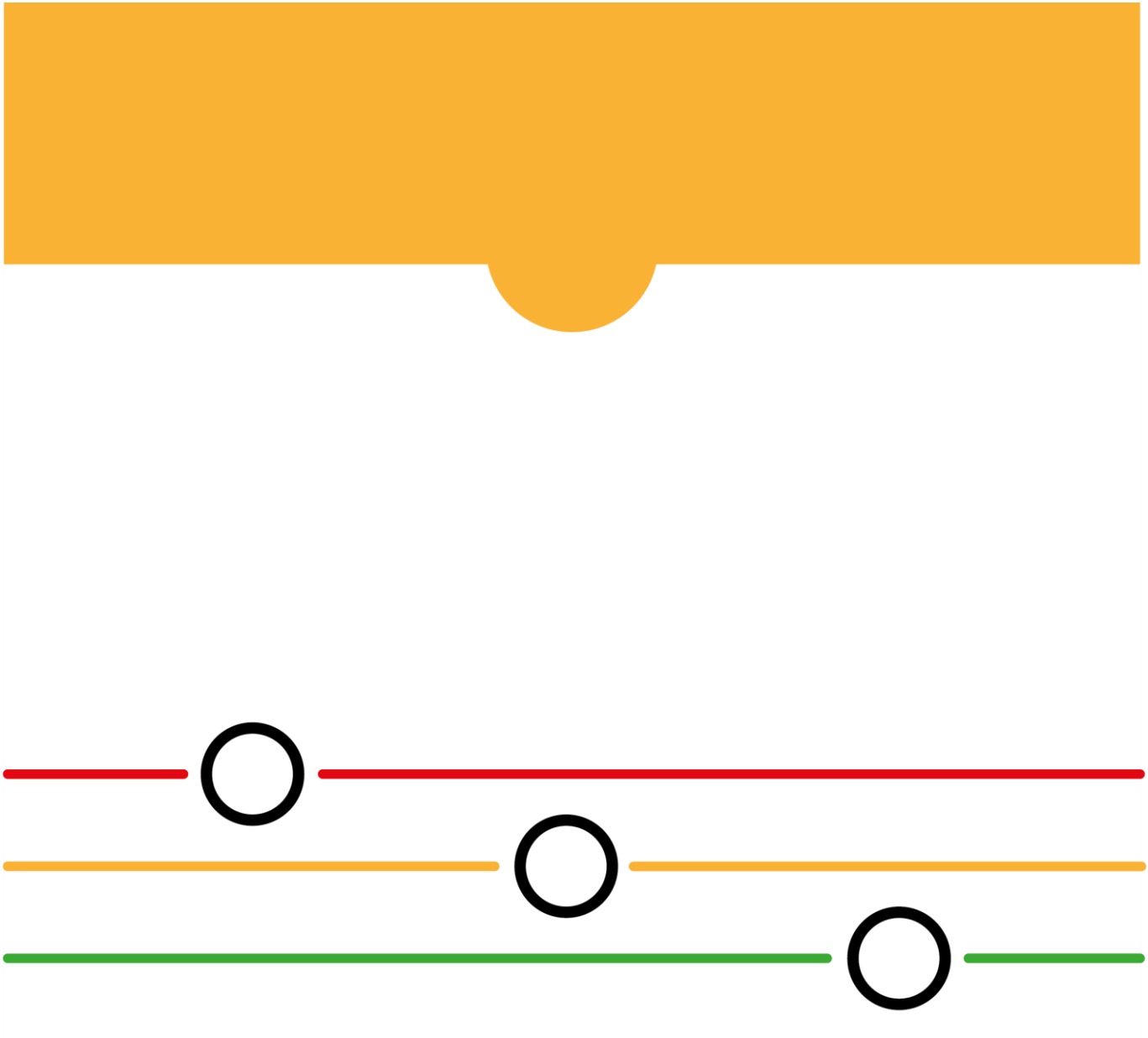




Pearl Forecourts Ltd

Proposed Mixed-Use Development,
B6222 Bell Lane, Bury

Technical Note

3712223



FEBRUARY 2024

Note Details

Report Number:	3712223-TN-RevA
Report Title:	Technical Note Proposed Mixed-Use Development, B6222 Bell Lane, Bury
Client:	Pearl Forecourts Ltd
Date:	27 February 2024
Status:	-

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1 Introduction

- 1.1 Dynamic Transport Planning Ltd is instructed by Peal Forecourts Ltd to report on the anticipated highways and transportation considerations related to the proposals for a mixed-use development at the site of an existing used car dealership situated off B6222 Bell Lane, Bury.
- 1.2 The location of the application site is shown at **Figure 1.1**.

Figure 1.1: Site Location Plan



Planning Context and Timeline

- 1.3 The proposed site is subject to a live planning application, submitted to Bury Council (BC) in November 2023, (ref. 70253) for the demolition of an existing car sales building and construction of a new PFS, drive thru unit and food-to-go facilities.

- 1.4 The proposals consist of an eight-filling bay PFS, associated retail store of 360m² Gross Floor Area (GFA), a 250m² GFA food-to-go outlet and a 25m² GFA drive thru unit. The proposals also include the retention of the existing site access arrangements off Bridge Street, with minor improvement works and a total of 48 car parking bays.
- 1.5 The application was supported on highways matters by a Transport Statement produced by Dynamic Transport Planning (ref. DTP-3709923-TS).
- 1.6 Transport for Greater Manchester (TfGM) provided consultation comments to BC with regard to the proposals on 13th December 2023. A number of recommendations were made with regard to the proposals which are addressed within this Technical Note (TN).

2 TfGM Consultation Comments

- 2.1 TfGM outline several areas of concern on highways matters in their consultation response dated 13th December 2023 (ref. BUR/23/451) which are summarised below, alongside our response on each matter:

Collision Investigation

- 2.2 TfGM advise that the latest five-year period should be used to assess road safety. As such, in addition to the latest three-year assessment period detailed within the submitted TS, accident statistics have been obtained for the local highway network in the vicinity of the application site for the years of 2018 and 2019 from the Department for Transport (DfT).
- 2.3 The extended accident assessment identifies that there remain no incidents recorded within the vicinity of the proposed site access, with one further incident recorded at the Bell Lane / Bridge Street priority-controlled junction in 2018. The incident was categorised as 'slight' and involved no pedestrians, cyclists or motorcyclists.
- 2.4 On this basis, and in addition to the accident analysis provided within the submitted TS, it remains our consideration that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

Trip Generation

- 2.5 TfGM advise that given the trip generation assessment provided within the submitted TS exceeds 30 two-way vehicle trips in the peak hour period, a junction assessment of the proposed site access is required. Furthermore, a trip generation assessment of the development proposals for a Saturday should also be undertaken.
- 2.6 The criteria stipulated within the submitted TS to derive trip rates from the TRICS database for 'PFS with Retail' and 'Fast Food Drive Through' land use categories has been applied for 'Saturday' only surveys to provide the trip rates and trip generation for the peak Saturday periods in the tables below, with the full TRICS outputs included within **Appendix 1**.

PFS with Retail Trip Rates and Trip Generation

	Trip Rate (per filling bay)		Trip Generation (8 filling bays)	
	Arrivals	Departures	Arrivals	Departures
11:00-12:00	11.014	11.027	88	88
12:00-13:00	10.554	10.514	84	84
13:00-14:00	9.959	9.946	80	80
14:00-15:00	9.081	9.392	73	75

Fast Food Drive Thru Trip Rates and Trip Generation

	Trip Rate (per 100m ² GFA)		Trip Generation (275m ² GFA)	
	Arrivals	Departures	Arrivals	Departures
11:00-12:00	21.065	17.466	58	48
12:00-13:00	30.374	29.702	84	82
13:00-14:00	29.271	30.758	80	85
14:00-15:00	25.768	26.344	71	72

- 2.7 The tables above indicate that during the busiest hour on a Saturday, the site would be expected to generate 334 two-way vehicle trips. Given the nature of the proposed uses on site there would naturally be users of the site who would link together visits to the site for both uses. As a robust assessment, assuming there is 10% linkage, this reduces the number of two-way trips to around 300.
- 2.8 However, given the nature of the proposed uses and location of the site, it is considered that a significant number of trips, particularly at peak times, would be drawn from traffic already on the local highway network (B2666, Bell Lane). It is therefore considered that the development would result in negligible numbers of additional/new vehicle trips. More detail regarding trip types is provided in **Chapter 3**.
- 2.9 The junction capacity assessment of the proposed site access has also been undertaken and is further detailed within **Chapter 3**.

Review of TROs

- 2.10 TfGM suggest that a review of TROs should be undertaken within the vicinity of the site to ensure that appropriate parking restrictions are in place. The development proposals include 48 car parking bays and eight filling bays, in accordance with the local parking standards for the uses on the site. It is not anticipated that there would be any off-site parking associated with the development.
- 2.11 In order to evidence that sufficient parking provision has been proposed to support the development, the above trip rates for a full Saturday (as the highest trip rates) have been combined for all uses on the site and used to undertake a parking accumulation exercise for the site:

	Arrivals	Departures	Accumulation
05:00-06:00	4	2	2
06:00-07:00	34	29	6
07:00-08:00	66	59	13
08:00-09:00	92	88	17
09:00-10:00	129	121	26
10:00-11:00	127	130	22
11:00-12:00	146	136	32
12:00-13:00	168	166	34
13:00-14:00	160	164	30
14:00-15:00	144	148	26
15:00-16:00	123	129	20
16:00-17:00	136	134	22
17:00-18:00	146	144	24
18:00-19:00	139	142	21
19:00-20:00	115	124	12
20:00-21:00	92	92	12
21:00-22:00	73	73	11
22:00-23:00	56	62	5
23:00-24:00	22	24	3

- 2.12 The results show that the peak parking accumulation at the site would be expected to occur between the hours of 12:00 and 13:00 on a Saturday. The peak accumulation of 34 cars falls well within the total parking provision at the site (48 parking bays plus 8 filling bays) and therefore, significant headroom remains. It is noted that when undertaking the same accumulation exercise for a weekday, the parking accumulation reached a peak of 23 vehicles between the hours of 12:00 and 13:00.
- 2.13 On this basis, the site will comfortably cater for all parking demand, with a very low likelihood that any off-site parking would result from the proposals. Moreover, the above parking accumulation exercise includes all vehicle arrivals to the drive thru units, when around 50% of these vehicles would only be making use of the drive thru lane, rather than parking within the car park.

Construction Traffic Management Plan

- 2.14 The undertaking of a CTMP is a standard condition and the applicant is agreeable to the inclusion of this.

Active Travel and Travel Plan

- 2.15 TfGM propose a number of action points with regard to the proposed site layout in terms of betterments for encouraging active travel. These changes have been incorporated in a revised site layout plan, which can be found at **Appendix 2**.
- 2.16 In response to TfGM's request for a Travel Plan to be prepared for the site, please find a full Staff Travel Plan alongside this TN.

3 Junction Capacity Assessment

- 3.1 Following the request by TfGM to undertake a capacity assessment of the proposed site access, this Chapter sets out the anticipated highway impacts of the proposed development at the Bell Lane / Bridge Street priority-controlled junction as well as the proposed site access.

Trip Types & Trip Distribution

- 3.2 It should be noted that given the nature and location of the PFS proposed at the site, there would be minimal numbers of new or additional trips added to the highway network with traffic drawn from vehicles already passing at or near to the site.
- 3.3 Similarly, the drive-thru units would not be anticipated to generate a significant number of 'new' trips. In absence of any guidance, data has been gathered from other similar mixed-use developments which contain drive-thru elements.

Table 3.1. Roadside Service Trip Data

Trip Types for Petrol Station and Drive Thru Developments from Similar Approved Planning Applications							
Site	Route Adj.	Planning Application Ref.	Linked	New	Pass-by	Divert	Total
Land at A14/A5199, Cold Ashby, Northamptonshire*	A14/A5199	DA/2017/0498	10%	0%	9%	81%	100%
Denby Dale Road, Calder Park, Wakefield*	A636/M1	12/00892/FUL	10%	18%	18%	54%	100%
Dunnings Bridge Road, Sefton, Liverpool	A5036	DC/2016/02454	5%	5%	90%	0%	100%
Flagstaff Island, Ashby-de-la-Zouch, Leicestershire*	A42	16/00216/FULM	10%	18%	0%	72%	100%
Rotary Way, Hexham, Northumbria* (HE Consultant Assessment)	A69	15/01070/FUL	0%	0%	50%	50%	100%
Thieves Lane, Shrewsbury, Shropshire*	A5	17/06157/FUL	10%	23%	23%	45%	100%
Land off A5, Watling Street, Cannock*	A5	CH/17/425	10%	18%	72%	0%	100%
Land South of Wakefield Road, Gildersome, Leeds	A650	16/06477/PU	10%	20%	30%	40%	100%
Land off Dunball Roundabout, Bridgwater, Somerset*	A38/A39	42/18/00014	10%	18%	18%	54%	100%
Land North of Sproughton Road, Ipswich, Suffolk*	A14	DC/18/03167	10%	18%	18%	54%	100%
Land Adj. to M49, Avonmouth, South Gloucestershire	M49	PK18/6112/F	8%	13%	36%	43%	100%
A137/A14 J56, Wherstead, Ipswich, Suffolk*	A137/A14	DC/19/02798	10%	18%	18%	54%	100%
Stretton Point, Hinckley, Leicestershire#	A5	20/00531/HYB	9%	14%	33%	45%	100%
Average			9%	14%	32%	46%	100%

* = Linked trips deduction made prior to calculation

- 3.4 In order to undertake a robust assessment, it has been assumed that 20% of the mixed-use development vehicular trips would be classed as 'new' with 10% 'linked' or 'internal trips' between the PFS/retail store and the drive-thru units.
- 3.5 As the proposed development site is located within close proximity to the B6222 Bell Lane, it is considered reasonable to assume that a significant portion of trips would be 'diverted' trips drawn from movements along the B6222.
- 'Pass-By' (10%) – trips already routing along Bridge Street, adjacent to the proposed site access.
 - 'Diverted' (60%) – trips diverted from the B6222 Bell Lane.
- 3.6 The quantum of trips, by trip type (for both the Weekday AM, PM and Saturday peak hour periods) has been assessed in the table below:

Estimated Trip Generation by Trip Type

Trip Type	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
New (20%)	16	16	22	22	34	35
Internal Linked (10%)	8	8	11	11	17	17
Pass-By (10%)	8	8	11	11	17	17
Diverted (60%)	49	48	65	65	101	104

- 3.7 The above table shows that the proposed mixed-use development is likely to generate around 32, 44 and 69 'new' trips during the AM, PM peak-hour assessment periods, respectively. This would equate to just over one additional vehicle movement each minute in the Saturday peak hour period.
- 3.8 Due to the anticipated level of new vehicle trips, it is considered that the proposed development would not have a severe impact on the surrounding local highway network. Nevertheless, the proposals have been taken forward for operational assessment.

Baseline Traffic Data

- 3.9 A classified turning count was undertaken of the B6222 Bell Lane / Bridge Street priority-controlled junction on both Tuesday 30th January and Saturday 3rd February 2024 between the hours of 07:00-09:00 and 16:00-18:00 for the weekday and 10:30-13:30 for the Saturday.

3.10 The assessed junctions were observed to operate under the following peak hour periods:

- Tuesday AM: 08:00 – 09:00hrs;
- Tuesday PM: 16:30 – 17:30hrs; and
- Saturday 11:45 – 12:45hrs.

3.11 The full survey data is provided at **Appendix 3**.

3.12 It should also be noted that the traffic survey peak-hour periods do not fully align with the TRICS peak-hour assessment periods taken forward and so a robust assessment has been provided.

Assessment Scenarios

3.13 Capacity assessments have been undertaken for the following scenarios to ensure that the local junctions in can operate with the proposed development in place at opening, and in the future:

- 2024 (opening year) base;
- 2024 (opening year) base + development;
- 2028 (5 years post-application) base; and
- 2028 (5 years post-application) base + development.

3.14 To account for background traffic growth, the observed traffic flows have been factored using the DfT's TEMPRO 7.2b computer programme. Growth rates for 'car drivers only' were selected with the trip end type being defined as 'origin/destination', for the Middle Layer Super Output Area (MSOA) area Bury 007.

3.15 Trip rates were obtained for the weekday AM, PM and Saturday peaks, once the trip rates were calculated, an adjustment was applied to provide a local growth rate. A growth calculation for 'All' roads was weighted to each TEMPRO growth rate.

TEMPRO Growth Factors

	TEMPRO Growth Factors		
	AM	PM	Saturday
2024 – 2028	1.0446	1.0438	1.0445

Assessment Methodology

- 3.16 The JUNCTIONS 9 PICADY programme is used to assess the capacity and delay of priority junctions. The software program uses geometric parameters along with traffic flows for the junction to assess its performance. The outputs of the modelling program are the Ratio of the Flow to Capacity (RFC) and predicted queue lengths (in Passenger Car Units (PCUs) for individual approaches.
- 3.17 An RFC value between 0 and 0.85 indicates that the junction is operating well within capacity. An RFC value between 0.85 and 1.0 means that the junction is still operating within capacity, but localised delays and queues may occur. An RFC value over 1.0 signifies that the junction will be operating above its predicted capacity. The following provides a summary of the operational analysis results in support of this assessment.
- 3.18 Stand-alone junction assessments of the Bell Lane / Bridge Street and proposed site access junctions have been undertaken to understand the impact of the development proposals.
- 3.19 A full copy of the model outputs is contained within **Appendix 4**.

Bell Lane / Bridge Street Junction

- 3.20 A PICADY model has been set up for the Bell Lane / Bridge Street priority-controlled junction. The results for the 2024 opening and future year scenarios are summarised in the table below:

Table 3.2: Bell Lane / Bridge Street 2024 Capacity Assessment

	2024 Base						2024 Base + Development					
	AM Peak		PM Peak		Saturday Peak		AM Peak		PM Peak		Saturday Peak	
	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC
Bell Lane (W)	0.4	0.28	0.6	0.36	0.4	0.25	0.7	0.38	1.3	0.56	1.1	0.52
Bridge Street	0.2	0.16	0.5	0.31	0.3	0.2	0.5	0.32	1.5	0.59	1.4	0.57
Bell Lane (E)	2.4	0.54	1.8	0.45	1.2	0.34	3.4	0.64	3	0.6	2.5	0.55

- 3.21 The results of the modelling show that the junction will operate with significant spare capacity in all of the assessment scenarios, with a maximum RFC of 0.64 and associated queue of three vehicles on the Bell Lane East approach during the AM peak-hour period.

- 3.22 The results for the 2028 base and future year scenarios are summarised in the table below:

Table 3.3: Bell Lane / Bridge Street 2028 Capacity Assessment

	2028 Base						2028 Base + Development					
	AM Peak		PM Peak		Saturday Peak		AM Peak		PM Peak		Saturday Peak	
	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC
Bell Lane (W)	0.4	0.29	0.7	0.39	0.4	0.27	0.7	0.4	1.8	0.63	1.4	0.58
Bridge Street	0.2	0.17	0.6	0.35	0.3	0.22	0.6	0.34	2	0.67	1.7	0.63
Bell Lane (E)	2.8	0.58	2.2	0.49	1.4	0.37	4.1	0.68	3.7	0.64	3	0.59

- 3.23 The results of the modelling show that the junction will operate with significant spare capacity in all of the assessment scenarios, with a maximum RFC of 0.68 and associated queue of four vehicles on the Bell Lane East approach during the AM peak-hour period.

Proposed Site Access Junction

- 3.24 A PICADY model has been set up for the proposed site access priority-controlled junction. The results for the 2024 and 2028 future year scenarios with development related traffic added are summarised in the table below:

Proposed Site Access Capacity Assessment

	2024 Base + Development						2028 Base + Development					
	AM Peak		PM Peak		Saturday Peak		AM Peak		PM Peak		Saturday Peak	
	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC
Site Access	0.1	0.12	0.2	0.17	0.4	0.26	0.2	0.12	0.2	0.17	0.4	0.26
Bridge Street	0.3	0.15	0.3	0.19	0.5	0.28	0.3	0.16	0.3	0.19	0.5	0.29

- 3.25 The results of the modelling show that the junction will operate with significant spare capacity in all of the assessment scenarios, with a maximum RFC of 0.29 during the Saturday peak hour periods.
- 3.26 Overall, the stand-alone junction model results suggest that traffic associated with the proposed development would not have a material impact on the operation of the local highway network.

4 Summary and Conclusions

- 4.1 Dynamic Transport Planning is instructed by Pearl Forecourts to report on the anticipated highways and transportation considerations related with the proposed development of a PFS and two drive thru units off B6222 Bell Lane, Bury.
- 4.2 The proposals are subject to a live planning application supported by a TS prepared by DTP. The live application has received consultation comments provided by TfGM, requesting further information in order to clarify highways matters.
- 4.3 An updated accident analysis has demonstrated that there are no existing patterns or trends of incidents on the surrounding highway network.
- 4.4 An additional trip generation assessment for a Saturday has been undertaken, which shows that there would be an uplift in two-way vehicle movements in comparison to the weekday peak hour period. However, it is anticipated that the majority of these trips would be drawn from vehicles already routing along the local highway network, with low levels of new trips.
- 4.5 A parking accumulation exercise has determined that the parking provision associated with the development proposals will comfortably cater for all demand associated with the site.
- 4.6 Although it has been demonstrated that the proposed development is likely to generate a relatively low level of new trips, a stand-alone capacity assessment of the Bell Lane / Bridge Street and proposed site access junction has been undertaken.
- 4.7 The assessments show that with the application of development-related traffic, the assessed junctions will continue to operate within capacity, with the proposals having a negligible impact on the operation of both junctions.
- 4.8 Overall, on the basis of the assessments undertaken herein, it is concluded that there remain no outstanding reasons why the proposed development should not be granted planning permission on highways grounds.

Appendix 1

TRICS Outputs

Calculation Reference: AUDIT-262601-240201-0210

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
Category : B - PFS - WITH RETAIL
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SE SHEFFIELD	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	NW NEWPORT	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:

Filling bays

Actual Range:

6 to 14 (units:)

Range Selected by User:

4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/10/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 9 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count

9 days

Directional ATC Count

0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)

3

Edge of Town

5

Neighbourhood Centre (PPS6 Local Centre)

1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone

6

Out of Town

1

No Sub Category

2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included

X days - Selected

Servicing vehicles Excluded

9 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	9 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BO-13-B-01 NEWNHAM AVENUE BEDFORD	BP & M&S	BEDFORD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: SATURDAY 17/10/20		Survey Type: MANUAL
2	CW-13-B-01 TOLGUS VEAN REDRUTH	TESCO PFS	CORNWALL
	Edge of Town No Sub Category Total Filling bays: 8 Survey date: SATURDAY 01/10/11		Survey Type: MANUAL
3	GS-13-B-01 BRISTOL ROAD GLOUCESTER HARDWICKE	BP & M&S SIMPLY FOOD	GLOUCESTERSHIRE
	Edge of Town Out of Town Total Filling bays: 14 Survey date: SATURDAY 24/04/21		Survey Type: MANUAL
4	NF-13-B-02 DEREHAM ROAD NORWICH NEW COSTESSEY	TEXACO / CO-OP	NORFOLK
	Edge of Town Residential Zone Total Filling bays: 6 Survey date: SATURDAY 25/09/10		Survey Type: MANUAL
5	NW-13-B-01 HIGHCROSS ROAD NEWPORT ROGERSTONE	TEXACO & SOMERFIELD	NEWPORT
	Edge of Town Residential Zone Total Filling bays: 6 Survey date: SATURDAY 16/10/10		Survey Type: MANUAL
6	SE-13-B-01 HANDSWORTH ROAD SHEFFIELD HANDSWORTH	SHELL & SPAR	SHEFFIELD
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays: 8 Survey date: SATURDAY 12/09/20		Survey Type: MANUAL
7	TV-13-B-02 EASINGTON ROAD HARTLEPOOL	SHELL & SPAR	TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: SATURDAY 05/09/20		Survey Type: MANUAL
8	TW-13-B-02 BENTON ROAD NEWCASTLE UPON TYNE	TESCO EXPRESS & PFS	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: SATURDAY 05/10/13		Survey Type: MANUAL
9	WO-13-B-01 WHITTINGTON ROAD WORCESTER RED HILL	BP / SPAR	WORCESTERSHIRE
	Edge of Town No Sub Category Total Filling bays: 8 Survey date: SATURDAY 23/10/10		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL
TOTAL VEHICLES
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	8	8	1.712	8	8	1.576	8	8	3.288
07:00 - 08:00	9	8	4.716	9	8	4.257	9	8	8.973
08:00 - 09:00	9	8	6.595	9	8	6.595	9	8	13.190
09:00 - 10:00	9	8	8.797	9	8	8.392	9	8	17.189
10:00 - 11:00	9	8	9.405	9	8	9.189	9	8	18.594
11:00 - 12:00	9	8	11.014	9	8	11.027	9	8	22.041
12:00 - 13:00	9	8	10.554	9	8	10.514	9	8	21.068
13:00 - 14:00	9	8	9.959	9	8	9.946	9	8	19.905
14:00 - 15:00	9	8	9.081	9	8	9.392	9	8	18.473
15:00 - 16:00	9	8	7.878	9	8	8.216	9	8	16.094
16:00 - 17:00	9	8	9.095	9	8	8.838	9	8	17.933
17:00 - 18:00	9	8	9.757	9	8	9.622	9	8	19.379
18:00 - 19:00	9	8	8.446	9	8	8.811	9	8	17.257
19:00 - 20:00	9	8	6.432	9	8	6.730	9	8	13.162
20:00 - 21:00	9	8	5.203	9	8	5.230	9	8	10.433
21:00 - 22:00	9	8	3.757	9	8	3.770	9	8	7.527
22:00 - 23:00	1	8	3.250	1	8	3.875	1	8	7.125
23:00 - 24:00									
Total Rates:			125.651			125.980			251.631

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:

6 - 14 (units:)

Survey date date range:

01/01/10 - 19/10/22

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

9

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-262601-240201-0226

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	TB TORBAY	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CE CEREDIGION	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Dynamic Transport Planning DTP Durham

Licence No: 262601

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 225 to 447 (units: sqm)
Range Selected by User: 50 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/05/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 4 days
Sunday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 2
Neighbourhood Centre (PPS6 Local Centre) 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone 1
Retail Zone 2
Built-Up Zone 1
Out of Town 1
No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CE-06-D-01	MCDONALD'S		CEREDIGION
	FFORDD PARC Y LLYN			
	ABERYSTWYTH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	350 sqm		
	Survey date: SATURDAY	09/05/15		Survey Type: MANUAL
2	DY-06-D-01	KFC		DERBY
	WYVERN WAY			
	DERBY			
	PRIDE PARK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	370 sqm		
	Survey date: SUNDAY	26/07/15		Survey Type: MANUAL
3	GS-06-D-01	MCDONALD'S		GLOUCESTERSHIRE
	BRISTOL ROAD			
	GLOUCESTER			
	HARDWICKE			
	Edge of Town			
	Out of Town			
	Total Gross floor area:	225 sqm		
	Survey date: SATURDAY	24/04/21		Survey Type: MANUAL
4	TB-06-D-01	MCDONALD'S		TORBAY
	HELE ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	447 sqm		
	Survey date: SATURDAY	30/03/19		Survey Type: MANUAL
5	TW-06-D-01	KFC		TYNE & WEAR
	CLIFFORD STREET			
	NEWCASTLE			
	BYKER			
	Neighbourhood Centre (PPS6 Local Centre)			
	Built-Up Zone			
	Total Gross floor area:	317 sqm		
	Survey date: SATURDAY	14/11/15		Survey Type: MANUAL
6	WM-06-D-02	MCDONALD'S		WEST MIDLANDS
	BRISTOL ROAD SOUTH			
	BIRMINGHAM			
	LONGBRIDGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	375 sqm		
	Survey date: SUNDAY	08/11/15		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	3	315	7.513	3	315	6.138	3	315	13.651
07:00 - 08:00	6	347	10.173	6	347	9.165	6	347	19.338
08:00 - 09:00	6	347	14.347	6	347	12.812	6	347	27.159
09:00 - 10:00	6	347	21.449	6	347	19.530	6	347	40.979
10:00 - 11:00	6	347	18.714	6	347	20.633	6	347	39.347
11:00 - 12:00	6	347	21.065	6	347	17.466	6	347	38.531
12:00 - 13:00	6	347	30.374	6	347	29.702	6	347	60.076
13:00 - 14:00	6	347	29.271	6	347	30.758	6	347	60.029
14:00 - 15:00	6	347	25.768	6	347	26.344	6	347	52.112
15:00 - 16:00	6	347	21.737	6	347	22.985	6	347	44.722
16:00 - 17:00	6	347	22.985	6	347	22.889	6	347	45.874
17:00 - 18:00	6	347	24.760	6	347	24.328	6	347	49.088
18:00 - 19:00	6	347	25.816	6	347	25.912	6	347	51.728
19:00 - 20:00	6	347	23.129	6	347	25.576	6	347	48.705
20:00 - 21:00	6	347	18.138	6	347	18.282	6	347	36.420
21:00 - 22:00	6	347	15.595	6	347	15.643	6	347	31.238
22:00 - 23:00	5	342	10.767	5	342	11.118	5	342	21.885
23:00 - 24:00	5	342	7.899	5	342	8.719	5	342	16.618
Total Rates:			350.929			348.857			699.786

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:

225 - 447 (units: sqm)

Survey date range:

01/01/15 - 25/05/23

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

4

Number of Sundays:

2

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 2

Proposed Site Layout Plan

NOTE: DO NOT SCALE FROM THIS DRAWING. ALL ERRORS AND OMISSIONS TO BE REPORTED TO WALKER DESIGN. ALL INFORMATION TO BE CHECKED ON SITE PRIOR TO WORKS COMMENCING AND RE-PLAN IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS AND HEALTH AND SAFETY DRAWINGS AND INFORMATION.



AREA SCHEDULE



Site Area	1.44a
Gross Internal Area PFS	371sqm / 4000sqft
Gross Internal Area Retail Unit	214sqm / 2303sqft
Gross Internal Area Retail Unit	25sqm / 270sqft

PARKING SCHEDULE

Parking Spaces	44
Staff Spaces	06
Accessible	07
EV	07

The Site
Bell Lane
Bury
BL9 6BB

Legend	
	Brushed Concrete Finish
	Tarmac pavement
	Tarmac
	Whiteline
	Existing Levels to be retained
	Existing Levels
	Proposed Levels - Refer to Engineer's Drawings
Proposed Levels to be confirmed by Drainage Engineer	
	Existing Boundary Wall to be retained
	Proposed Boundary Fence
	Proposed Internal Fence
	Proposed Lamp Post
	Proposed Canopy Lights - TBC by the client
	Visibility Splays
	Short Stay Cycle Stand
	Long Stay Cycle Stand
	Tactile paving with Dropped kerbs
	Proposed Pedestrian path



PEARL FORECOURTS LTD
CLIENT

BELL LANE, BURY
PROJECT

PROPOSED SITE PLAN
TITLE

2489.F.104.D
DRAWING NO.

1:250
SCALE@A1

SW/ ADS
DRAWN

Appendix 3

Traffic Survey Data

Site:	B6222 Bell Lane/Bridge Street	A:	B6222 Bell Lane (West)
Day:	Tuesday	B:	Bridge Street
Date:	30 January 2024	C:	B6222 Bell Lane (East)

Weather: Fine, Sunny Periods & Breezy

From A																From B						From C					
Time	Car	LGV	OGVI	OGV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	OGV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	OGV2	P/C	M/C	PSV	Total			
07:00	110	17	5	0	1	0	1	134	18	7	0	0	0	0	0	0	25	84	15	1	1	0	0	1	102		
07:15	157	15	1	0	0	0	1	174	31	7	0	0	0	0	0	0	38	125	20	0	0	1	1	1	148		
07:30	167	17	2	1	2	0	0	189	33	9	0	0	0	0	0	0	42	118	16	2	1	0	0	0	137		
07:45	123	21	3	0	0	2	1	150	22	5	0	0	0	0	0	0	27	145	17	0	0	0	0	1	163		
08:00	139	16	5	1	1	0	1	163	21	8	1	1	0	0	0	0	31	138	19	2	0	0	0	2	161		
08:15	160	32	4	1	0	0	0	197	38	4	1	0	0	0	1	44	117	17	3	0	1	0	2	140			
08:30	141	21	0	1	1	0	1	165	23	6	2	0	0	0	0	0	31	155	27	5	0	0	2	189			
08:45	168	27	3	0	0	0	2	200	35	9	2	0	1	0	0	0	47	164	30	2	1	0	4	201			
Total	1165	166	23	4	5	2	7	1372	221	55	6	1	1	0	1	285	1046	161	15	3	2	1	13	1241			

16:00	150	17	4	0	0	0	3	174	34	9	0	1	0	1	0	0	45	165	20	3	0	0	3	0	191
16:15	152	18	2	2	1	1	2	178	43	2	2	0	0	0	0	0	47	149	21	1	1	0	0	2	174
16:30	158	22	1	1	0	0	1	183	40	8	0	0	0	0	0	0	48	162	15	2	1	0	0	2	182
16:45	145	18	0	0	1	0	2	166	51	6	0	1	0	0	0	0	58	168	18	1	0	1	0	2	190
17:00	134	14	0	0	0	0	3	151	48	16	0	0	0	1	0	0	65	180	15	1	0	0	3	1	200
17:15	152	12	0	2	0	0	0	166	40	5	1	0	0	0	0	0	46	144	18	0	0	1	0	0	163
17:30	140	12	1	0	0	0	0	153	42	1	0	0	0	2	0	0	45	166	6	1	0	1	0	2	176
17:45	141	14	0	0	0	0	2	157	33	5	0	0	0	0	0	0	38	166	10	1	0	0	1	1	178
Total	1172	127	8	5	2	1	13	1328	331	52	3	2	0	4	0	0	392	1300	123	10	2	3	6	10	1454

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:00	71	15	1	1	0	0	1	89	17	10	0	0	0	0	0	27
07:15	94	13	0	0	1	1	1	110	43	11	0	0	0	0	0	54
07:30	106	13	2	1	0	0	0	122	21	8	0	0	0	0	0	29
07:45	120	13	0	0	0	0	1	134	36	6	1	0	0	0	0	43
08:00	117	11	3	0	0	0	2	133	38	11	1	1	0	0	0	51
08:15	103	11	1	0	1	0	2	118	33	15	3	0	0	0	0	51
08:30	128	19	6	0	0	0	2	155	45	13	0	1	0	0	0	59
08:45	133	22	4	1	1	0	3	164	53	12	0	0	0	0	1	66
Total	872	117	17	3	3	1	12	1025	286	86	5	2	0	0	1	380
									1274	179	22	3	5	2	8	1493

16:00	146	21	3	1	0	4	0	175	33	4	2	0	0	0	0	39	170	21	2	0	0	0	3	196
16:15	135	19	3	0	0	0	1	158	30	4	0	1	0	0	1	36	179	18	2	2	1	1	2	205
16:30	147	14	2	1	0	0	2	166	32	6	1	0	0	0	0	39	181	25	0	1	0	0	1	208
16:45	156	18	1	1	1	0	2	179	29	4	0	0	0	0	0	33	179	20	0	0	1	0	2	202
17:00	167	14	0	0	0	3	1	185	37	9	1	0	0	0	0	47	158	22	0	0	0	1	3	184
17:15	130	17	0	0	1	0	0	148	38	4	0	0	0	0	0	42	168	14	1	2	0	0	0	185
17:30	150	5	1	0	1	1	2	160	30	2	0	0	0	0	0	32	168	12	1	0	0	1	0	182
17:45	151	9	1	0	0	0	1	162	33	3	0	0	0	0	0	36	156	17	0	0	0	0	2	175
Total	1182	117	11	3	3	8	9	1333	262	36	4	1	0	0	1	304	1359	149	6	5	2	3	13	1537

Site: B6222 Bell Lane/Bridge StreetA: B6222 Bell Lane (West)

Day: SaturdayB: Bridge Street

Date: 3 February 2024C: B6222 Bell Lane (East)

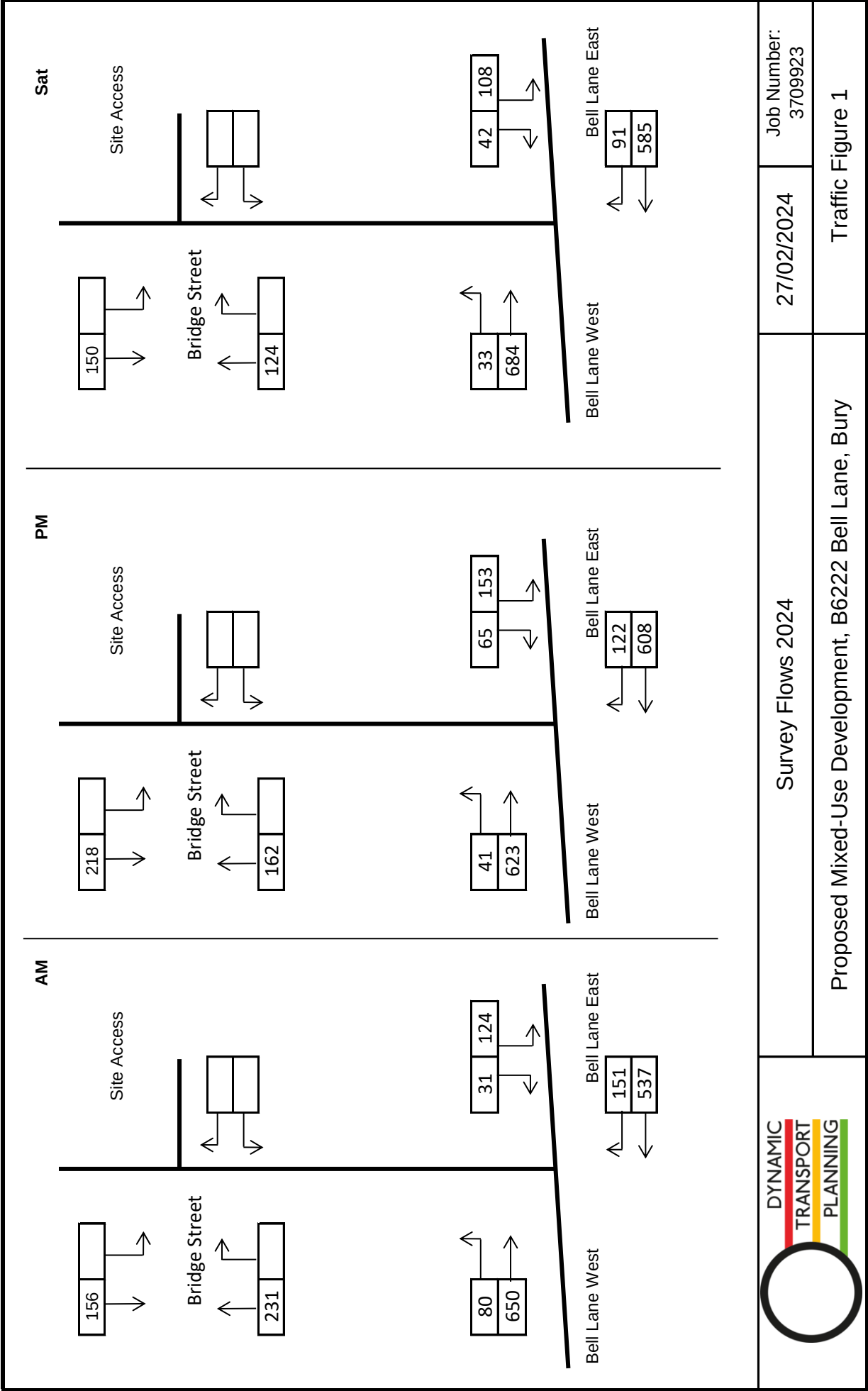
Weather: Fine, Mainly Cloudy & Breezy

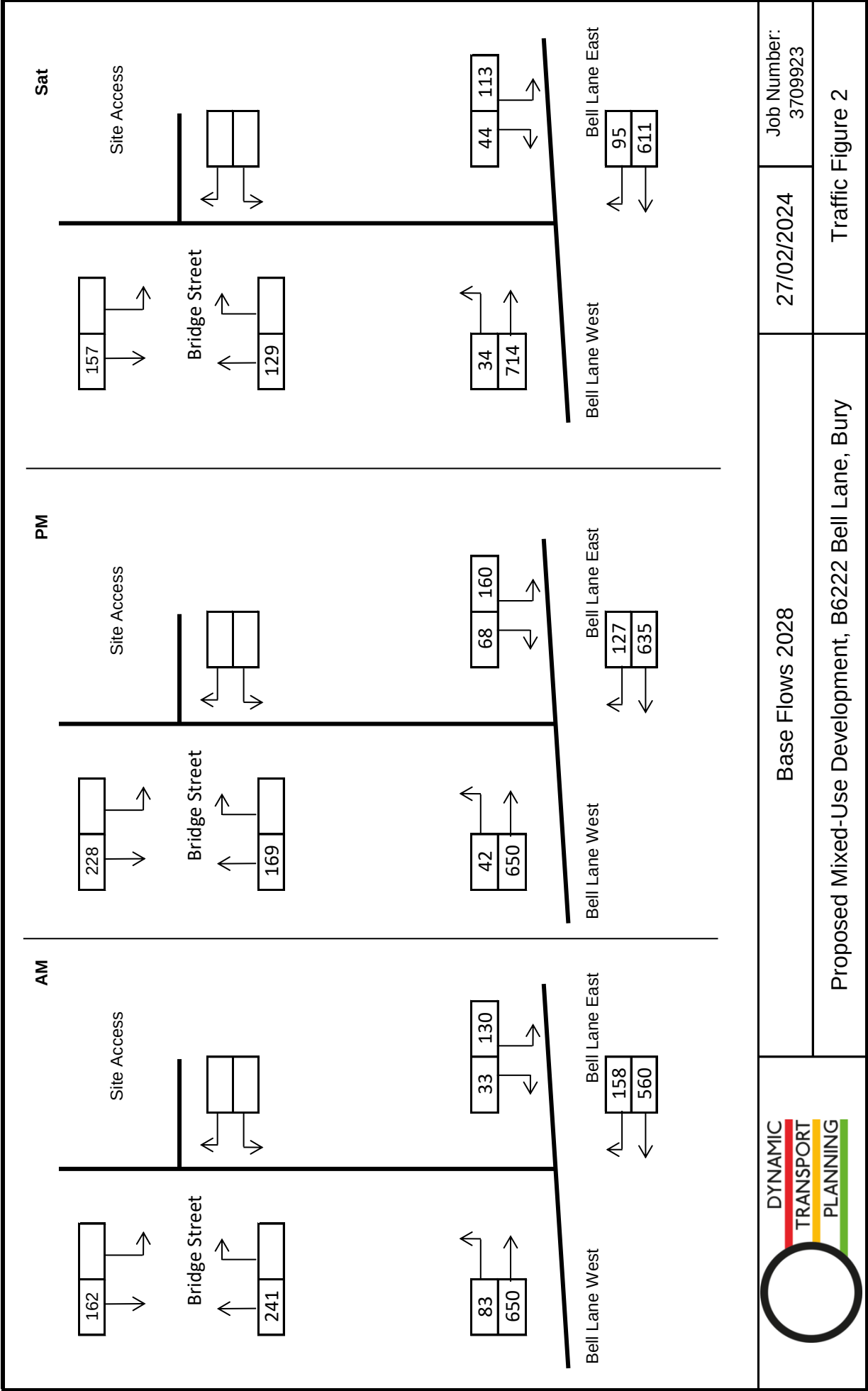
From A										From B							From C							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
10:30	126	12	1	0	0	0	1	140	23	3	0	0	0	0	0	26	134	12	1	0	0	1	1	149
10:45	129	11	0	0	0	0	2	142	24	1	0	0	0	0	0	25	167	13	1	0	0	0	2	183
11:00	148	10	2	1	0	0	1	162	22	6	0	0	0	0	0	28	139	15	0	2	0	1	1	158
11:15	138	13	1	0	1	0	0	153	25	4	0	0	0	0	0	29	143	13	1	1	0	0	1	159
11:30	153	19	2	1	1	0	1	177	29	5	0	0	0	0	0	34	137	12	3	1	3	4	0	160
11:45	177	7	2	0	0	1	1	188	33	6	0	0	0	0	0	39	165	15	1	0	1	1	1	184
12:00	161	14	1	1	1	1	0	179	27	3	0	0	0	0	3	33	139	15	1	0	0	1	1	157
12:15	143	21	2	0	0	1	1	168	39	3	0	0	0	0	0	42	140	14	2	1	0	1	1	159
12:30	164	13	0	2	5	0	2	186	36	2	0	0	0	0	0	38	160	14	1	1	0	1	0	177
12:45	169	11	0	1	0	0	1	182	21	5	0	0	0	0	0	26	157	15	0	0	0	1	1	174
13:00	160	11	0	1	0	0	0	172	34	1	0	0	0	0	0	35	148	10	2	1	0	0	1	162
13:15	154	9	1	0	0	1	1	166	29	3	0	0	0	0	0	32	149	11	1	0	1	0	1	163
Total	1822	151	12	7	8	4	11	2015	342	42	0	0	0	3	0	387	1778	159	14	7	5	11	11	1985

Time	To A										To B										To C												
	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
10:30	111	10	1	0	0	1	1	124	32	4	0	0	0	0	0	36	140	13	1	0	0	0	0	1	155	140	13	1	0	0	0	1	155
10:45	147	10	0	0	0	0	2	159	33	5	1	0	0	0	0	39	140	10	0	0	0	0	2	152	140	10	0	0	0	0	2	152	
11:00	114	11	0	2	0	1	1	129	33	6	0	0	0	0	0	39	162	14	2	1	0	0	1	180	162	14	2	1	0	0	1	180	
11:15	114	9	0	1	0	0	1	125	40	6	1	0	0	0	0	47	152	15	1	0	1	0	0	169	152	15	1	0	1	0	0	169	
11:30	121	10	3	1	3	1	0	139	32	2	0	0	0	0	3	37	166	24	2	1	1	1	0	195	166	24	2	1	1	1	0	1	195
11:45	152	15	1	0	1	1	1	171	33	1	0	0	0	0	0	34	190	12	2	0	0	0	1	206	190	12	2	0	0	1	1	206	
12:00	128	13	1	0	0	1	1	144	32	5	0	0	0	0	0	37	167	14	1	1	1	1	4	188	167	14	1	1	1	4	0	188	
12:15	134	12	2	1	0	1	1	151	20	4	0	0	0	0	0	24	168	22	2	0	0	0	1	194	168	22	2	0	0	1	1	194	
12:30	147	12	1	1	0	1	0	162	25	4	0	0	0	0	0	29	188	13	0	2	5	0	2	210	188	13	0	2	5	0	2	210	
12:45	147	13	0	0	0	1	1	162	26	4	0	0	0	0	0	30	174	14	0	1	0	0	1	190	174	14	0	1	0	0	1	190	
13:00	132	8	2	1	0	0	1	144	26	3	0	0	0	0	0	29	184	11	0	1	0	0	0	196	184	11	0	1	0	0	0	196	
13:15	135	9	1	0	1	0	1	147	23	4	0	0	0	0	0	27	174	10	1	0	0	1	1	187	174	10	1	0	0	1	1	187	
Total	1582	132	12	7	5	8	11	1757	355	48	2	0	0	3	0	408	2005	172	12	7	8	7	11	2222	2005	172	12	7	8	7	11	2222	

Appendix 4

Traffic Figures and Traffic Model Results





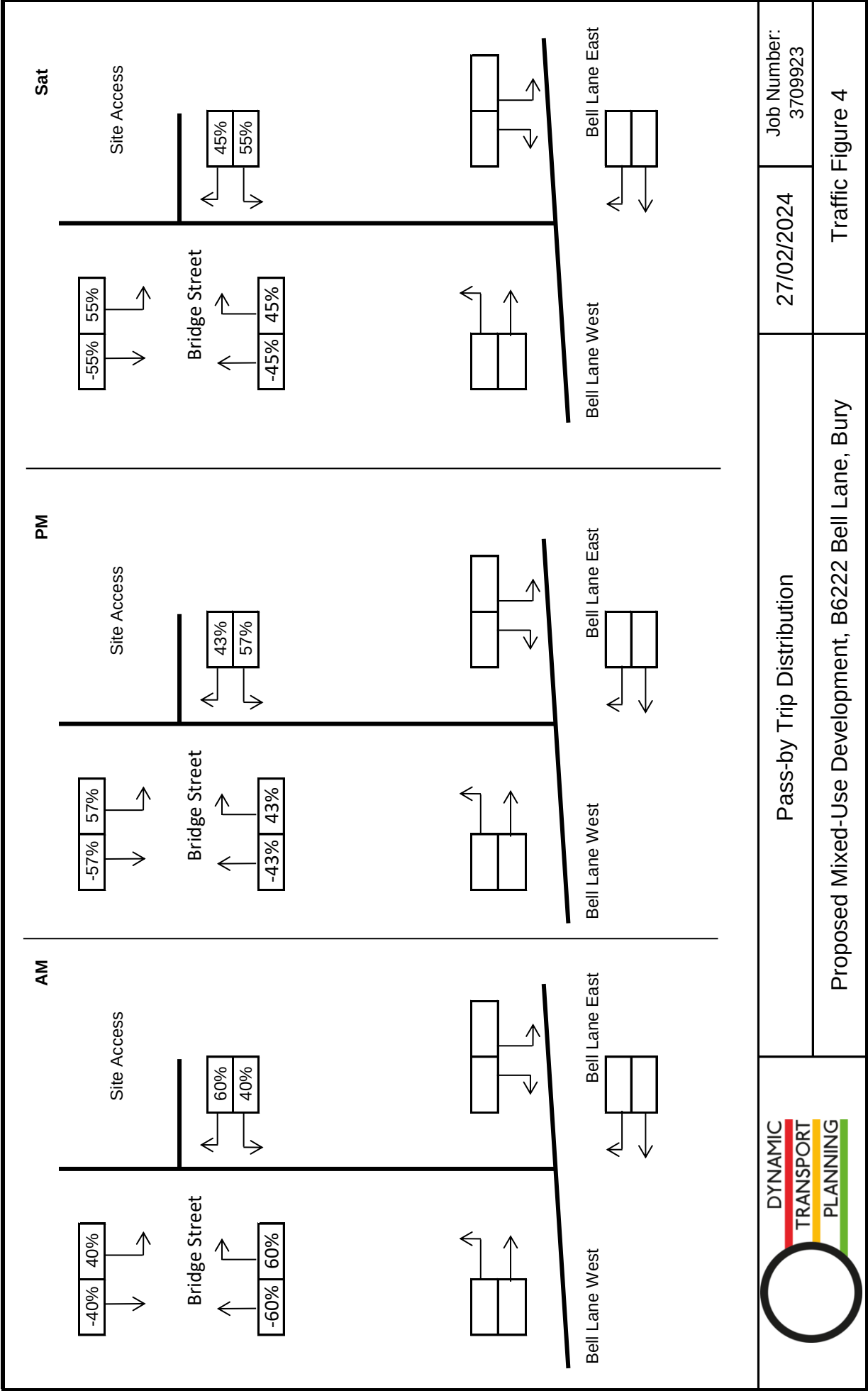
Base Flows 2028

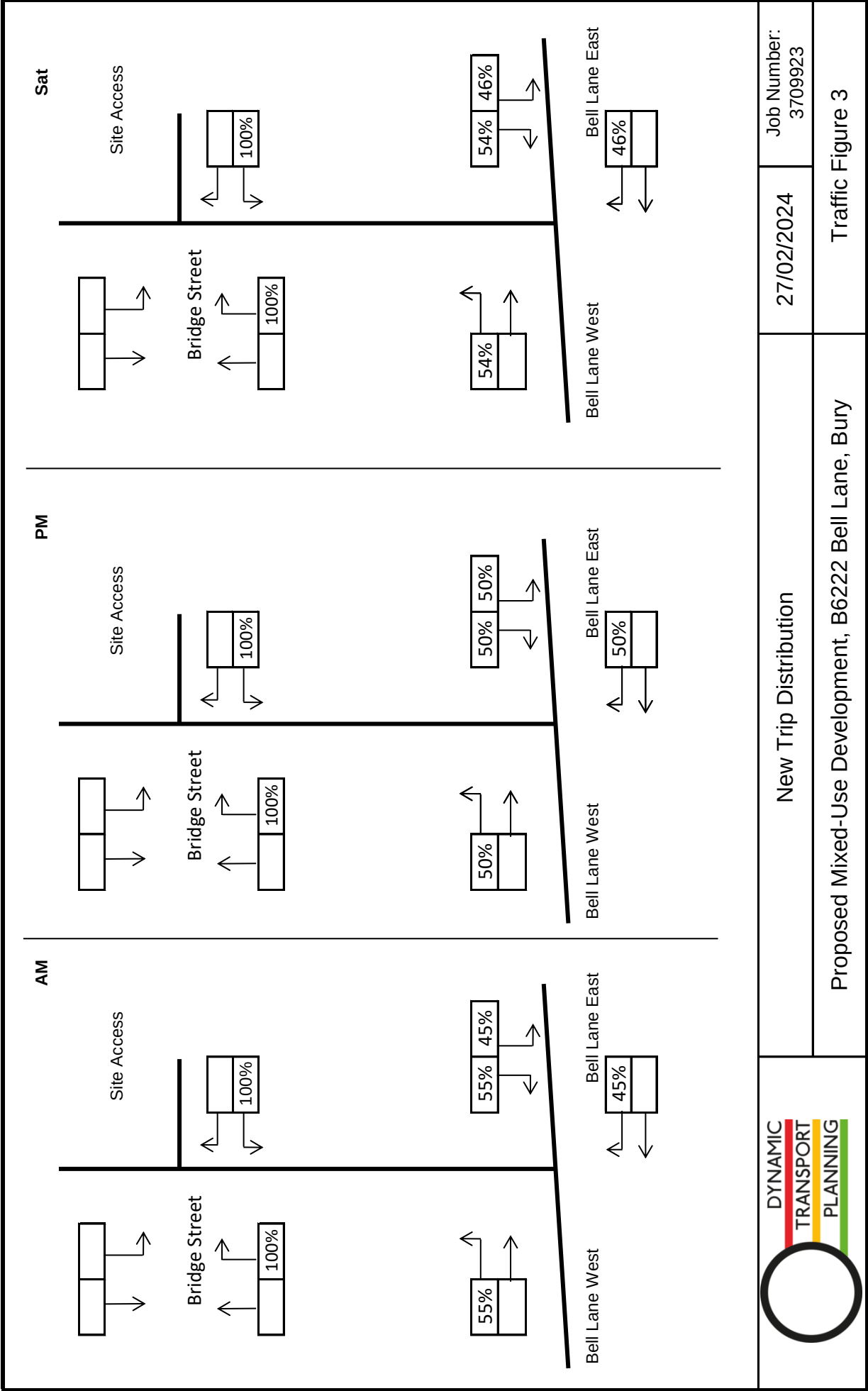
Proposed Mixed-Use Development, B6222 Bell Lane, Bury

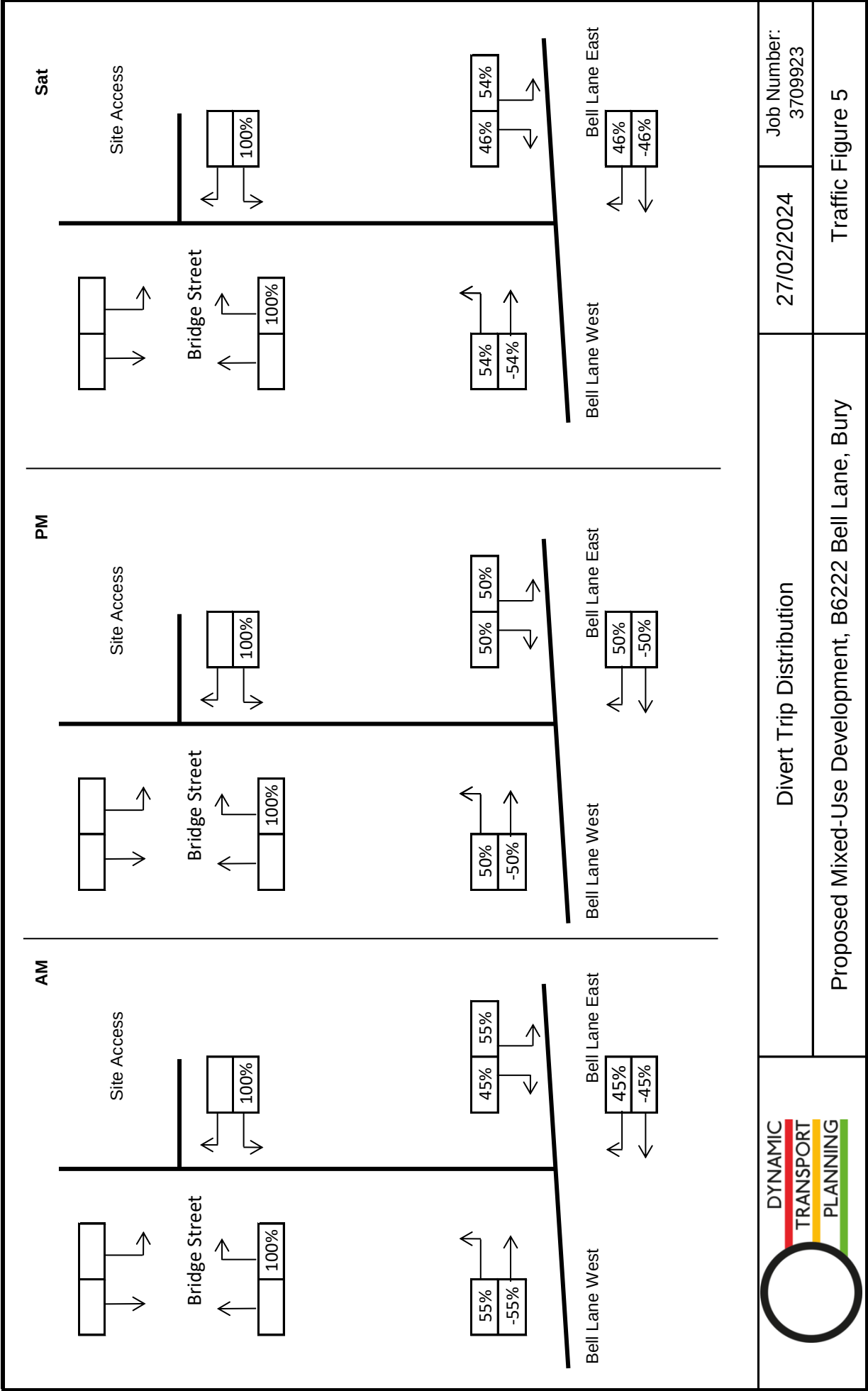
Job Number:
3709923

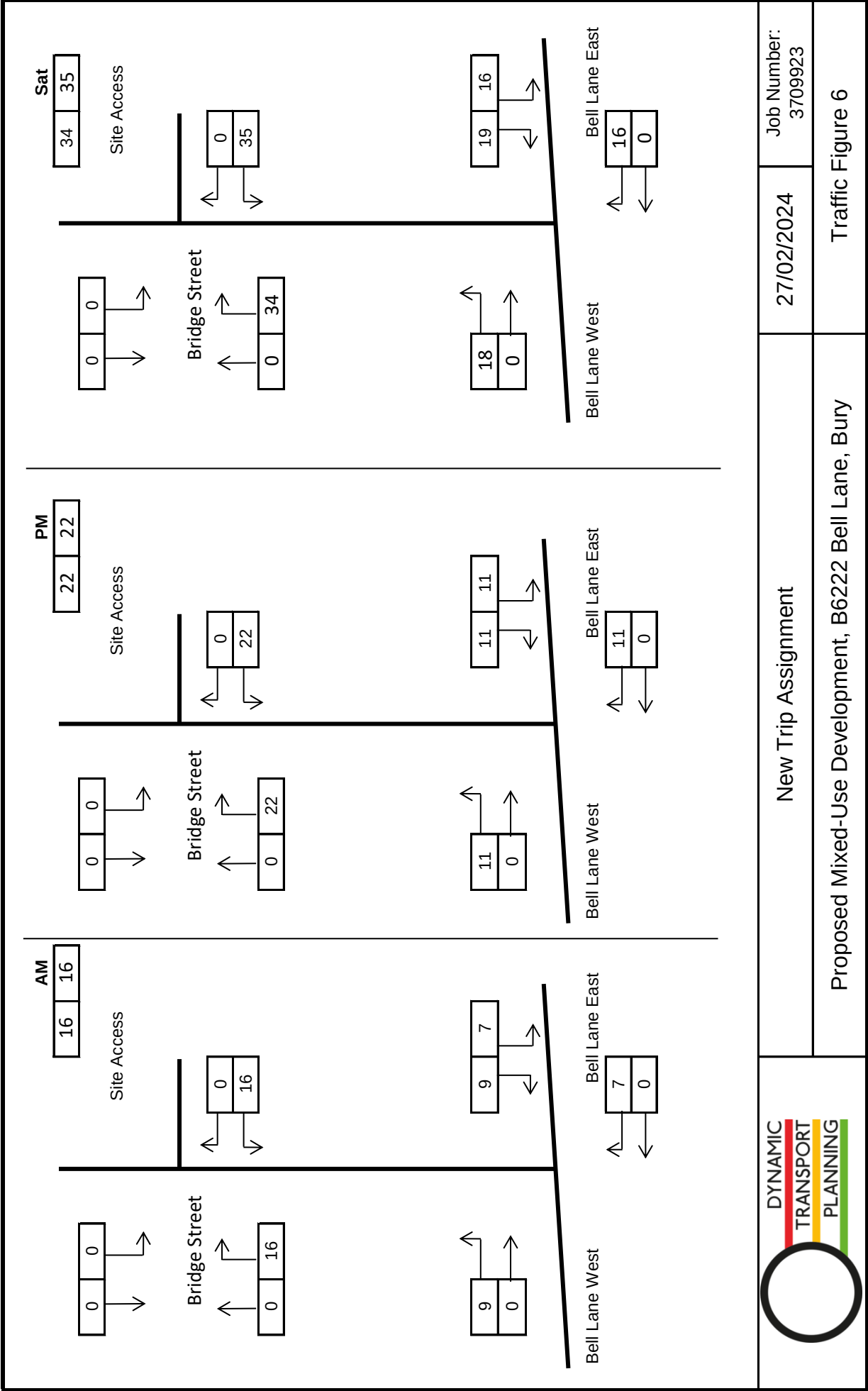
27/02/2024

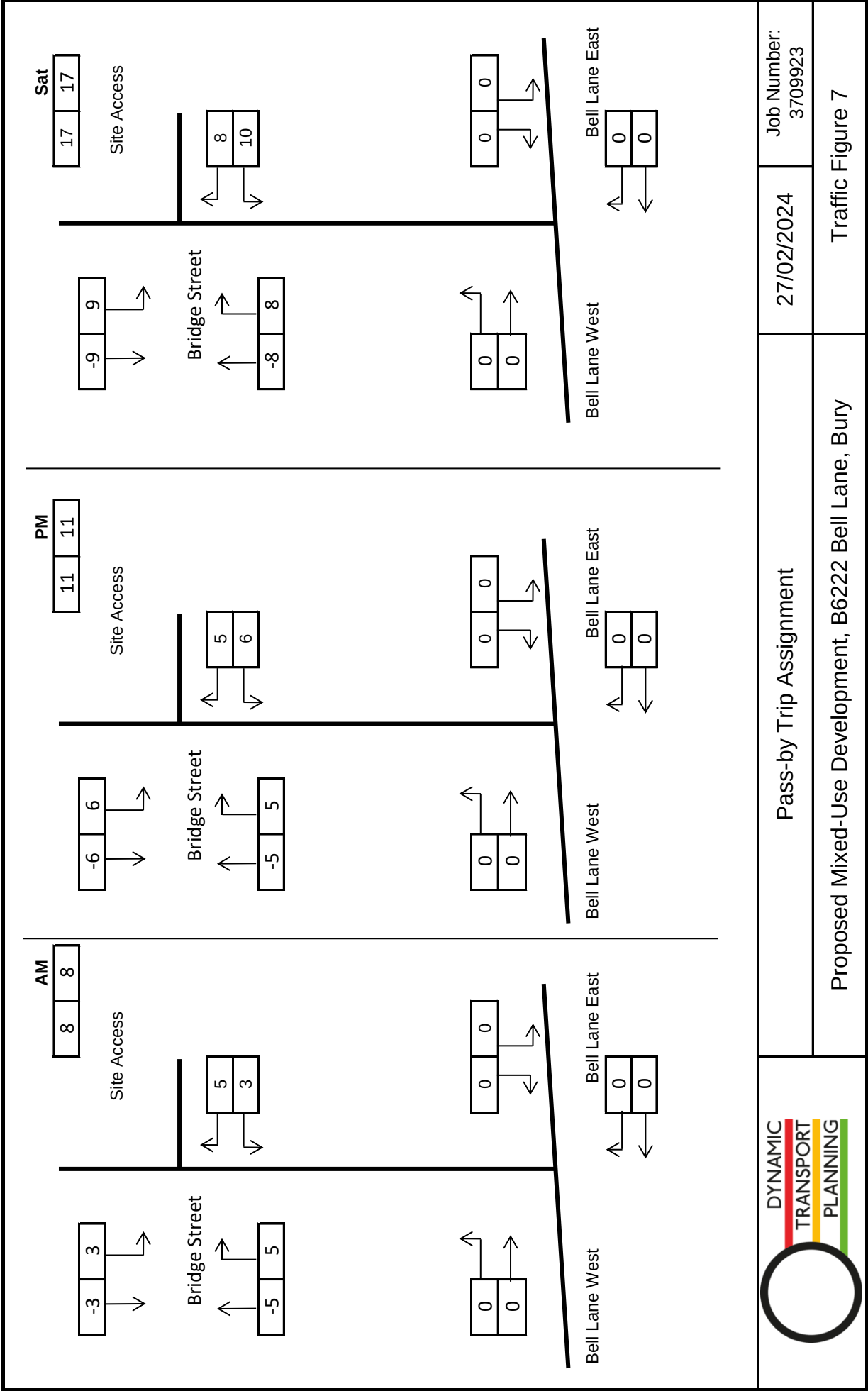
Traffic Figure 2

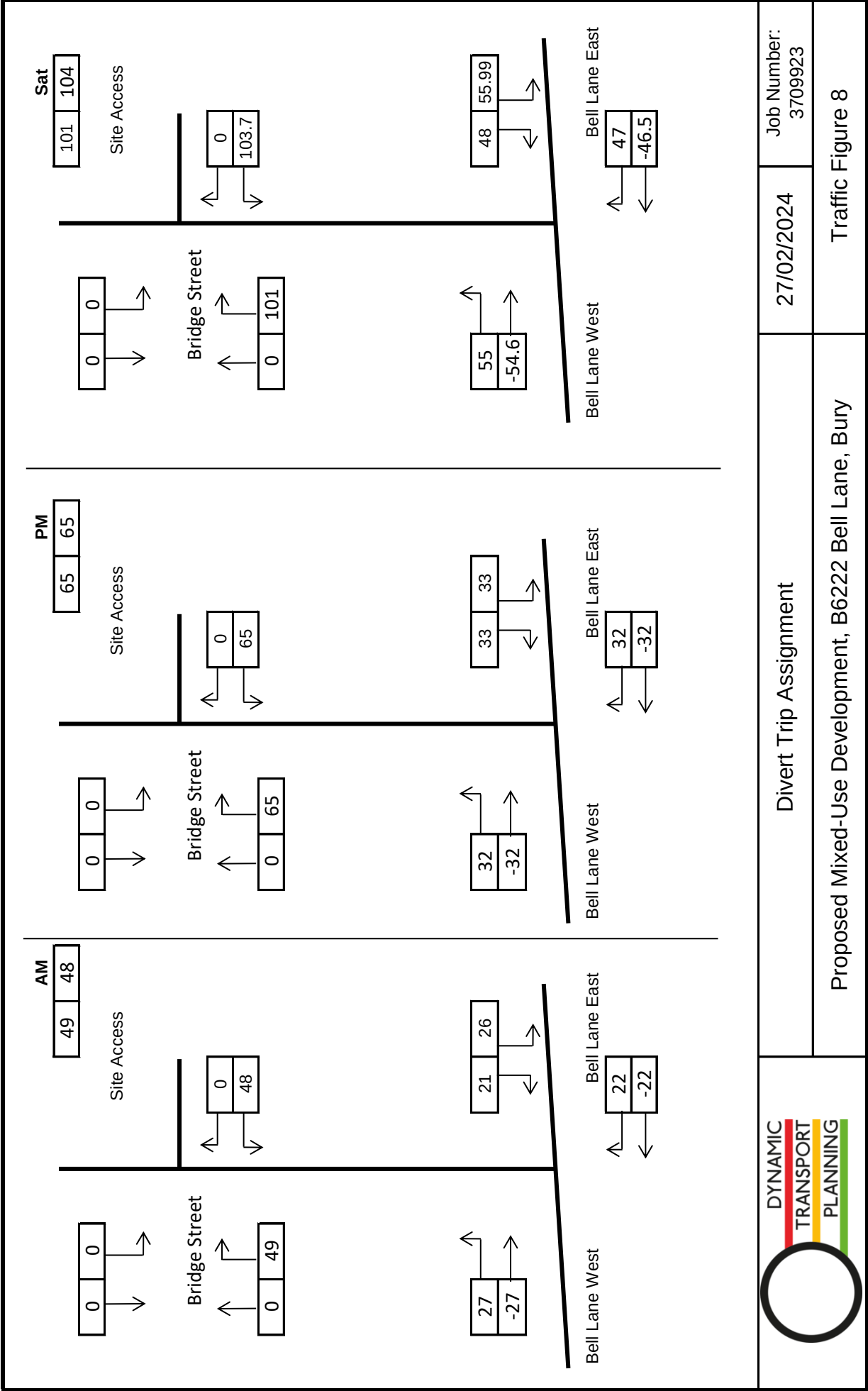


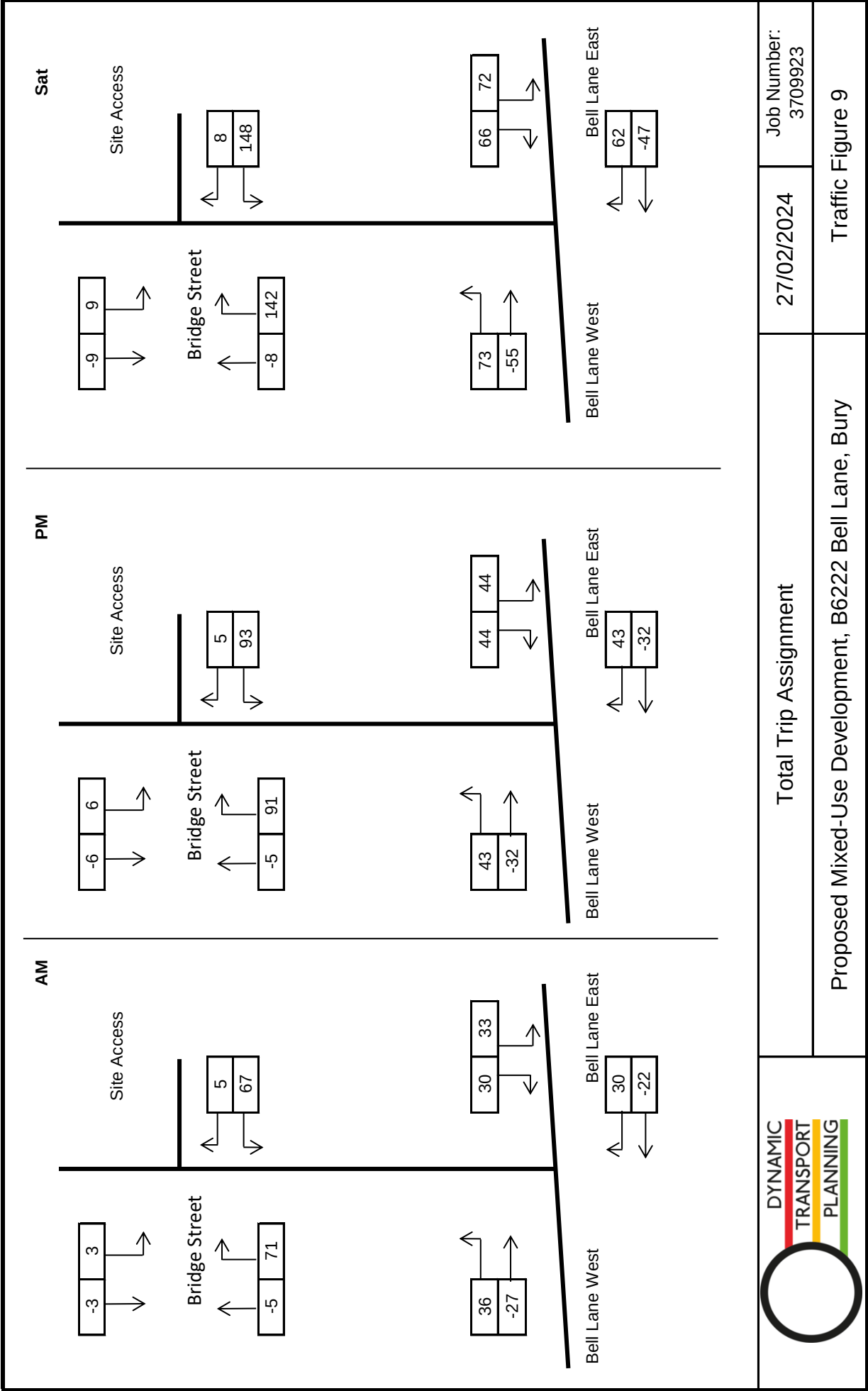


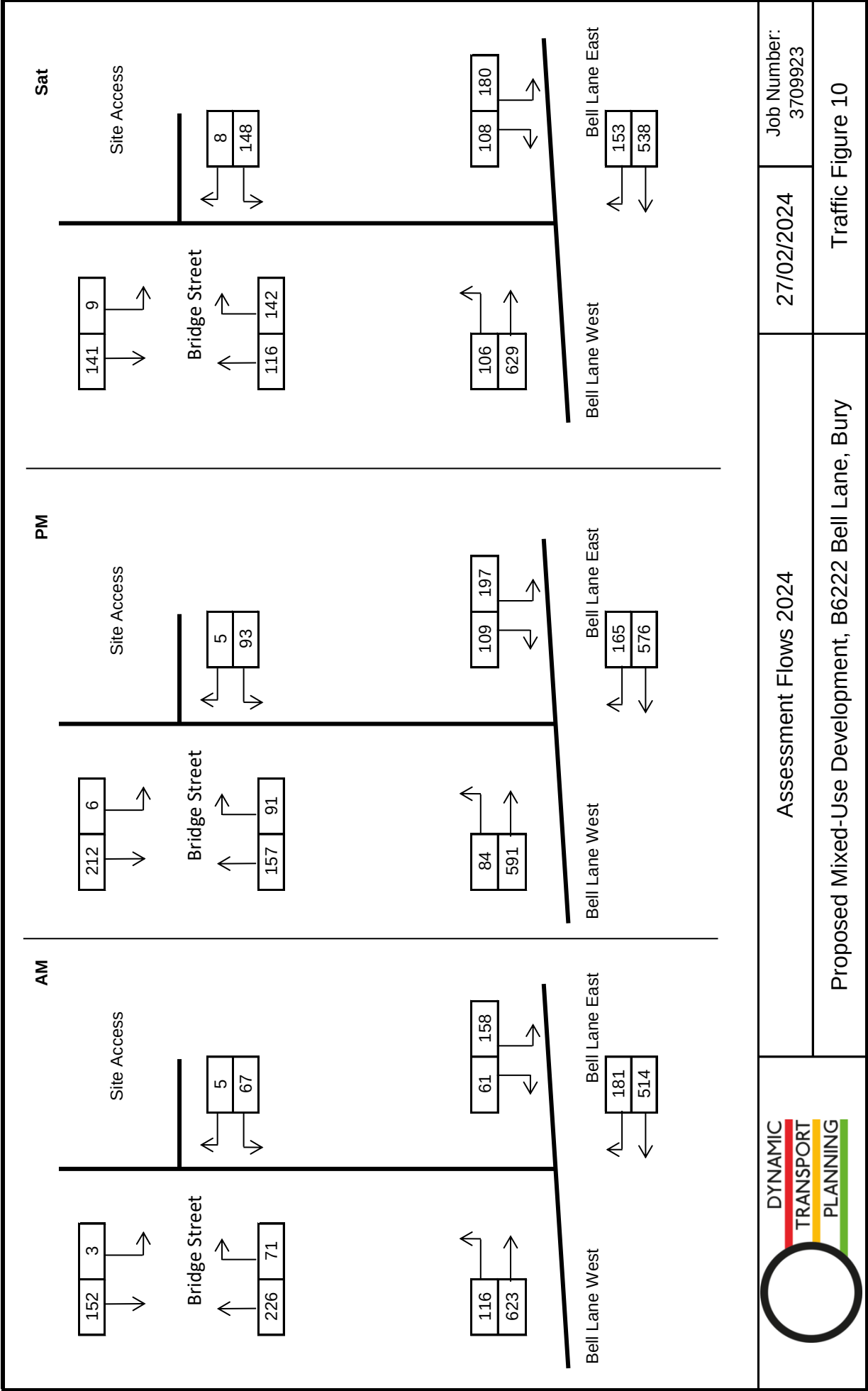


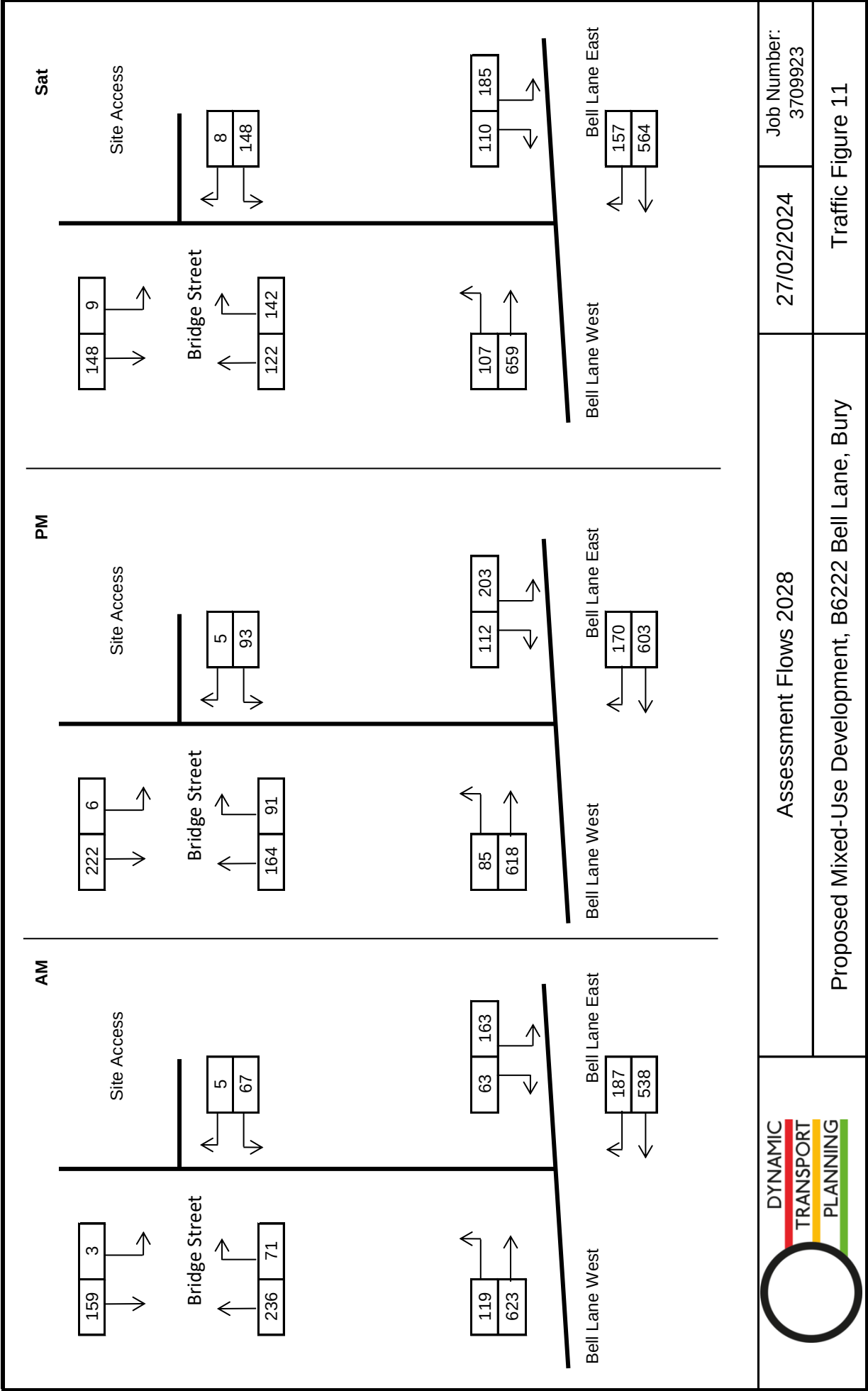












Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.1.7462		
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For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk		
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Filename: Site Access PICADY.j9

Path: C:\Users\JordanBell\OneDrive - Dynamic Transport Planning Limited\Shared Documents - Dynamic Transport Planning Limited\Job Library\2023\3709923 - Bell Lane Bury TS\5 - Traffic Data

Report generation date: 27/02/2024 14:09:08

- » Site Access - 2024 Base, AM
- » Site Access - 2024 Base, PM
- » Site Access - 2024 Base, SAT
- » Site Access - 2028 Base, AM
- » Site Access - 2028 Base, PM
- » Site Access - 2028 Base, SAT
- » Site Access - 2024 Base + Development, AM
- » Site Access - 2024 Base + Development, PM
- » Site Access - 2024 Base + Development, SAT
- » Site Access - 2028 Base + Development, AM
- » Site Access - 2028 Base + Development, PM
- » Site Access - 2028 Base + Development, SAT

Summary of junction performance

	AM			PM			SAT		
	Set ID	Queue (PCU)	RFC	Set ID	Queue (PCU)	RFC	Set ID	Queue (PCU)	RFC
	Site Access - 2024 Base								
Stream B-AC	D1	0.0	0.00	D2	0.0	0.00	D3	0.0	0.00
Stream C-AB		0.0	0.00		0.0	0.00		0.0	0.00
	Site Access - 2028 Base								
Stream B-AC	D4	0.0	0.00	D5	0.0	0.00	D6	0.0	0.00
Stream C-AB		0.0	0.00		0.0	0.00		0.0	0.00
	Site Access - 2024 Base + Development								
Stream B-AC	D7	0.1	0.12	D8	0.2	0.17	D9	0.4	0.26
Stream C-AB		0.3	0.15		0.3	0.19		0.5	0.28
	Site Access - 2028 Base + Development								
Stream B-AC	D10	0.2	0.12	D11	0.2	0.17	D12	0.4	0.26
Stream C-AB		0.3	0.16		0.3	0.19		0.5	0.29

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	06/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JordanBell
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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15	✓
D3	2024 Base	SAT	ONE HOUR	11:30	13:00	15	✓
D4	2028 Base	AM	ONE HOUR	07:45	09:15	15	✓
D5	2028 Base	PM	ONE HOUR	16:15	17:45	15	✓
D6	2028 Base	SAT	ONE HOUR	11:30	13:00	15	✓
D7	2024 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2024 Base + Development	PM	ONE HOUR	16:15	17:45	15	✓
D9	2024 Base + Development	SAT	ONE HOUR	11:30	13:00	15	✓
D10	2028 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D11	2028 Base + Development	PM	ONE HOUR	16:15	17:45	15	✓
D12	2028 Base + Development	SAT	ONE HOUR	11:30	13:00	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Site Access	✓	100.000	100.000

Site Access - 2024 Base, 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	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	0.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.75	80	80

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	577	0.101	0.254	0.160	0.383
B-C	725	0.108	0.269	-	-
C-B	632	0.234	0.234	-	-

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)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	158	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	231	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A	B	C	
	0	0	158	
	0	0	0	
	231	0	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
	10	10	10	
	10	10	10	
	10	10	10	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					212	318
A-B					0	0
A-C					143	215

Site Access - 2024 Base, 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	untitled	T-Junction	Two-way		0.00	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)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:15	17:45	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	218	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	162	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	218
	B	0	0	0
	C	162	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					149	223
A-B					0	0
A-C					200	300

Site Access - 2024 Base, SAT

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	untitled	T-Junction	Two-way		0.00	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)	Run automatically
D3	2024 Base	SAT	ONE HOUR	11:30	13:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	150	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From	A	B	C
		0	0	150
		0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	From	A	B	C
		10	10	10
		10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					114	171
A-B					0	0
A-C					138	206

Site Access - 2028 Base, 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	untitled	T-Junction	Two-way		0.00	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)	Run automatically
D4	2028 Base	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	162	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	241	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	162
	B	0	0	0
	C	241	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					221	332
A-B					0	0
A-C					149	223

Site Access - 2028 Base, 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	untitled	T-Junction	Two-way		0.00	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)	Run automatically
D5	2028 Base	PM	ONE HOUR	16:15	17:45	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	228	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	169	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	228
	B	0	0	0
	C	169	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					155	233
A-B					0	0
A-C					209	314

Site Access - 2028 Base, SAT

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	untitled	T-Junction	Two-way		0.00	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)	Run automatically
D6	2028 Base	SAT	ONE HOUR	11:30	13:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	157	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From	A	B	C
		0	0	157
		0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	From	A	B	C
		10	10	10
		10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					118	178
A-B					0	0
A-C					144	216

Site Access - 2024 Base + 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	untitled	T-Junction	Two-way		2.12	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)	Run automatically
D7	2024 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	155	100.000
B		ONE HOUR	✓	72	100.000
C		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	3	152
	B	5	0	67
	C	226	71	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	6.83	0.1	A	66	99
C-AB	0.15	6.17	0.3	A	92	138
C-A					181	271
A-B					3	4
A-C					139	209

Site Access - 2024 Base + 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	untitled	T-Junction	Two-way		2.74	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)	Run automatically
D8	2024 Base + Development	PM	ONE HOUR	16:15	17:45	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	218	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	6	212
	B	5	0	93
	C	157	91	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	7.35	0.2	A	90	135
C-AB	0.19	7.08	0.3	A	107	160
C-A					121	181
A-B					8	8
A-C					195	292

Site Access - 2024 Base + Development, SAT

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	untitled	T-Junction	Two-way		4.67	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)	Run automatically
D9	2024 Base + Development	SAT	ONE HOUR	11:30	13:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	150	100.000
B		ONE HOUR	✓	158	100.000
C		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	9	141
	B	8	0	148
	C	116	142	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.26	8.02	0.4	A	143	215
C-AB	0.28	8.16	0.5	A	156	234
C-A					81	121
A-B					8	12
A-C					129	194

Site Access - 2028 Base + 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	untitled	T-Junction	Two-way		2.08	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)	Run automatically
D10	2028 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	162	100.000
B		ONE HOUR	✓	72	100.000
C		ONE HOUR	✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	3	159
	B	5	0	87
	C	236	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	6.86	0.2	A	66	99
C-AB	0.16	6.14	0.3	A	93	140
C-A					189	283
A-B					3	4
A-C					146	219

Site Access - 2028 Base + 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	untitled	T-Junction	Two-way		2.68	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)	Run automatically
D11	2028 Base + Development	PM	ONE HOUR	16:15	17:45	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	228	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	6	222
	B	5	0	93
	C	164	91	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	7.40	0.2	A	90	135
C-AB	0.19	7.07	0.3	A	108	162
C-A					128	189
A-B					8	8
A-C					204	306

Site Access - 2028 Base + Development, SAT

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	untitled	T-Junction	Two-way		4.60	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)	Run automatically
D12	2028 Base + Development	SAT	ONE HOUR	11:30	13:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	157	100.000
B		ONE HOUR	✓	156	100.000
C		ONE HOUR	✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	9	148
	B	8	0	148
	C	122	142	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.26	8.05	0.4	A	143	215
C-AB	0.29	8.14	0.5	A	157	236
C-A					85	127
A-B					8	12
A-C					136	204

Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.1.7462 © Copyright TRL Limited, 2019		
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Filename: Bell Lane PICADY.j9

Path: C:\Users\JordanBell\OneDrive - Dynamic Transport Planning Limited\Shared Documents - Dynamic Transport Planning Limited\Job Library\2023\3709923 - Bell Lane Bury TS\5 - Traffic Data

Report generation date: 27/02/2024 12:02:11

» Bell Lane - 2024 Base, AM
 » Bell Lane - 2024 Base, PM
 » Bell Lane - 2024 Base, SAT
 » Bell Lane - 2028 Base, AM
 » Bell Lane - 2028 Base, PM
 » Bell Lane - 2028 Base, SAT
 » Bell Lane - 2024 Base + Development, AM
 » Bell Lane - 2024 Base + Development, PM
 » Bell Lane - 2024 Base + Development, SAT
 » Bell Lane - 2028 Base + Development, AM
 » Bell Lane - 2028 Base + Development, PM
 » Bell Lane - 2028 Base + Development, SAT

Summary of junction performance

	AM			PM			SAT		
	Set ID	Queue (PCU)	RFC	Set ID	Queue (PCU)	RFC	Set ID	Queue (PCU)	RFC
	Bell Lane - 2024 Base								
Stream B-C	D1	0.4	0.28	D2	0.6	0.36	D3	0.4	0.25
Stream B-A		0.2	0.16		0.5	0.31		0.3	0.20
Stream C-AB		2.4	0.54		1.8	0.45		1.2	0.34
	Bell Lane - 2028 Base								
Stream B-C	D4	0.4	0.29	D5	0.7	0.39	D6	0.4	0.27
Stream B-A		0.2	0.17		0.6	0.35		0.3	0.22
Stream C-AB		2.8	0.58		2.2	0.49		1.4	0.37
	Bell Lane - 2024 Base + Development								
Stream B-C	D7	0.7	0.38	D8	1.3	0.56	D9	1.1	0.52
Stream B-A		0.5	0.32		1.5	0.59		1.4	0.57
Stream C-AB		3.4	0.64		3.0	0.60		2.5	0.55
	Bell Lane - 2028 Base + Development								
Stream B-C	D10	0.7	0.40	D11	1.8	0.63	D12	1.4	0.58
Stream B-A		0.6	0.34		2.0	0.67		1.7	0.63
Stream C-AB		4.1	0.68		3.7	0.64		3.0	0.59

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Bell Lane
Location	
Site number	
Date	06/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JordanBell
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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base	SAT	ONE HOUR	11:30	13:00	15	✓
D4	2028 Base	AM	ONE HOUR	07:45	09:15	15	✓
D5	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓
D6	2028 Base	SAT	ONE HOUR	11:30	13:00	15	✓
D7	2024 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2024 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2024 Base + Development	SAT	ONE HOUR	11:30	13:00	15	✓
D10	2028 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D11	2028 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓
D12	2028 Base + Development	SAT	ONE HOUR	11:30	13:00	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Bell Lane	✓	100.000	100.000

Bell Lane - 2024 Base, 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	Bell Lane / Bridge Street	T-Junction	Two-way		3.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.50			110.0	✓	0.00

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	One lane plus flare	10.00	5.00	3.50	3.50	3.50	✓	1.00	60	30

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	512	0.083	0.210	0.132	0.300
B-C	701	0.096	0.242	-	-
C-B	638	0.220	0.220	-	-

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)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	730	100.000
B		ONE HOUR	✓	155	100.000
C		ONE HOUR	✓	688	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	80	650
	B	31	0	124
	C	537	151	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.28	11.04	0.4	B	114	171
B-A	0.16	21.37	0.2	C	28	43
C-AB	0.54	9.77	2.4	A	347	520
C-A					284	427
A-B					73	110
A-C					596	895

Bell Lane - 2024 Base, 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	Bell Lane / Bridge Street	T-Junction	Two-way		3.84	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)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	664	100.000
B		ONE HOUR	✓	218	100.000
C		ONE HOUR	✓	730	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	41	623
	B	65	0	153
	C	608	122	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.36	13.19	0.6	B	140	211
B-A	0.31	25.23	0.5	D	60	89
C-AB	0.45	7.55	1.8	A	307	461
C-A					362	544
A-B					38	56
A-C					572	858

Bell Lane - 2024 Base, SAT

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	Bell Lane / Bridge Street	T-Junction	Two-way		2.35	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)	Run automatically
D3	2024 Base	SAT	ONE HOUR	11:30	13:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	717	100.000
B		ONE HOUR	✓	150	100.000
C		ONE HOUR	✓	676	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	33	684
	B	42	0	108
	C	585	91	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.25	10.96	0.4	B	99	149
B-A	0.20	20.97	0.3	C	39	58
C-AB	0.34	6.40	1.2	A	224	336
C-A					396	594
A-B					30	45
A-C					628	941

Bell Lane - 2028 Base , 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	Bell Lane / Bridge Street	T-Junction	Two-way		4.05	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)	Run automatically
D4	2028 Base	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	733	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	718	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	83	650
	B	33	0	130
	C	560	158	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	11.36	0.4	B	119	179
B-A	0.17	22.46	0.2	C	30	45
C-AB	0.58	10.50	2.8	B	377	566
C-A					282	423
A-B					76	114
A-C					596	895

Bell Lane - 2028 Base , 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	Bell Lane / Bridge Street	T-Junction	Two-way		4.26	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)	Run automatically
D5	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	692	100.000
B		ONE HOUR	✓	228	100.000
C		ONE HOUR	✓	762	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	42	650
	B	68	0	160
	C	635	127	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.39	14.30	0.7	B	147	220
B-A	0.35	28.42	0.6	D	62	94
C-AB	0.49	8.00	2.2	A	337	505
C-A					362	544
A-B					39	58
A-C					596	895

Bell Lane - 2028 Base, SAT

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	Bell Lane / Bridge Street	T-Junction	Two-way		2.53	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)	Run automatically
D6	2028 Base	SAT	ONE HOUR	11:30	13:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	748	100.000
B		ONE HOUR	✓	157	100.000
C		ONE HOUR	✓	706	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	34	714
	B	44	0	113
	C	611	95	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	11.52	0.4	B	104	156
B-A	0.22	22.83	0.3	C	40	61
C-AB	0.37	6.60	1.4	A	246	369
C-A					402	602
A-B					31	47
A-C					655	983

Bell Lane - 2024 Base + 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	Bell Lane / Bridge Street	T-Junction	Two-way		5.76	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)	Run automatically
D7	2024 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	739	100.000
B		ONE HOUR	✓	219	100.000
C		ONE HOUR	✓	695	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	116	623
	B	61	0	158
	C	514	181	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.38	13.90	0.7	B	145	217
B-A	0.32	27.44	0.5	D	56	84
C-AB	0.64	12.88	3.4	B	403	604
C-A					235	353
A-B					108	160
A-C					572	858

Bell Lane - 2024 Base + 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	Bell Lane / Bridge Street	T-Junction	Two-way		8.28	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)	Run automatically
D8	2024 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	675	100.000
B		ONE HOUR	✓	306	100.000
C		ONE HOUR	✓	741	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	84
	B	109	0
	C	576	165

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A	B	C
From	A	10	10
	B	10	10
	C	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.56	22.91	1.3	C	181	271
B-A	0.59	46.83	1.5	E	100	150
C-AB	0.60	10.70	3.0	B	398	596
C-A					282	424
A-B					77	116
A-C					542	813

Bell Lane - 2024 Base + Development, SAT

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	Bell Lane / Bridge Street	T-Junction	Two-way		7.24	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)	Run automatically
D9	2024 Base + Development	SAT	ONE HOUR	11:30	13:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	735	100.000
B		ONE HOUR	✓	288	100.000
C		ONE HOUR	✓	691	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	108
	B	108	0
	C	538	153

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A	B	C
From	A	10	10
	B	10	10
	C	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.52	21.32	1.1	C	165	248
B-A	0.57	43.84	1.4	E	99	149
C-AB	0.55	9.98	2.5	A	353	529
C-A					281	422
A-B					97	146
A-C					577	886

Bell Lane - 2028 Base + 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	Bell Lane / Bridge Street	T-Junction	Two-way		6.44	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)	Run automatically
D10	2028 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	742	100.000
B		ONE HOUR	✓	226	100.000
C		ONE HOUR	✓	725	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	119	623
	B	63	0	163
	C	538	187	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.40	14.51	0.7	B	150	224
B-A	0.34	29.42	0.6	D	58	87
C-AB	0.68	14.16	4.1	B	433	650
C-A					232	348
A-B					109	164
A-C					572	858

Bell Lane - 2028 Base + 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	Bell Lane / Bridge Street	T-Junction	Two-way		10.36	B

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)	Run automatically
D11	2028 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	703	100.000
B		ONE HOUR	✓	315	100.000
C		ONE HOUR	✓	773	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	85	618
	B	112	0	203
	C	603	170	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.63	29.93	1.8	D	186	279
B-A	0.67	61.53	2.0	F	103	154
C-AB	0.64	11.90	3.7	B	431	647
C-A					278	417
A-B					78	117
A-C					567	851

Bell Lane - 2028 Base + Development, SAT

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	Bell Lane / Bridge Street	T-Junction	Two-way		8.64	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)	Run automatically
D12	2028 Base + Development	SAT	ONE HOUR	11:30	13:00	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	768	100.000
B		ONE HOUR	✓	295	100.000
C		ONE HOUR	✓	721	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	107	659
	B	110	0	185
	C	564	157	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.58	26.33	1.4	D	170	255
B-A	0.63	55.10	1.7	F	101	151
C-AB	0.59	10.77	3.0	B	381	571
C-A					281	421
A-B					98	147
A-C					605	907