

Proposed Residential Development: Dumers Lane, Radcliffe, Bury

784-B054854

Transport Assessment

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Westchurch Homes



TETRA TECH

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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 The proposals will deliver 87 dwellings. The development will be accessed from a proposed ghost island priority T-junction on Dumers Lane.
- 1.1.5 The proposed site layout of the residential development is shown in **Appendix A**.
- 1.1.6 Bury Council (BC) act as both the Local Planning Authority (LPA) and Local Highway Authority (LHA).
- 1.1.7 The purpose of this TA is to appraise the LHA and LPA of the anticipated transport and highways impacts of the proposals.

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 has been carried out, which are relevant to the proposed development.
- 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) on the 19th December 2023.
- 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 108 of the NPPF states:

‘Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) ‘the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.’

- 2.2.4 At paragraph 109 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 114 and 115.

2.2.6 Paragraph 114 of the NPPF states that it should be ensured that:

'a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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 46; 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.'

2.2.7 At paragraph 115, 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 would be severe.'

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 transport impacts of a proposed development 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 Emerging Bury Council Local Plan

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

- the Bury Local Plan;
- the Places for Everyone Joint Development Plan (Pfe);
- the Greater Manchester Joint Waste Plan; and
- the Greater Manchester Joint Minerals Plan.

2.4.2 As part of the Local Plan a list of key issues was developed, those in relation to transport have been identified as following:

Key Sustainability Issues:

'There is a need to promote access to key services to reduce the need to travel. There is a need to encourage walking and cycling. There is a need to promote sustainable low emission, integrated, efficient transport system that supports growth in the Borough.'

Implications for the Local Plan:

'The Local Plan should not allocate sites for development which are poorly located in terms of services and facilities. If development is to be located in less accessible locations, it should provide (or contribute to) new/improved services and access to public transport services. New development should take opportunities to improve pedestrian and cycle access.'

'Likely Evolution without the Local Plan:

Policies in the NPPF and TfGM Vision 2040 support a pattern of development that facilitates the use of sustainable modes of transport. However, without action from the Local Plan to direct development to sustainable locations and increase provision of sustainable transport infrastructure, car dependency is likely to increase.'

2.4.3 In Appendix 1 of the Local Plan, an 'Assessment of Policies, Plans and Programmes' has been carried out. Those in relation to transport have been identified as following:

'Plan or programme:

Gear Change (2020, Department for Transport)

Objectives, requirements or targets relevant to the plan and IA (Integrated Assessment):

Gear Change is the first national cycling strategy. It introduces the case for increasing the amount of trips that are undertaken by walking and cycling, rather than the private car. The Strategy outlines four themes which will focus on enabling walking and cycling to be the preferred way of making short journeys.

How will the plan and programme be addressed in the IA:

IA objective on a fully integrated transport network including walking and cycling.

Plan or programme:

Cycle Infrastructure Design (LTN1/120), Department for Transport (2020)

Objectives, requirements or targets relevant to the plan and IA:

This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters.

Networks and routes should be Coherent, Direct, Safe, Comfortable and Attractive.

How will the plan and programme been addressed in the IA:

IA objective on a fully integrated transport network including walking and cycling.’

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 is shown on **Plan 1** in the wider context, 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 in the south.
- 3.2.3 The development site will be accessed from a new junction off Dumers Lane circa 30m north of the Wild Street / Dumers Lane junction.
- 3.2.4 As shown on **Plan 2**, the site comprises of a greenfield and a small area of the existing industrial estate (Bealey Industrial Estate), which mainly consist 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

Dumers Lane

- 3.3.2 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
- 3.3.3 Dumers Lane is street lit and has a circa 2m wide footway on both sides of the carriageway for the majority of its length .
- 3.3.4 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.

Wild Street

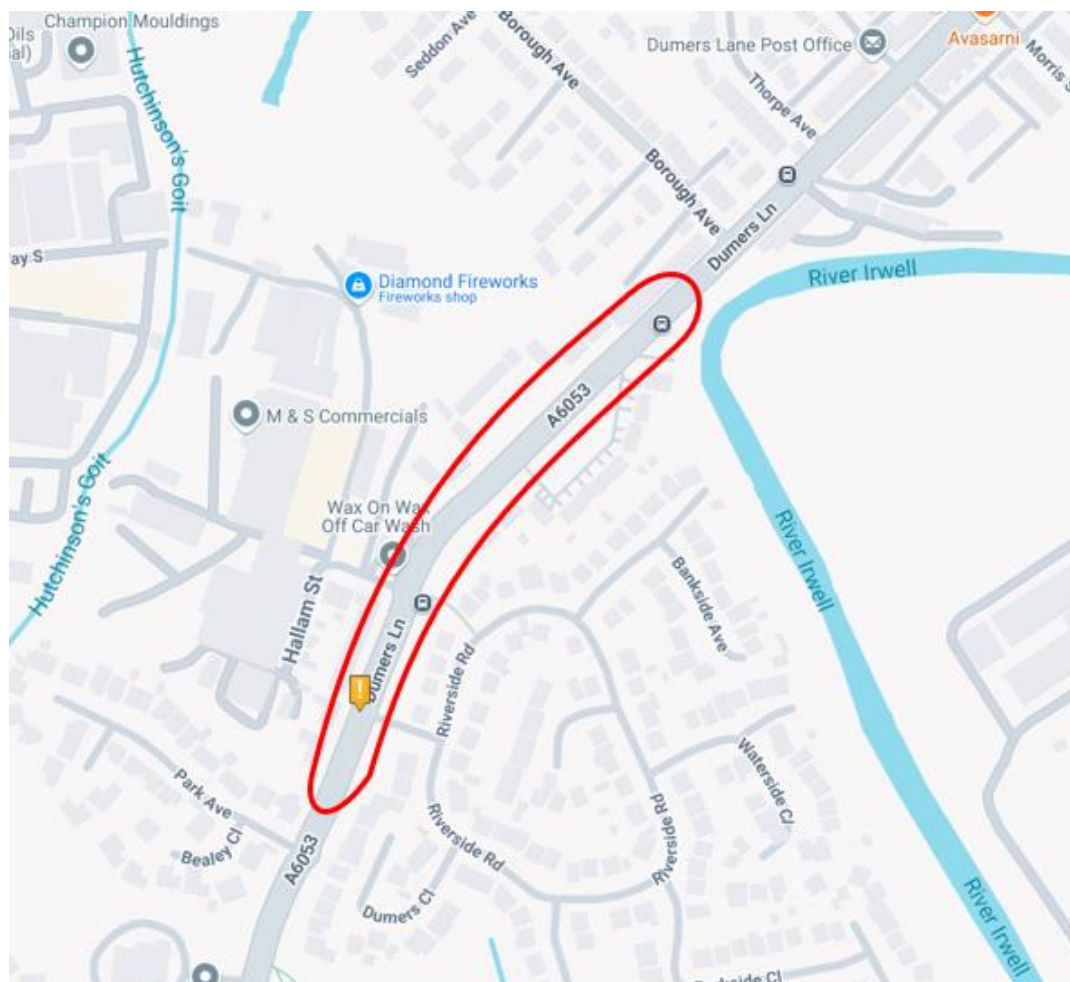
- 3.3.5 Wild Street is a private road that provides access to the Bealey Industrial Estate, see **Plan 2**.
- 3.3.6 Wild Street is approximately 9m wide near its junction with Dumers Lane. There is no footway provision on this private road.

3.4 Personal Injury Accidents

- 3.4.1 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 2016 and 2022.

- 3.4.2 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.
- 3.4.3 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



- 3.4.4 **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 2016 and 2022

Severity	2016	2017	2018	2019	2020	2021	2022	Total
Slight	0	0	0	0	1	0	0	1
Serious	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0

Total	0	0	0	0	1	0	0	1
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- 3.4.5 The CrashMap database provides additional information in relation to the ‘slight’ incident.
- 3.4.6 The incident was recorded on 26th March 2020 and occurred in proximity to the Dumers Lane / Riverside Road junction. The incident involved two cars.
- 3.4.7 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
- 3.4.8 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 Proposed Development

- 4.2.1 The proposals will deliver 87 dwellings. The proposed site layout of the residential development is shown in **Appendix A**.
- 4.2.2 The internal street layout accords with broad principles set out in Manual for Streets (MfS), ensuring a high level of priority is given to pedestrians and cyclists.
- 4.2.3 The proposed turning heads in the internal site layout have been tracked with a large refuse vehicle (11.22m long). The tracking is shown in **Appendix B**. The tracking demonstrates that the turning heads can accommodate the large refuse vehicle.
- 4.2.4 In line with the Council's parking standards, adequate level of parking provision is provided for all the dwellings, see **Appendix B**.

4.3 Proposed Site Access Strategy

- 4.3.1 The proposed development will be accessed via new ghost island priority T-junction off Dumers Lane.
- 4.3.2 The proposed access is shown in **Appendix C**. The vehicular access comprises a 5.5m wide carriageway which ties into Dumers Lane with 7m and 9m radii on the south and north sides respectively. The radii dimensions have been derived using tracking with a refuse vehicle.
- 4.3.3 The tracking for site access junction is shown in **Appendix D**.
- 4.3.4 The site access also features 2m wide footways to both sides of the carriageway which tie into the existing footway on Dumers Lane. A controlled pedestrian crossing is proposed across the site access at its junction with Dumers Lane, see **Appendix C**.
- 4.3.5 The existing uncontrolled pedestrian crossing on Dumers Lane has been slightly relocated by c.7m to the south.
- 4.3.6 As part of the site access design the existing right turn lane length for turning into Wild Street from Dumers Lane has been maintained. However, beneficially the right turn lane has been widened, see **Appendix C**.
- 4.3.7 To inform the assessment of visibility splays at the site access, 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



- 4.3.8 The raw data of both ATC surveys is contained in **Appendix E**. The recorded 85th percentile approach speeds are:
- 33.4mph Northbound (recorded at **ATC B**)
 - 32.9mph Southbound (recorded at **ATC A**)
- 4.3.9 The 85th percentile speeds have been applied to the Stopping Sight Distance formula to derive the visibility splay Y-distances, using the robust MfS2 parameters for reaction time and deceleration rate. The resultant Y-distances are:
- 45m visibility looking to the left.
 - 47m visibility looking to the right.
- 4.3.10 Visibility splays have been included in **Appendix C**. The visibility splays from an X-distance of 2.4 and with Y-distances as shown above are achievable.
- 4.3.11 The existing bus stop north of the site access will be slightly relocated further north, as shown in **Appendix C**.

4.4 Independent Road Safety Audit on Site Access and Designer's Response

Road Safety Audit

- 4.4.1 An independent Stage 1 Road Safety Audit (RSA) was carried out by Nicholson Solan Consultancy on the proposed site access shown in **Appendix C**. The RSA is contained in **Appendix F**.

Designer's Response to RSA

4.4.2 The RSA has raised 6 potential problems with associated recommendations to resolve these potential problems (see section 3.1 to 3.6 of the RSA).

4.4.3 TT responses to each of the 6 potential problems are setout below:

Problem 3.1

- Location: The relocated uncontrolled crossing on Dumers Lane.
- Summary: Amending the layby kerbline could reduce the risk of collisions.
- The relocation of the crossing has resulted in the tactile paving on the east side of the road lying within the taper for the bus stop layby (more so than previously). This will result in pedestrians being required to cross both a section of the layby and the carriageway, with an increased exposure to buses (and, potentially, other vehicles) entering the layby.
- RECOMMENDATION: It is recommended that the kerbline is amended such that the layby taper begins to the south of the crossing point.

4.4.4 The RSA recommendation is not accepted for a number of reasons, as below.

4.4.5 Under the existing crossing layout pedestrians already have to cross both the carriageway and the bus layby. So, pedestrians are already exposed to buses and potentially other vehicles using the layby. The only difference is that under the proposed scheme the pedestrians will have to cross a slightly more of the layby, this difference is not material.

4.4.6 The existing running lanes on Dumers Lane are typically 3.95m wide. Under the proposals, as per MfS2, the lane widths have been reduced to 3m to introduce traffic calming. The width reduction will assist in reducing speeds, thereby improving highway safety. This is an additional safety benefit of the new crossing that is not offered under the existing pedestrian crossing layout.

4.4.7 It is also pertinent to mention that pedestrians will be exposed to the same number of buses when crossing under the existing and proposed crossing layouts even if the crossing was away from the layby in this locality.

4.4.8 There have not been any accidents at the existing pedestrian crossing over the last 12 years. Given that the proposed crossing is broadly very similar to the existing crossing it will also be safe bearing also in mind that the new junction layout will be introducing additional traffic calming measures.

4.4.9 Given the above reasons, it can be concluded that the proposed relocated crossing will provide a safe and suitable crossing point.

Problem 3.2

- Location: The relocated uncontrolled crossing on Dumers Lane.
- Summary: Providing a refuge beacon could reduce the risks of a number of collision types.
- It is likely that relocating the crossing point to the south (around the bend) will reduce the stopping sight distance to the crossing for southbound motorists. In addition, forward visibility of the refuge could be obscured by vehicles waiting in the right turn lane at the site access junction which, in turn, could increase the risks of (a) pedestrians being struck by

through traffic, and (b) sudden braking and manoeuvres by motorists, with the attendant risks of losing control and of tail end strikes from following vehicles. While it is assumed that bollards will be present on the relocated islands (as at the existing facility) providing a high mast refuge beacon could improve the conspicuity of the crossing point and reduce the risk of collisions.

- **RECOMMENDATION:** It is recommended that a high mast beacon is specified for the refuge.

4.4.10 Recommendation is accepted and a high mast beacon is shown on the site access drawing, see **Appendix C**.

Problem 3.3

- **Location:** The relocated uncontrolled crossing on Dumers Lane.
- **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 a crossing remote from a junction (generally two rows of paving).

4.4.11 Recommendation is accepted, correct pattern for tactile paving is shown on the site access drawing, see **Appendix C**.

Problem 3.4

- **Location:** The junction of the development access road with Dumers Lane.
- **Summary:** The absence of dropped kerbs and tactile paving could lead to pedestrians tripping and falling or being struck by vehicles.
- **Dropped kerbs and tactile paving** are not shown at the access road junction. If these are not provided, wheelchair users could attempt to cross and find themselves stranded in the carriageway on the exit side, increasing the risk of collisions or of overturning. Visually impaired pedestrians could be confused as to where to cross, again increasing the risk of trips or of conflicts with vehicles.
- **RECOMMENDATION:** It is recommended that dropped kerbs and tactile paving are provided at the junction. These should preferably be inset both to avoid issues associated with tactile paving around the radii, and to minimise the crossing distance.

4.4.12 Recommendation is accepted, dropped kerbs and tactile paving is provided on the site access as shown on the site access drawing, see **Appendix C**.

Problem 3.5

- **Location:** The right turn lane into the site access road.
- **Summary:** The absence of bifurcation and straight-ahead 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 right turn lane. In addition, although there is a right turn arrow to Diagram 1038 present, there is no associated straight-ahead arrow in the nearside lane. Both omissions could confuse motorists, increasing the risk of last minute braking and manoeuvres.
- **RECOMMENDATION:** It is recommended that bifurcation arrows to Diagram 1039 are installed at the start of the right turn lane and that the right turn arrow at the junction is supplemented with an associated straight ahead marking to Diagram 1038 in the nearside lane.

4.4.13 Recommendation is accepted as shown in the access drawing in **Appendix C**.

Problem 3.6

- **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 exhibit different degrees of slip resistance, 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.

4.4.14 Recommendation is accepted, at the detailed design stage it will be specified that the existing and new materials to have similar properties. A note has been added to the site access drawing (see **Appendix C**) to confirm that this recommendation has been accepted.

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.

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 will be very accessible 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 sites frontage. This pair of bus stops are serviced by Route 524.
- 5.4.2 In proximity to the Dumers Lane / Manchester Road junction, there is an additional pair of bus stops, which operate bus services 95, 97 and 135. This bus stop is 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	4	2	4	2	2-3	2-3

- 5.4.4 **Table 5.1** demonstrates that the bus service 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.
- 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 These bus provision at the site improves sustainable connectivity to 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 the along this tram stations and they the “Green” and “Yellow” lines.
- 5.4.8 The “Green” line starts and serves trams stations between Altrincham and Bury. The “Pink” line starts and serves trams stations between Piccadilly and Bury.
- 5.4.9 The Metrolink station is serviced by 1 tram every 12 minutes (5 trams an hour) in each direction.

By Rail

- 5.4.10 The nearest railway station is Kearsley Rail Station, located 6km journey distance from the site, so could conceivably be reached by cycle.
- 5.4.11 Moses Gate Rail Station is located approximately 8.5km. Whilst Moses Gate Rail Station is further from the site, it is afforded a more direct bus route, and can be accessed in 25minutes via the 524-bus service.
- 5.4.12 Both Kearsley Rail Stations and Moses Gate Rail Station provides 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.
- 5.4.13 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 to 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” 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 2024 Surveyed Traffic Flows

- 6.2.1 The 2024 surveyed traffic flows on Dumers Lane for the AM and PM peak hour have been obtained from an Automatic Turning Count (ATC) that was carried out for a 7-day period commencing on 11/09/24. The raw survey results are contained in **Appendix D**.
- 6.2.2 The 2024 Surveyed Traffic Flows are shown in **Figure 1**.

6.3 2029 Growthed Surveyed Traffic Flows

- 6.3.1 In line with accepted practice, junction capacity assessments have been undertaken for a single future year. A future year of 2029 has been calculated, which is 5 years from the date of the application's registration (2024).
- 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
2024 – 2029	1.043	1.041

- 6.3.4 The 2029 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 to 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 number of dwellings was set to 40 to 198.
- Survey date was set from 01/01/2016 to the latest survey taken to date (15/05/24).
- Any survey 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 87 dwellings that will be accessed from Dumers Lane.

Table 6.2: Weekday AM and PM Peak Hour Vehicle Trip Rates and Trip Generation (87 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	87	13	31	44	27	13	40

6.5.3 As shown in **Table 6.2**, the proposed 87 dwellings could be expected to generate a total of 42 two-way trips during a weekday morning peak hour and 38 two-way trips during a weekday evening peak hour. This is equivalent to circa 7 additional vehicles for every 10 minutes in the AM peak period and c.6 additional vehicles for every 10 minutes in the PM peak period, which is extremely low.

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

6.6 Trip Distribution

6.6.1 Trip distribution for the proposed residential development is based on the 2024 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 shown in **Figure 3**. The development trips of 87 dwellings assigned onto the highway network are shown in **Figure 4**.

6.6.3 **Figure 4** shows that:

- in the AM peak hour, 23 vehicles are travelling to/from the northeast towards Bury, and 21 vehicles are travelling to/from the southwest towards Radcliffe.
- in the PM peak hour, 20 vehicles are travelling to/from the northeast towards Bury, and 19 vehicles are travelling to/from the southwest towards Radcliffe.

6.6.4 From the site access, 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 site access junction.

6.6.6 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.

6.7 2029 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 2029 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 proposed site access junction on Dumers Lane. The proposed site access drawing is shown in **Appendix B**.
- 7.1.2 The site access is a priority T-junction and therefore have been assessed using Junctions 9 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.
 - End queues in vehicles, which indicates the forecast length of traffic queues; and,
 - Average delays in seconds per vehicle.

7.2 Dumers Lane / Site Access Capacity Assessment

- 7.2.1 **Table 7.1** summarises the capacity assessment results for the proposed site access (see **Appendix B**) using the 2029 'With Development' flows shown in **Figure 5**.
- 7.2.2 Full PICADY outputs for both peaks are attached in **Appendix E**.

Table 7.1: 2029 Dumers Lane 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)
2029 With Development						
Site Access - Right Turn	0.07	8	0.1	0.03	8	0.0
Site Access - Left Turn	0.01	6	0	0.03	6	0
Average Jun. Delay (s/pcu)	0.4			0.24		

- 7.2.3 **Table 7.1** confirms that under the approved site access, the development traffic associated with the proposed 87 dwellings of proposed development can be easily accommodated with negligible delays and no queuing in 2029.

8.0 Summary and Conclusions

8.1 Summary

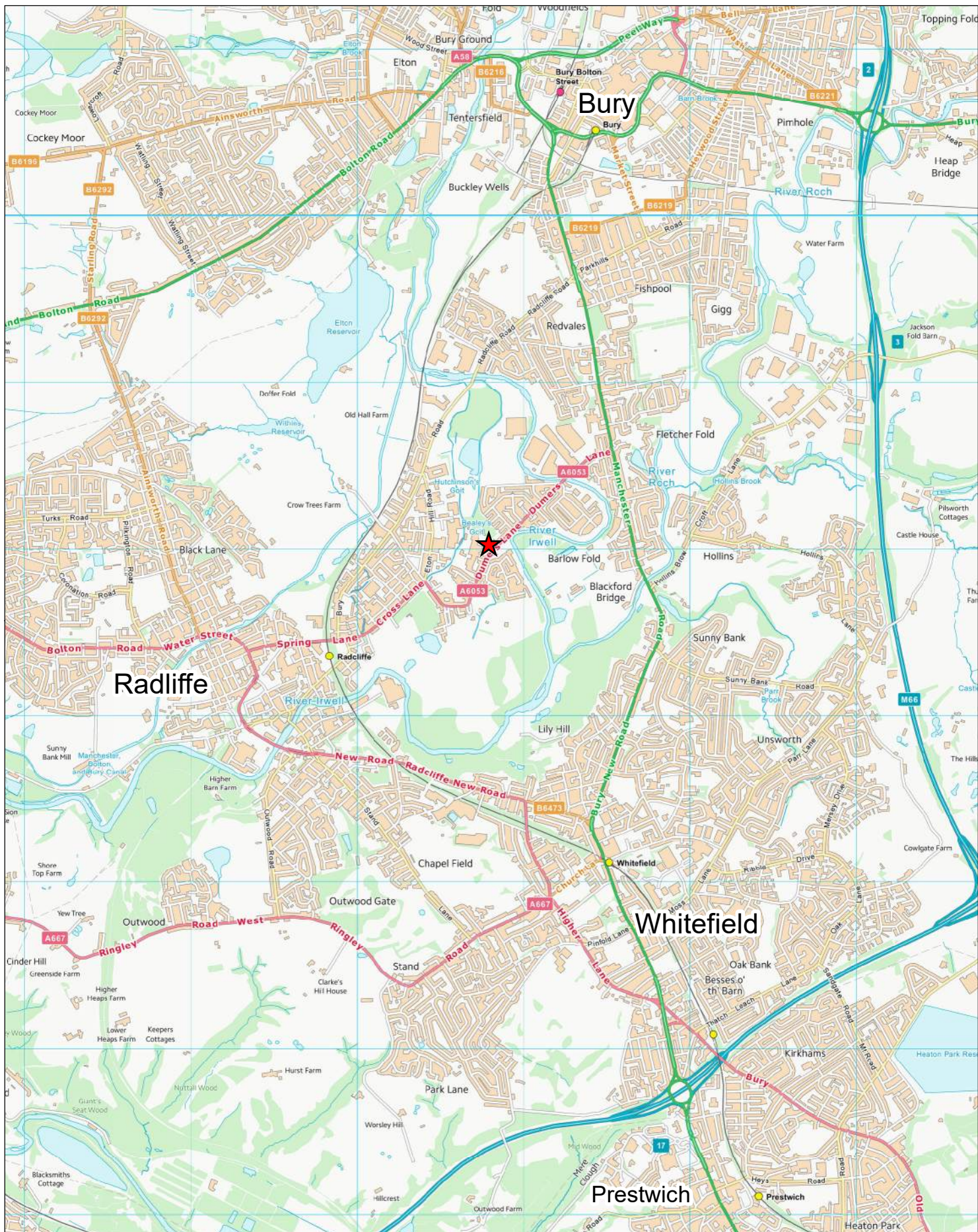
- 8.1.1 Tetra Tech (TT) has been commissioned by Westchurch Homes (WH) to provide transport planning advice in relation to a full planning application for a proposed residential development at land off Dumers Lane, Radcliffe, Bury
- 8.1.2 The site is located in Radcliffe, to the southwest of Bury and just over 14km northwest of Manchester City Centre.
- 8.1.3 The proposals will deliver 87 dwellings. The internal street layout accords with broad principles set out in Manual for Streets (MfS), ensuring a high level of priority is given to pedestrians and cyclists.
- 8.1.4 The proposed turning heads in the internal site layout have been tracked with a large refuse vehicle to demonstrate their suitability.
- 8.1.5 In line with the Council's parking standards, adequate level of parking provision is provided for the proposed development.
- 8.1.6 The proposed development will be accessed via new ghost island priority T-junction off Dumers Lane, which has been designed in line with MfS.
- 8.1.7 The proposed site access junction has been subjected to an independent Stage 1 Road Safety Audit (RSA). The RSA raised 6 recommendations, of these, 5 have been accepted and technical justifications have been given for not accepting the remaining one in the designer's response contained in this TA.
- 8.1.8 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.
- 8.1.9 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.
- 8.1.10 Bus stops are located at the frontage of the site along Dumers Lane from where buses to Bolton and Bury can be caught.
- 8.1.11 The nearest Metrolink station is 1.4km from the site and it provides access to Bury and Manchester.
- 8.1.12 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.
- 8.1.13 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.

- 8.1.14 A review of recent accident data 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.
- 8.1.15 The development is forecast to generate a total of 42 two-way trips during a weekday morning peak hour and 38 two-way trips during a weekday evening peak hour. This is equivalent to circa 7 additional vehicles for every 10 minutes in the AM peak period and c.6 additional vehicles for every 10 minutes in the PM peak period, which is extremely low.
- 8.1.16 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.
- 8.1.17 Capacity assessments of the proposed site access has been undertaken using forecast flows for 2029, 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.

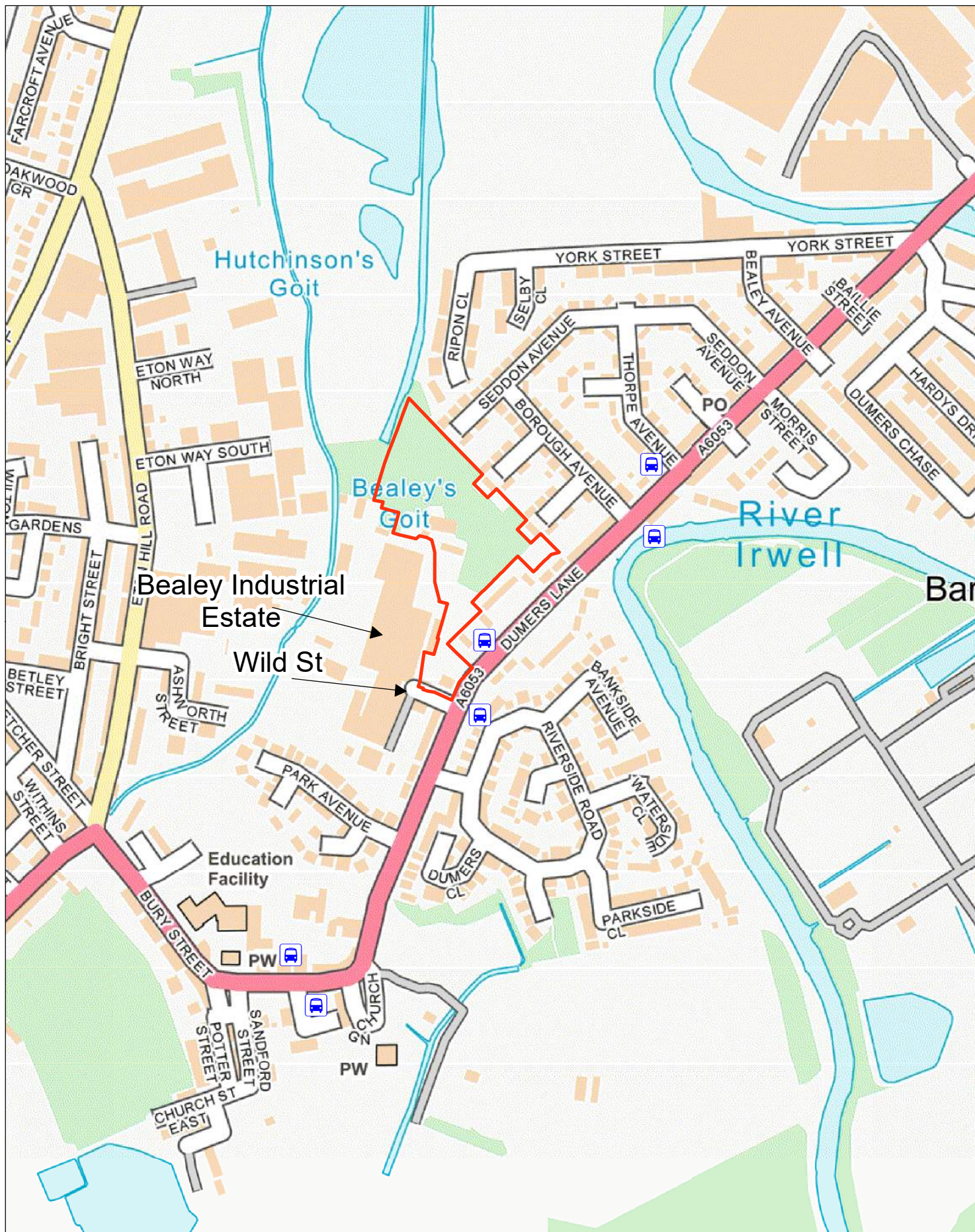
8.2 Conclusions

- 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  0 370 740 1,110 Meters Scale: 1:30,000 @A4 14 November 2024 NGR: 379,809 E / 407,571 N	Legend  Site Location © Crown Copyright All rights reserved. Licence number: 100019980
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Plan 2: Local Highway Network
 Proposal: Proposed Residential Development
 Location: Parkhurst Avenue, Clayton-le-Woods
 TT Job No.: 784-B067119



Legend

- Approx site boundary
- 🚌 Bus Stop

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

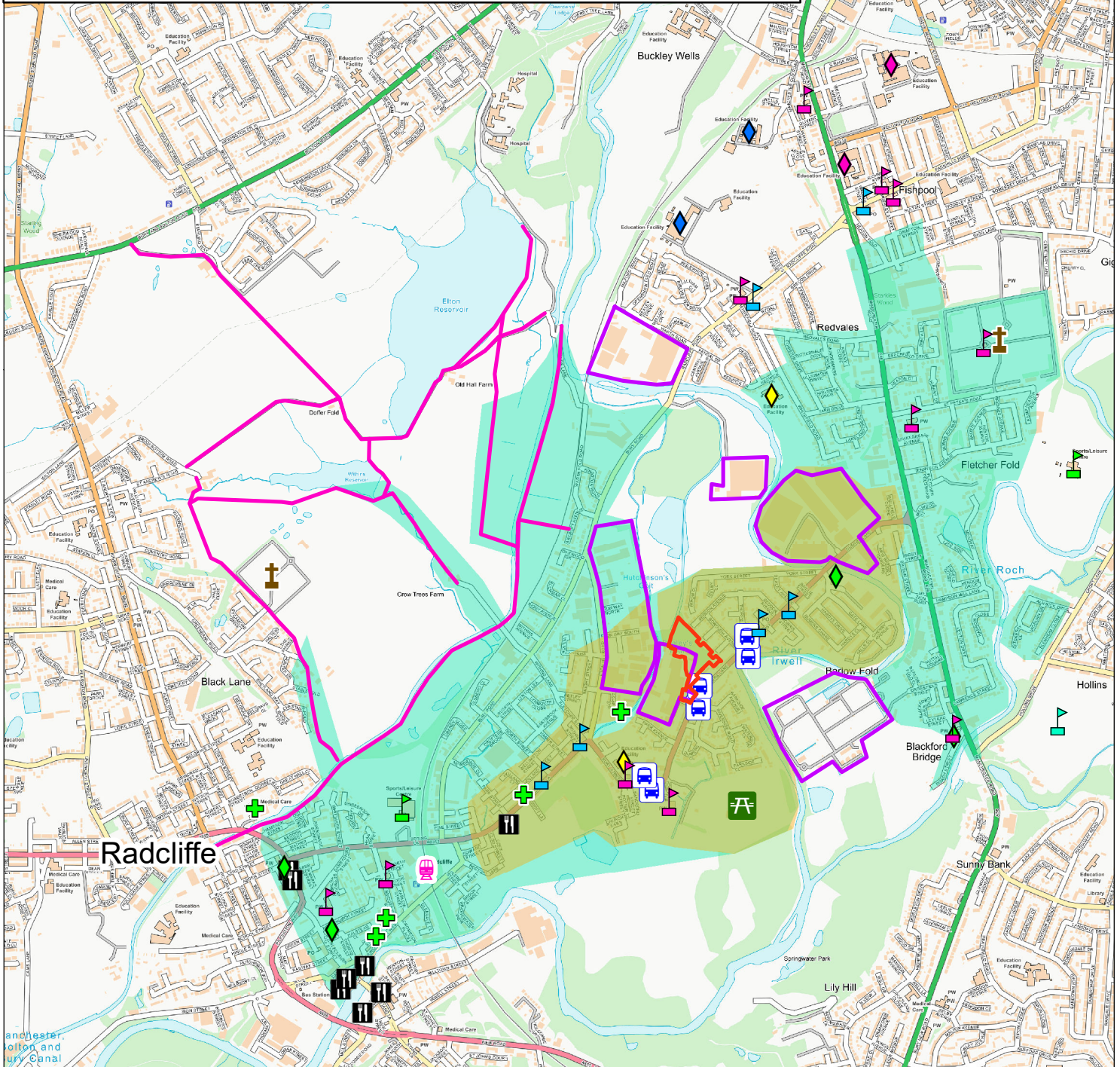
14 November 2024

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		Cemetry		2km Walk Catchment
	Convenience Store		Medical Centre		
	Place of Worship		Restaurants		



© Tetra Tech Limited



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

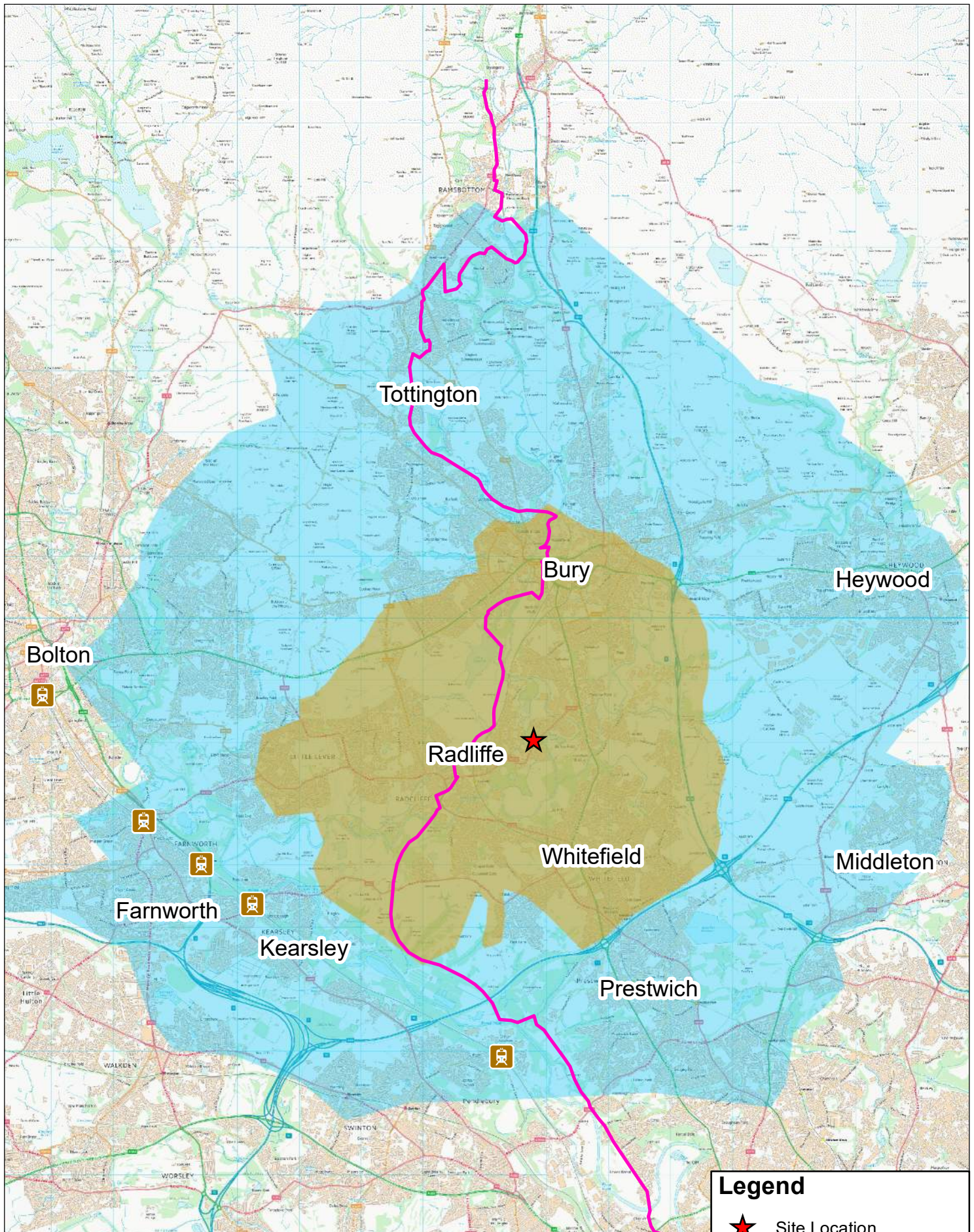


0 250 500 750 Meters
 Scale: 1:20,000 @A4

NGR: 379,298 E / 409,106 N

14 November 2024

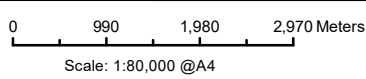
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TETRA TECH

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



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



257 →

Dumers Lane

Dumers Lane

← 348

Proposed Site
Access

PM Peak Hour

420 →

Dumers Lane

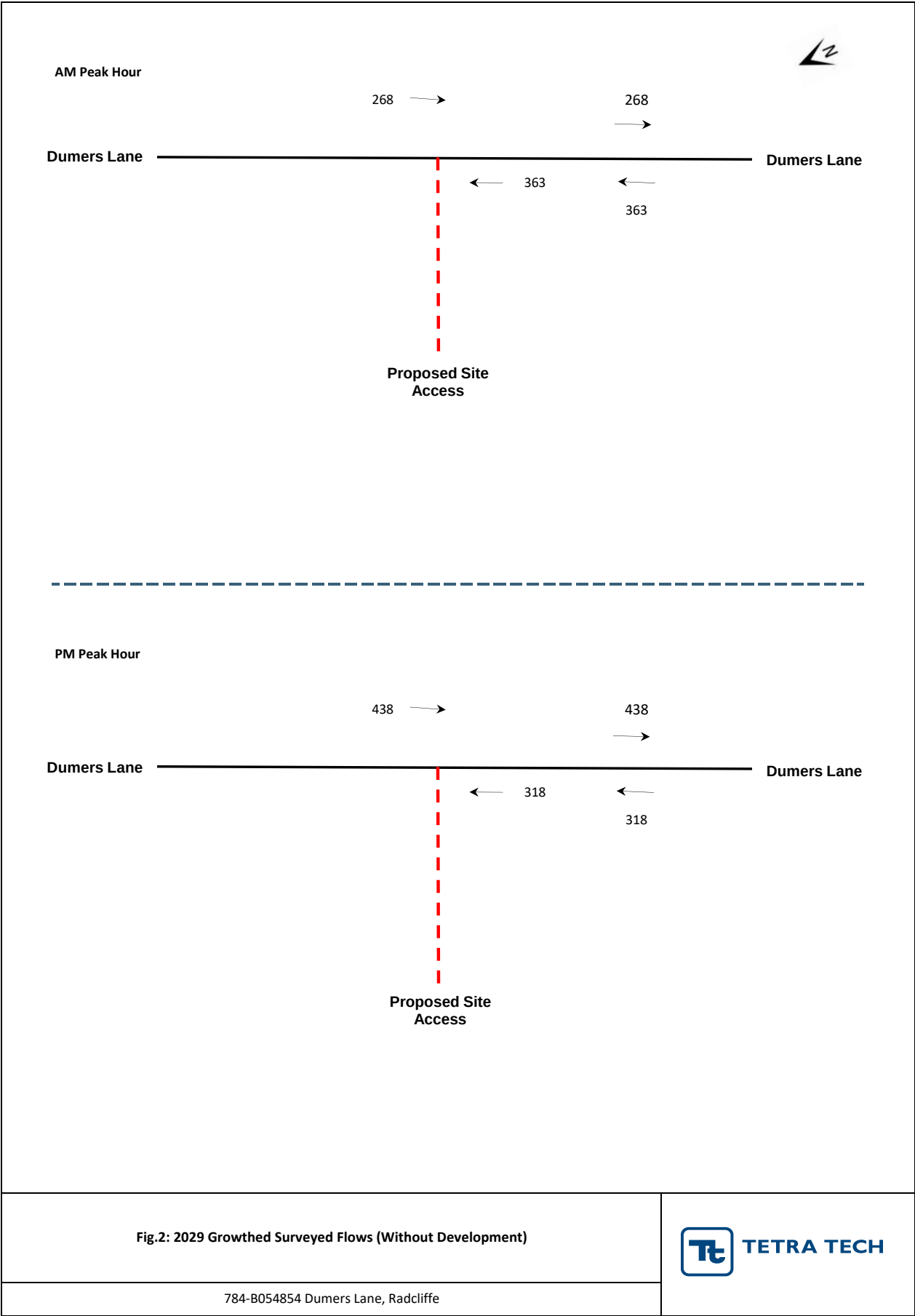
Dumers Lane

← 305

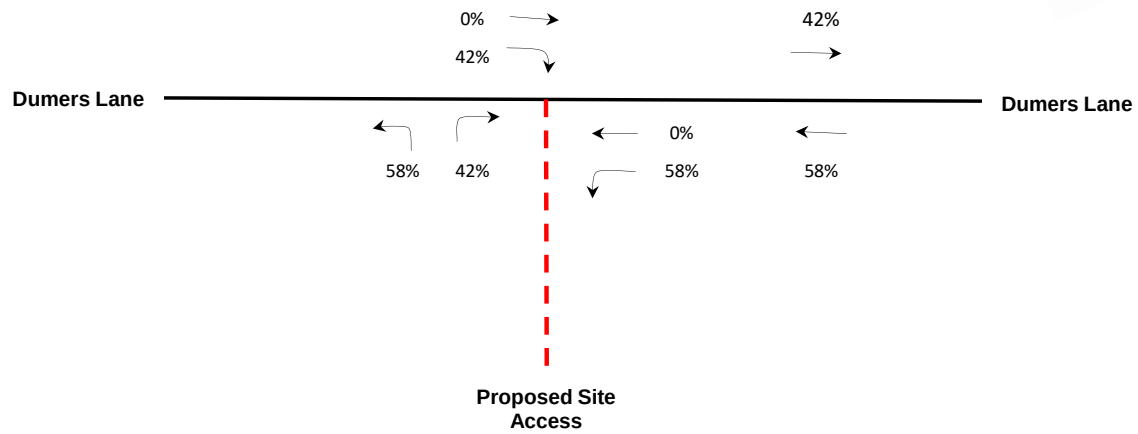
Proposed Site
Access

Fig. 1: 2024 Baseline Surveyed Flows

784-B054854 Dumers Lane, Radcliffe



AM Peak Hour



PM Peak Hour

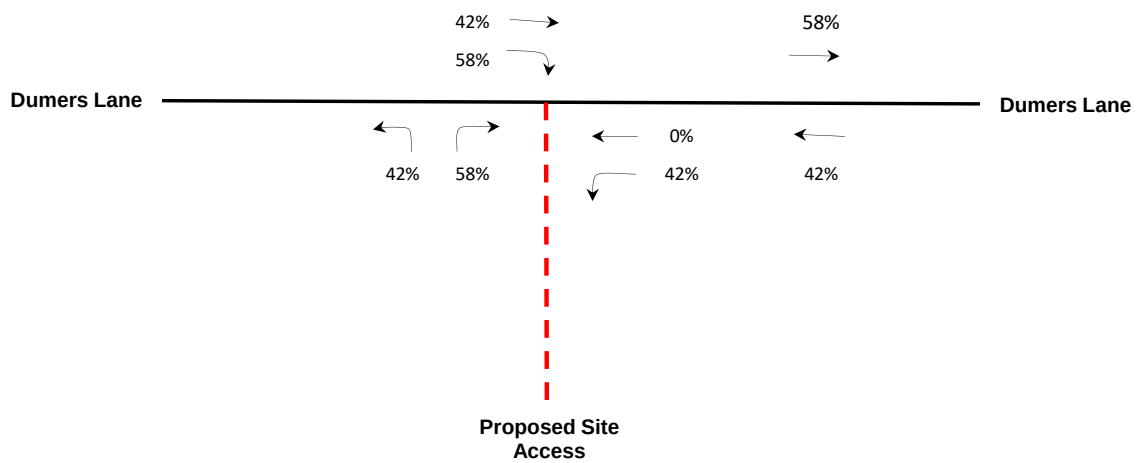
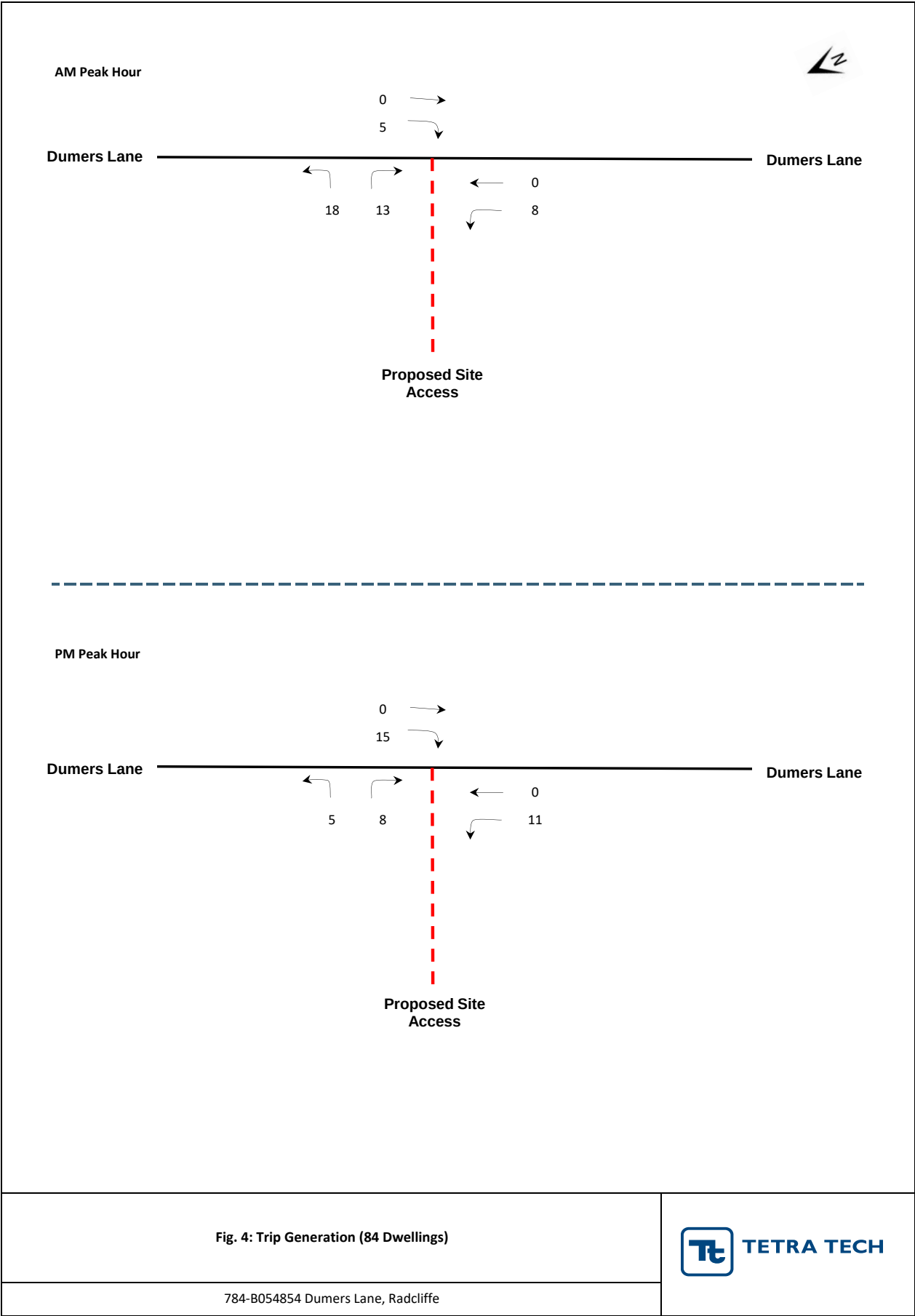


Fig. 3: Trip Distribution

784-B054854 Dumers Lane, Radcliffe

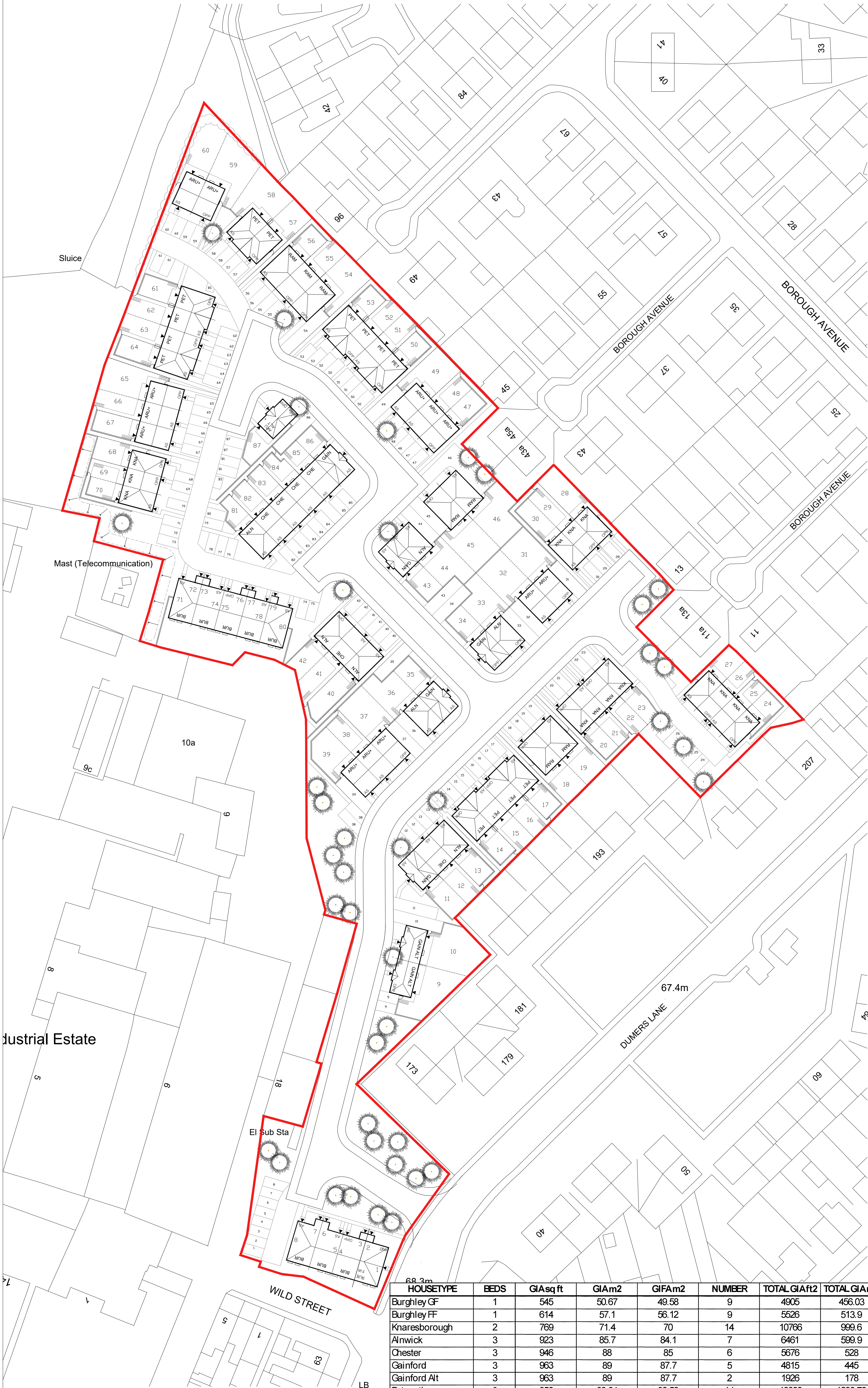
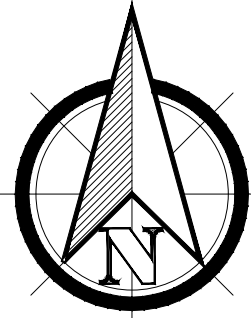


Appendices

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.
copyright reserved to mck associates ltd. and this drawing may not be used or
reproduced without prior written consent.



C	21.10.24	KLW	Plot around the acoustic bund reconfigured.
B	03.10.24	KLW	Plot 61-79 adjusted and private drive amended to allow for acoustic bund.
A	13.09.24	KLW	Access road relocated and plots 1-8 adjusted to suit.
Rev.	Date	By	Description

Client:

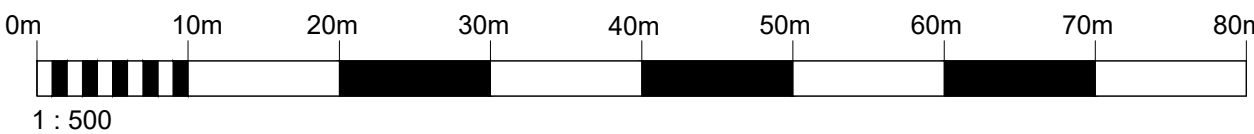


Project:
BEALEY IND EST
RADCLIFFE

Drawing Title:
PROPOSED SITE LAYOUT

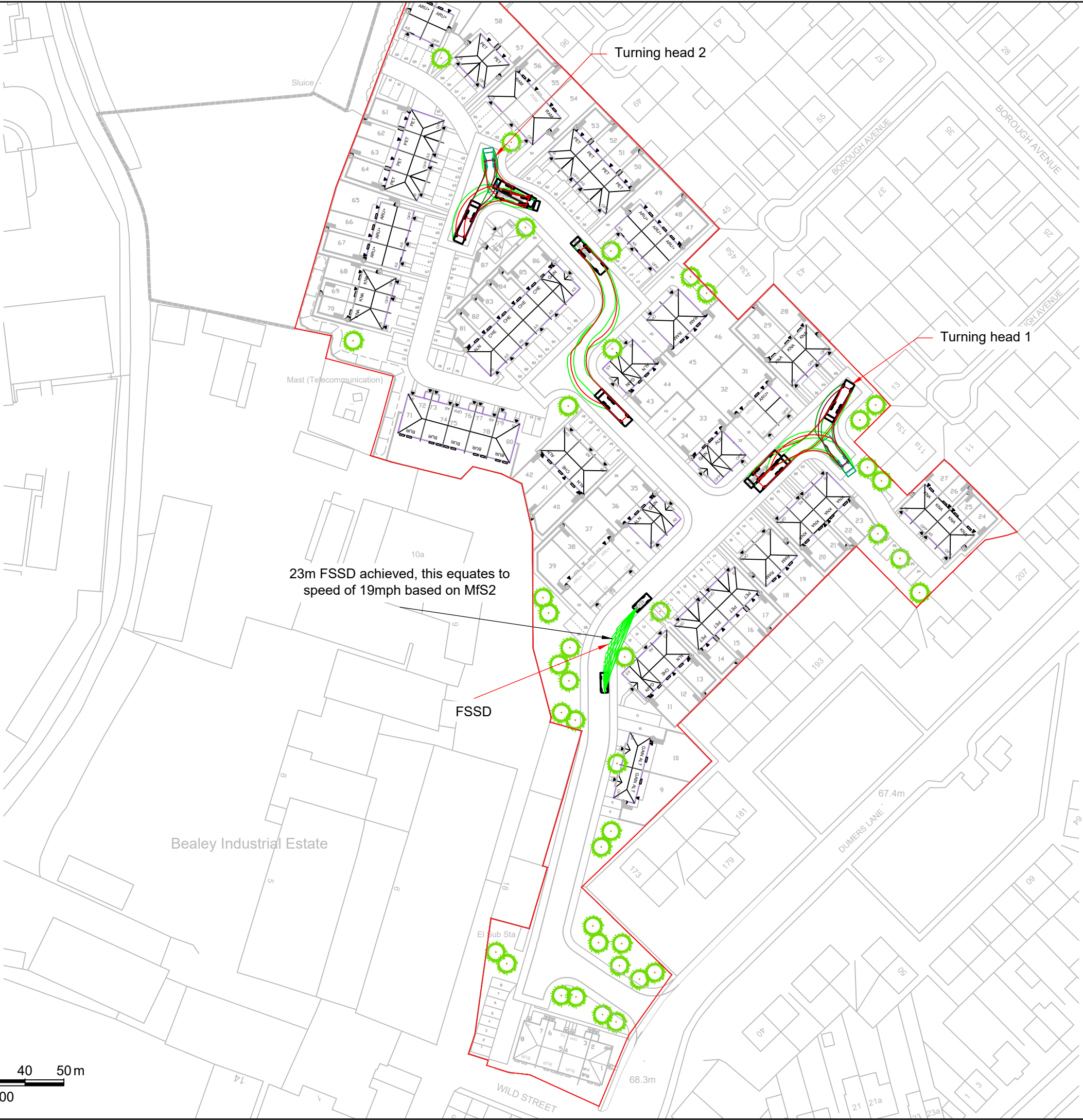
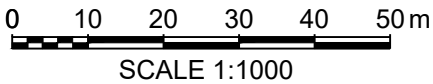
Drawn: KW	Checked:	Scale: 1:500	Date: AUG 2024
Job No: 1025	Drawing No: SL01	Rev: C	

HOUSETYPE	BEDS	GIA sqft	GIA m2	GIFA m2	NUMBER	TOTAL GIA ft2	TOTAL GIA m2
Burghley GF	1	545	50.67	49.58	9	4905	456.03
Burghley FF	1	614	57.1	56.12	9	5526	513.9
Knarborough	2	769	71.4	70	14	10766	999.6
Alnwick	3	923	85.7	84.1	7	6461	599.9
Chester	3	946	88	85	6	5676	528
Gainford	3	963	89	87.7	5	4815	445
Gainford Alt	3	963	89	87.7	2	1926	178
Petworth	3	950	88.34	86.53	14	13300	1236.76
Ramsdell	4	1070	99.37	97.58	7	7490	695.59
Arundel +	4	1212	112.5	110.8	13	15756	1462.5
Arundel + Alt	4	1259	116.97	115.94	1	1259	116.97
TOTAL					87	77880	7232.25

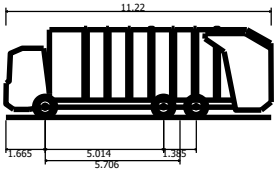


1 : 500

Appendix B: Tracking on the Proposed Site Layout with Refuse Vehicle



- Notes:
1. All dimensions are in metres unless specified otherwise.
 2. This drawing is based Westchurch Homes Drawing no.1025-SL01 Rev C. Tetra Tech does not take responsibility for any discrepancies.
- Key:
- Approx site boundary
 - Forward stopping sight distance (FSSD)



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m
Wheel Track
Body Track

PRELIMINARY ISSUE

P02	Minor edits	14.11.2024	AB	AK	AK
P01	Preliminary first issue	31.10.2024	AB	MT	AK

Document Control

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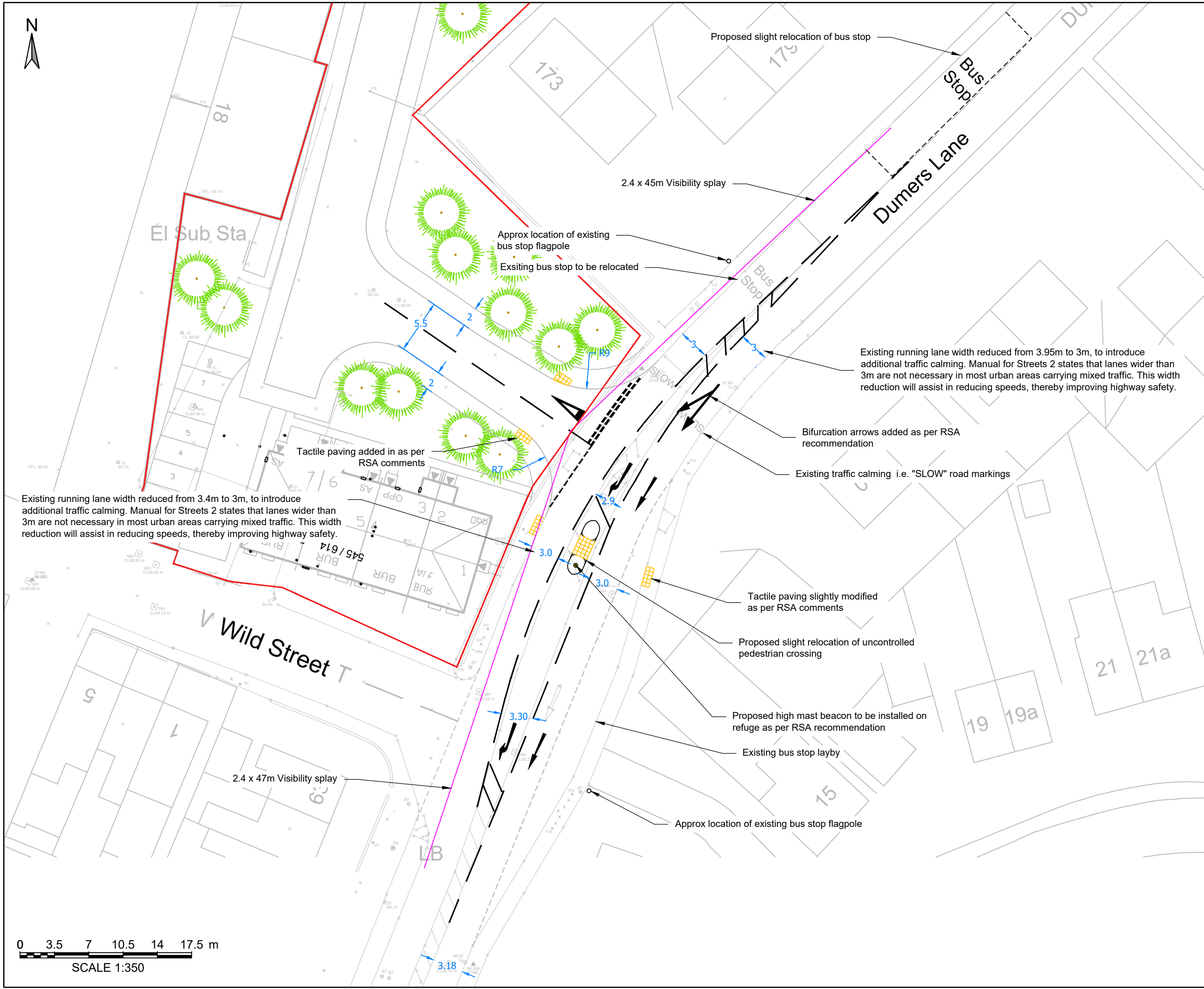
Client
Westchurch Homes

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 @	Subsity
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	P02	

Appendix C: 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 and OS mapping provided by Westchurch Homes. Tetra Tech does not take responsibility for any discrepancies.
 4. An independent speed survey was carried out on Dumers Lane by Traffic Sense in September 2024. This provided the following 85th percentile speeds:

a) Northbound speed: 33.4mph
b) Southbound speed: 32.9mph
 5. As recommended in the Road Safety Audit (RSA), the existing and new materials will have similar properties in terms of slip resistance in wet or freezing conditions

Key:

— Approx site boundary

— Visibility splays based on the above 85th percentile speeds measured to the wheel track i.e. 0.5m into the carriageway, in line with guidance in Manual for Streets.

PRELIMINARY ISSUE

P06	Missing topo layer added	15.11.2024	AB	AK	AK
P05	Minor edits	14.11.2024	AB	AK	AK
P04	Response to RSA comments	24.09.2024	PT	AK	AK
P03	Visibility based on 85th percentile speeds	18.09.2024	AB	AK	AK
P02	Minor edits	12.09.2024	AB	AK	AK
P01	Preliminary first issue	11.09.2024	AB	AK	AK
Rev	Description	Date	Drawn	Checked	Appr

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Client
Westchurch Homes

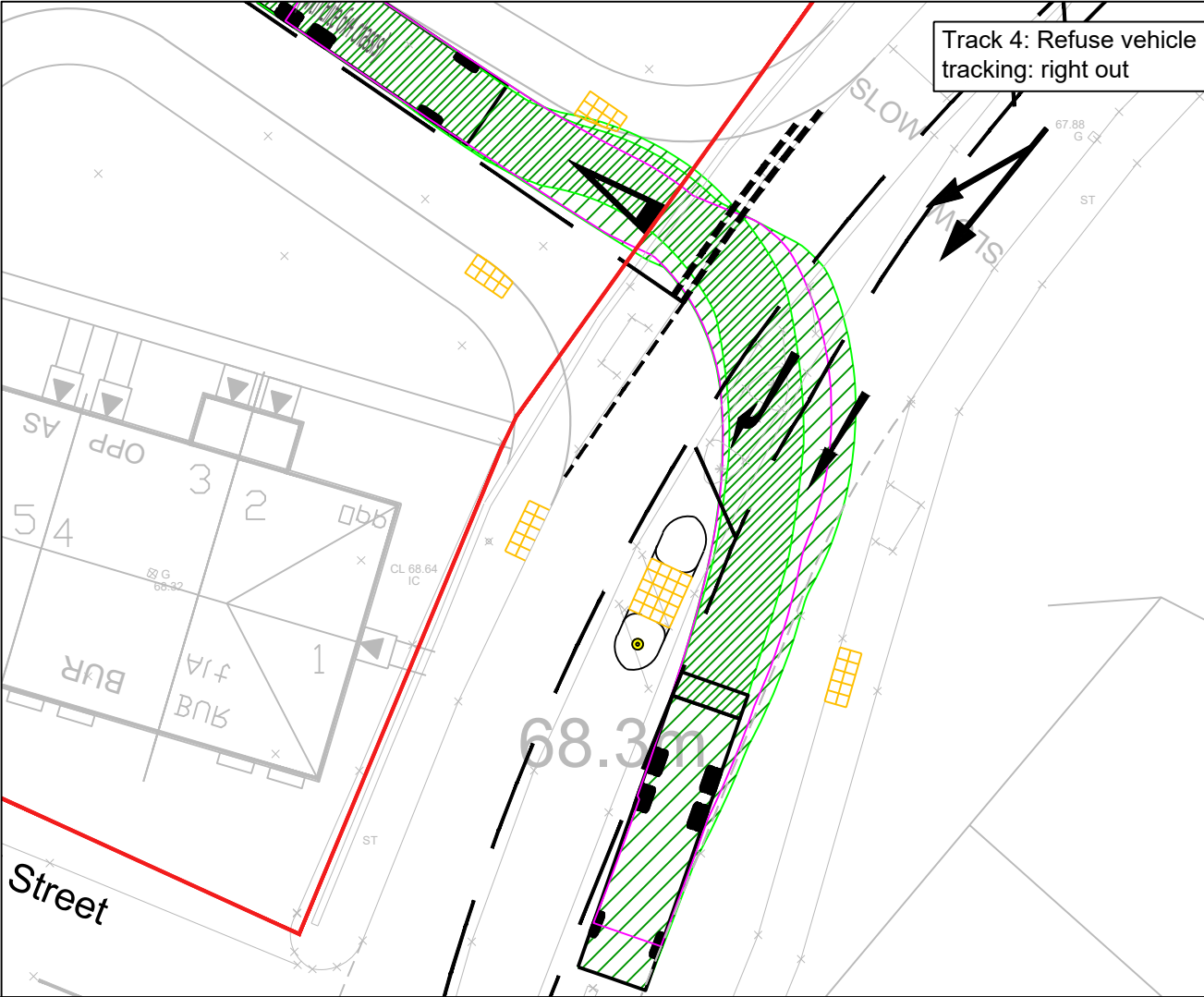
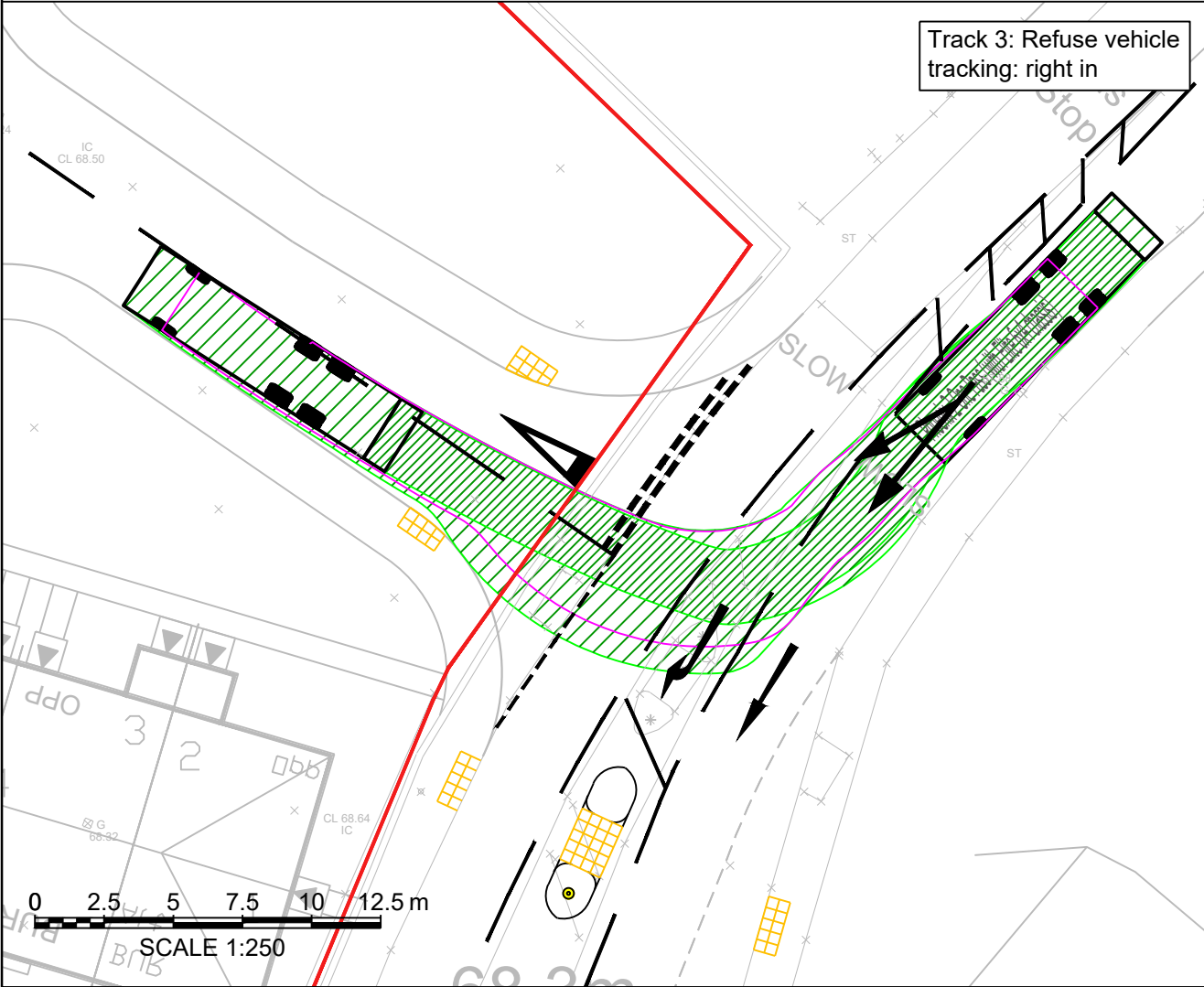
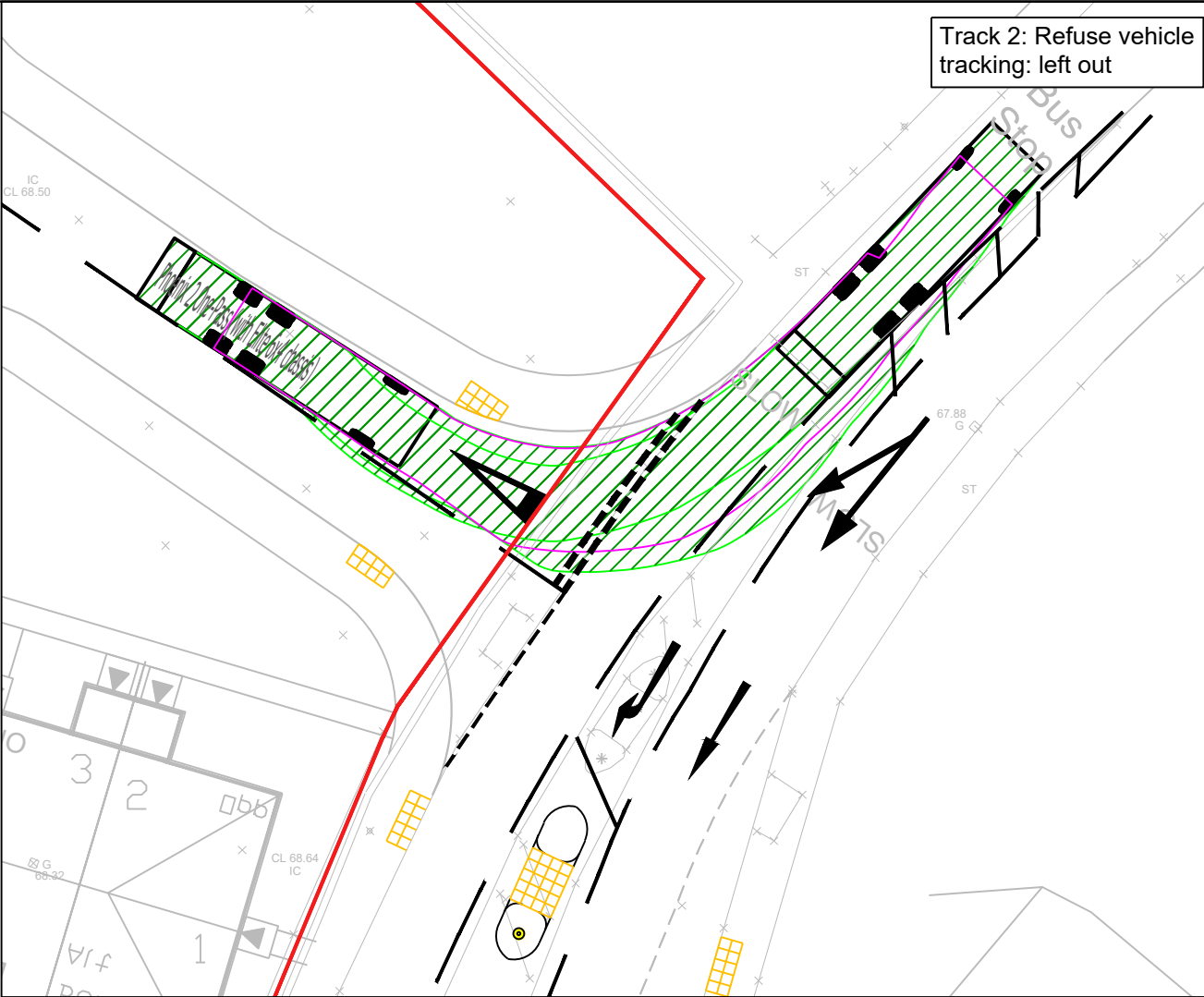
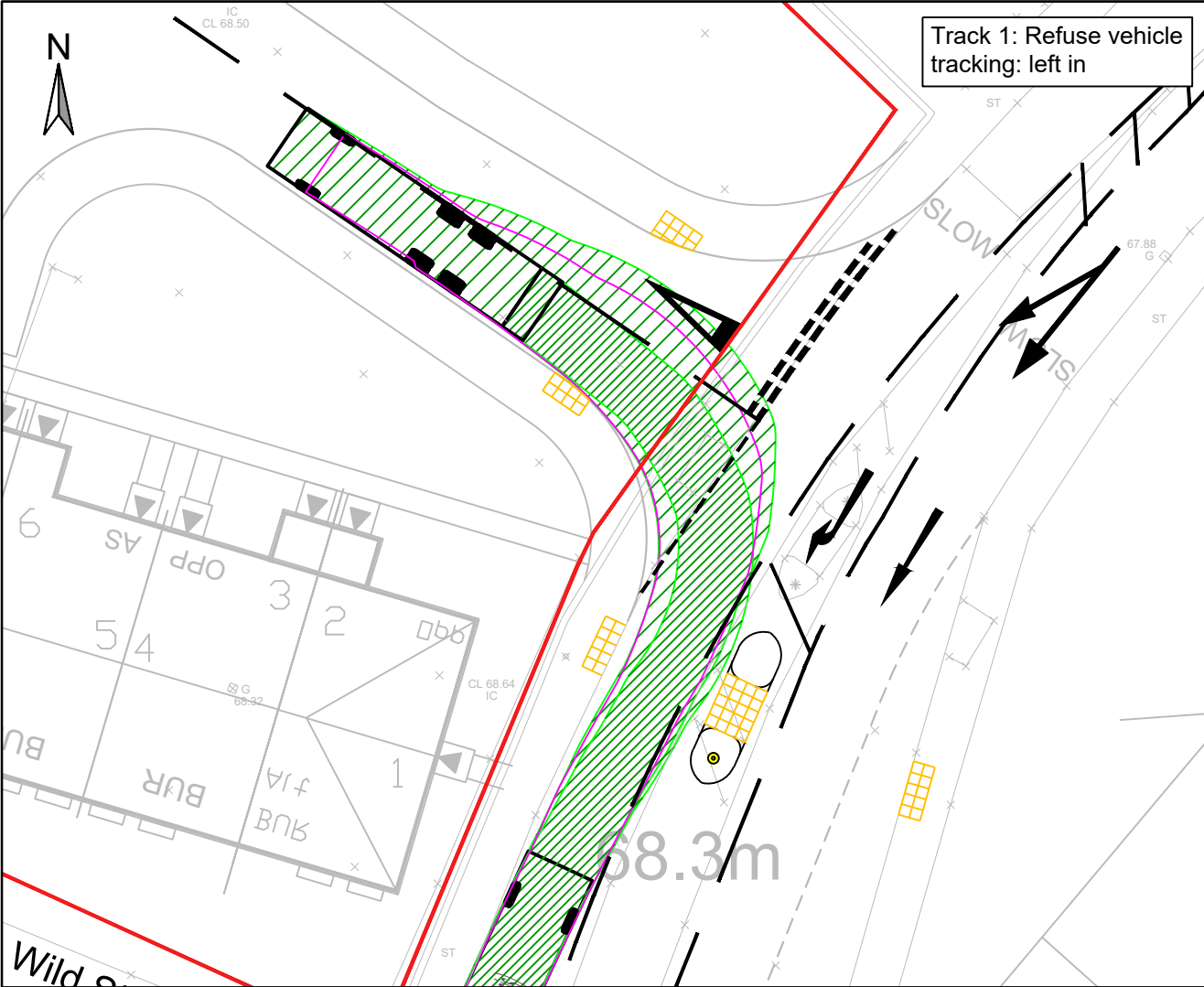
Project Name
Proposed Residential Development, Land off Dumers Lane, Radcliffe

Sheet Title
Proposed Site Access: General Arrangement

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Subsidiary
784-B054854	AB	Sept '24	AK	Sept '24	AK	Sept '24	As Shown	S0
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
B054854	- TTE	- 00	- XX	- DR	- O	- 001	P06	

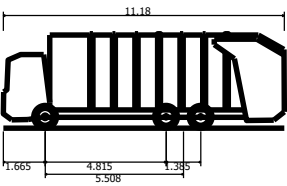
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Appendix D: Tracking on the Proposed Site Access with Refuse Vehicle



- 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 and OS mapping provided by Westchurch Homes. Tetra Tech does not take responsibility for any discrepancies.
 4. This tracking drawing is based on site access drawing no. 784-B054854-TTE-00-XX-DR-O-001 P06

- Key:
- Approx site boundary
 - Wheel track
 - Body track



Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

PRELIMINARY ISSUE

P06	Missing topo layer added	15.11.2024	AB	AK	AK
P05	Minor edits	14.11.2024	AB	AK	AK
P04	RESPONSE TO RSA COMMENTS	24.09.2024	PT	AK	AK
P03	MINOR EDITS	18.09.2024	AB	AK	AK
P02	MINOR EDITS	12.09.2024	AB	AK	AK
P01	PRELIMINARY FIRST ISSUE	11.09.2024	AB	AK	AK
Rev.	Description	Date	Rev.	Rev.	Rev.

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Client
Westchurch Homes

Project Name
Proposed Residential Development Land off Dumers Lane, Radcliffe

Sheet Title
Proposed Site Access: Refuse Vehicle Swept Path Analysis

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Subsidiary
784-B054854	AB	Sept '24	AK	Sept '24	AK	Sept '24	As Shown	S0
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
B054854	TTE	- 00 - XX	- TR	- O -	001	P06		

Appendix E: Traffic/Speed Survey 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

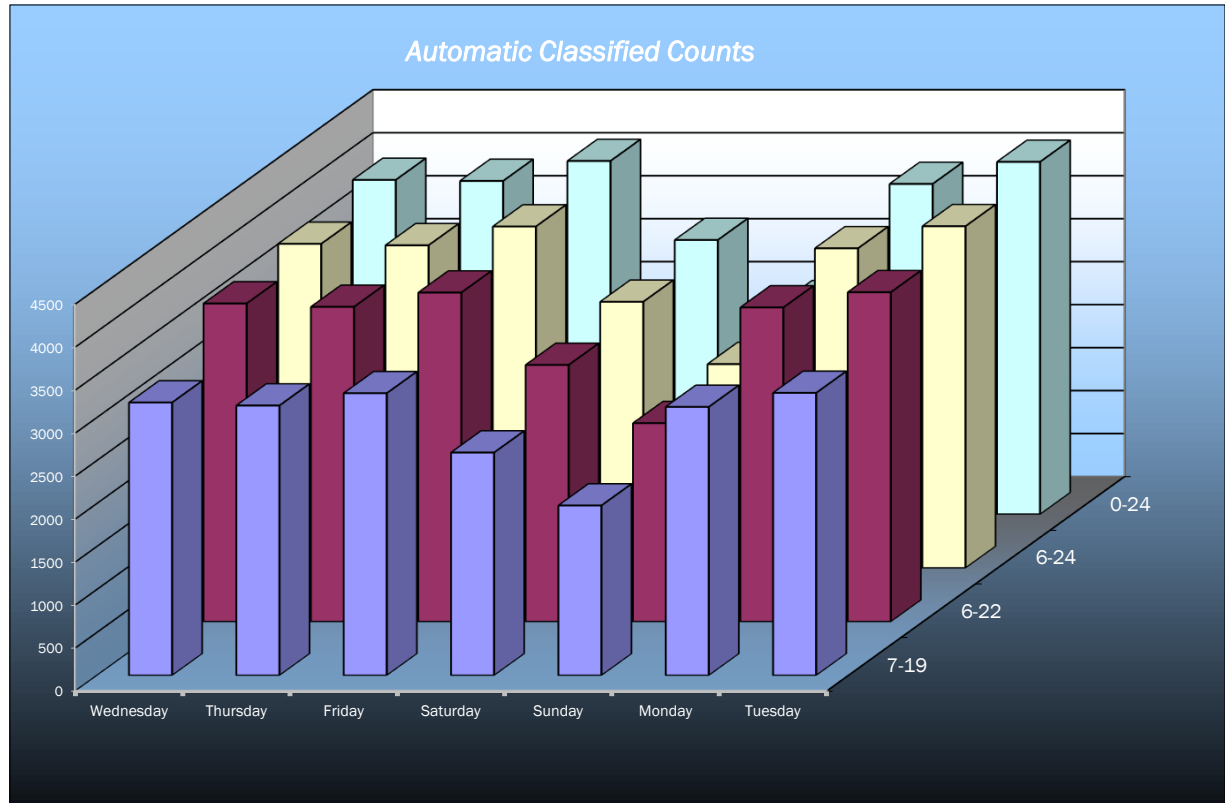
7-19	6	196	2674	640	91	16	9	0	0	1	0	0	3633
6-22	6	211	3033	766	111	20	13	0	1	1	0	0	4162
6-24	6	213	3123	784	120	21	13	0	1	1	0	0	4282
0-24	6	215	3167	808	126	23	15	0	1	1	0	0	4362

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



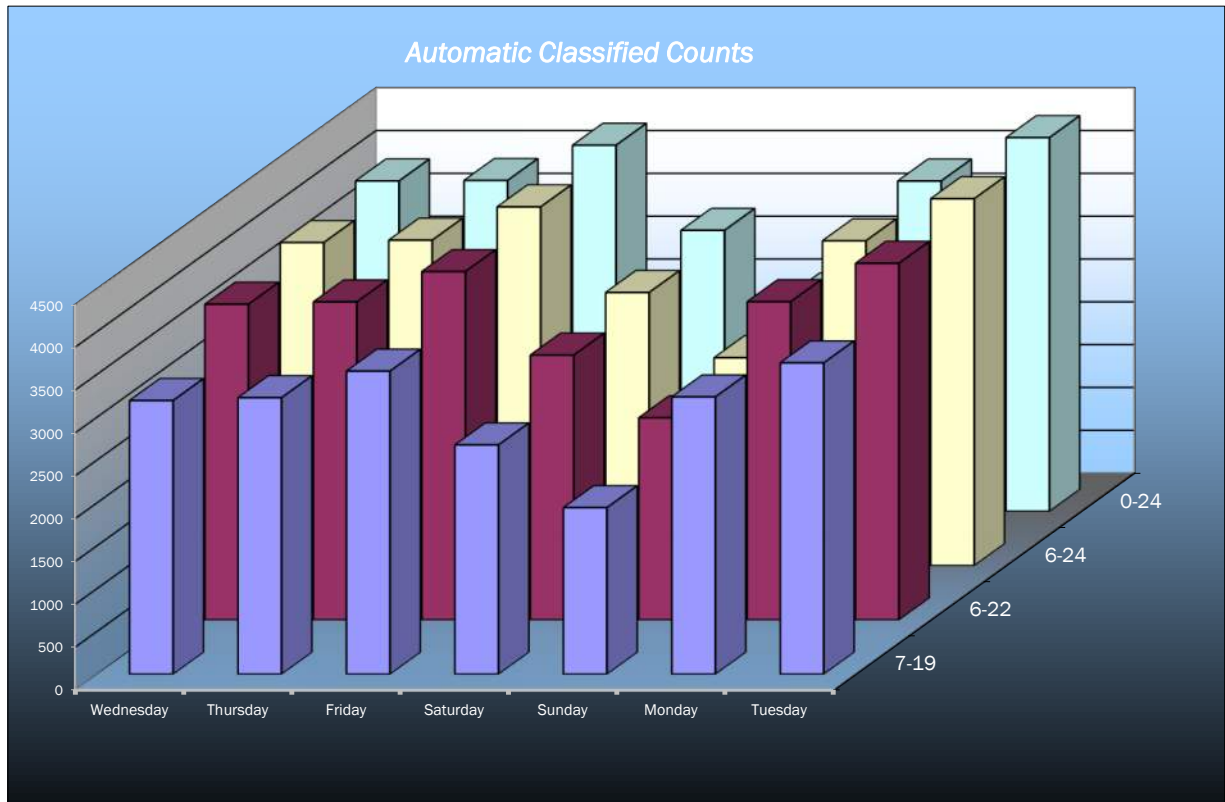
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Automatic Classified Counts, Radcliffe

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

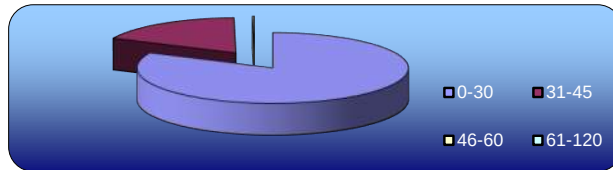
Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

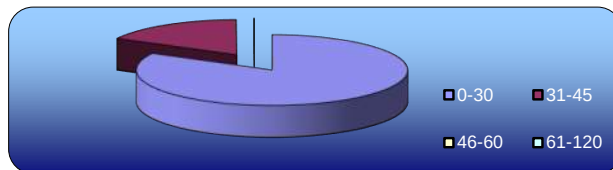
Direction : NORTHBOUND

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

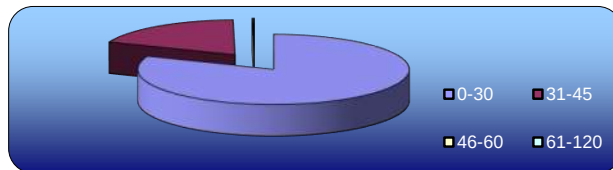
Wednesday
11-Sep-24



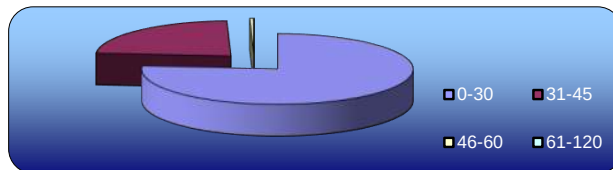
Thursday
12-Sep-24



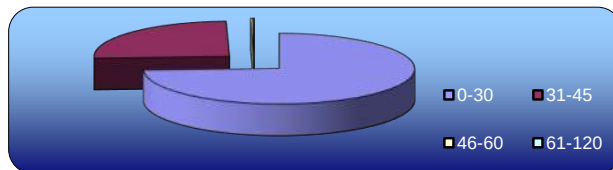
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13-Sep-24



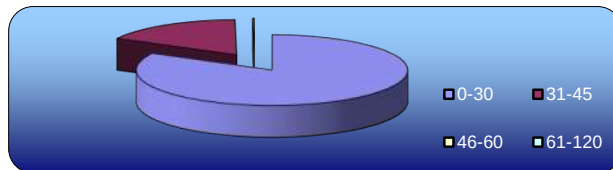
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14-Sep-24



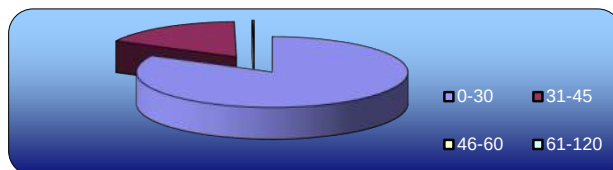
Sunday
15-Sep-24



Monday
16-Sep-24



Tuesday
17-Sep-24



survey and presentation by **trafficsense** Ltd.

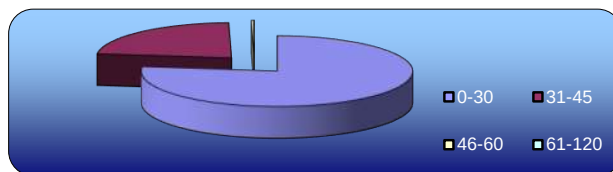
Automatic Classified Counts, Radcliffe

LOCATION: A6053 DUMERS LANE (NORTHERN SITE)

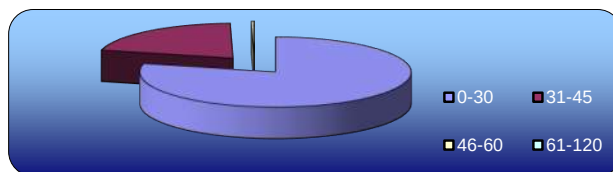
Direction : SOUTHBOUND

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

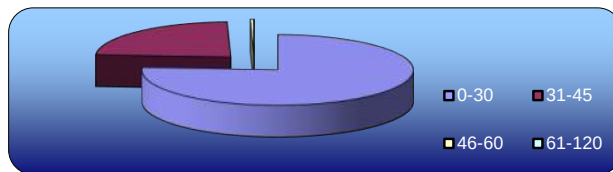
Wednesday
11-Sep-24



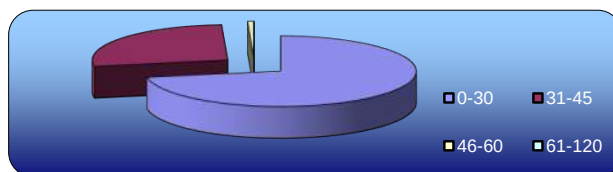
Thursday
12-Sep-24



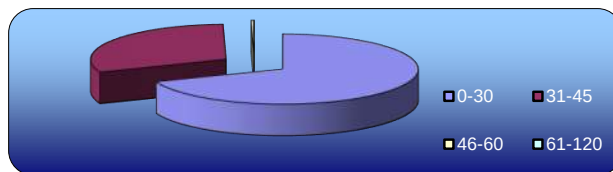
Friday
13-Sep-24



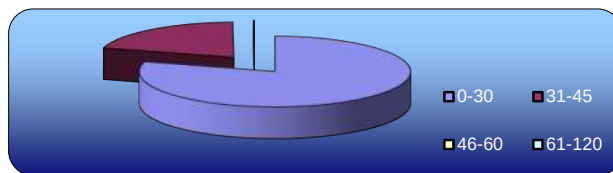
Saturday
14-Sep-24



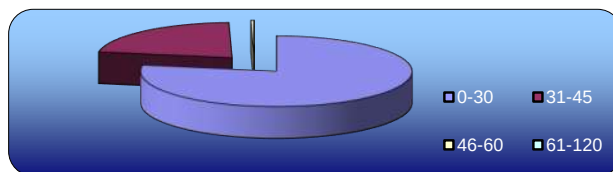
Sunday
15-Sep-24



Monday
16-Sep-24



Tuesday
17-Sep-24

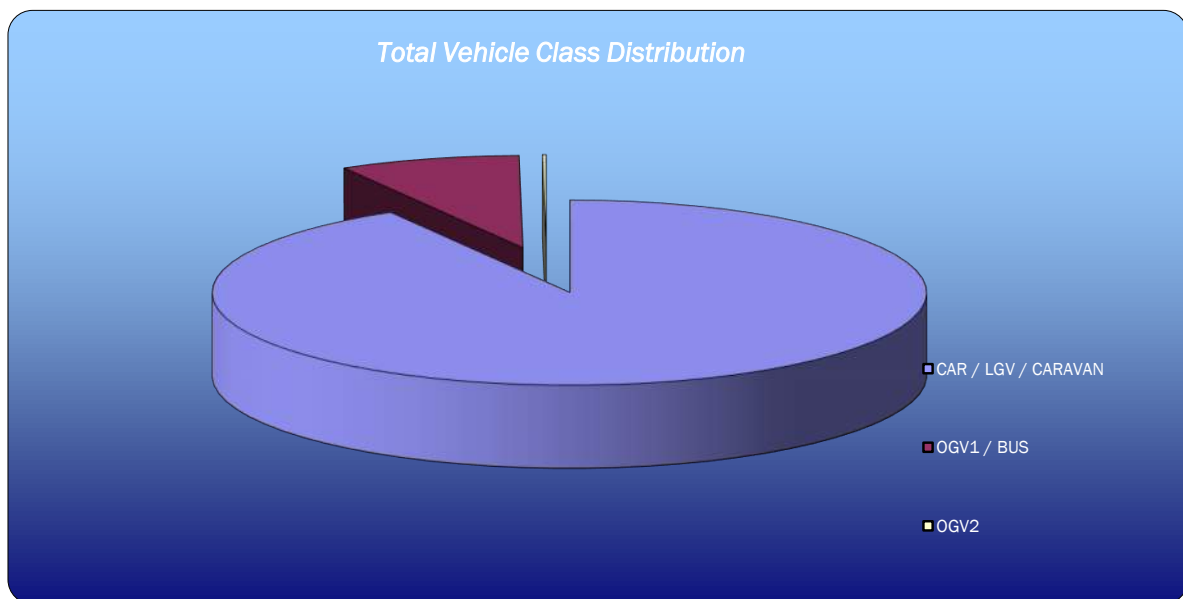


Automatic Classified Counts, Radcliffe

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



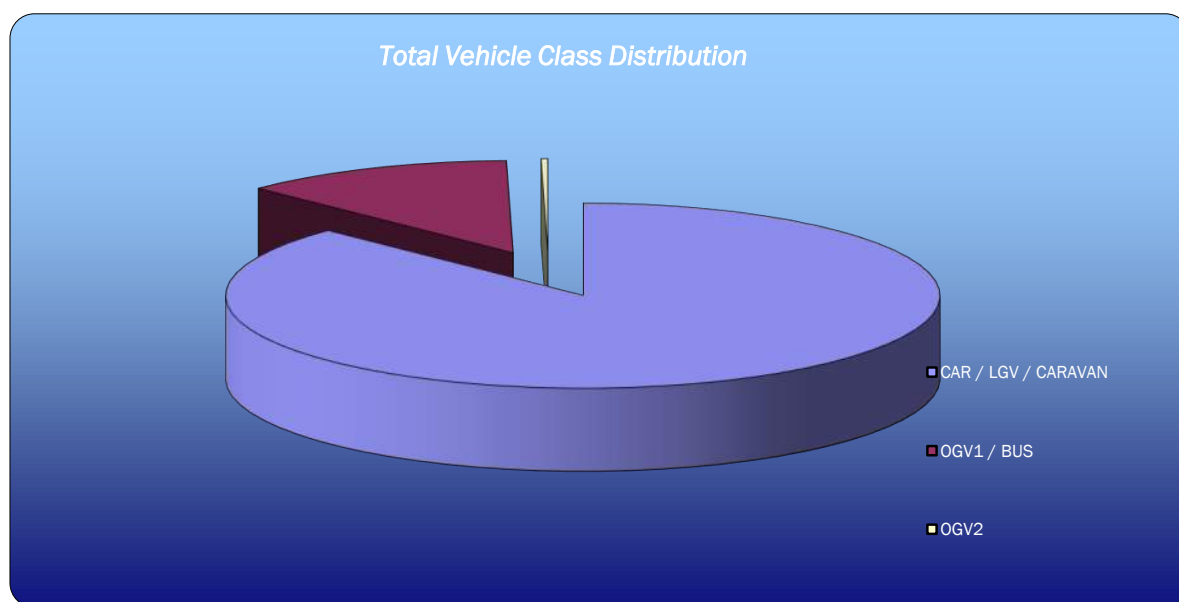
survey and presentation by **trafficsense** Ltd.

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 F: Road Safety Audit

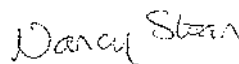
Tetra Tech

Proposed Residential Development Land off Dumers Lane, Radcliffe Site Access 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 and Associated Highway Works		
Client	Tetra Tech		
Report Number	NS24/994/RSA1		
Primary Author	Kevin Nicholson		
Reviewer	Nancy Sloan		
REVISION HISTORY			
Issue	Date	Status	Checked for Issue
1	20/09/24	Issued to Client	



CONTENTS

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3. ITEMS RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT	4
4. AUDIT TEAM STATEMENT	7
5. DRAWINGS AND DOCUMENTS PROVIDED.....	8
6. LOCATION PLAN OF ITEMS RAISED BY THIS AUDIT	9

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 circa 84 dwellings on land to the west of Dumers Lane. Briefly, the works subject to audit comprise the following: -

- a new priority site access junction, with right-turn lane, on the west side of Dumers Lane to the north of Wild Street;
- lane width reductions on Dumers Lane in the vicinity of the site access junction;
- a slight relocation to the south of the existing uncontrolled pedestrian crossing point and refuge on Dumers Lane;
- relocation to the north of the existing northbound bus stop on Dumers Lane;
- the addition of a right-turn arrow in the turning lane for Wild Street.

1.2. The Road Safety Audit was requested by Amjid Khan of Tetra Tech and was carried out during September 2024. 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 Monday 16 September, during which the weather was sunny and warm, and the road surfaces were dry. Traffic was light and free flowing on Dumers Lane, and a small number of pedestrians and cyclists were observed. In the vicinity of the proposed access, 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 proposed access in the 5-year period 2018 to 2022 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 5. All comments and recommendations are referenced to the design drawings and related documents and the locations of the items raised by the audit are shown on the plan in Section 6.
 - 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 PREVIOUS ROAD SAFETY AUDITS

- 2.1 The Audit Team have not been advised of any previous Road Safety Audits carried out on the proposals.

3. ITEMS RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

3.1 PROBLEM

Location: The relocated uncontrolled crossing on Dumers Lane.

Summary: Amending the layby kerbline could reduce the risk of collisions.

The relocation of the crossing has resulted in the tactile paving on the east side of the road lying within the taper for the bus stop layby (more so than previously). This will result in pedestrians being required to cross both a section of the layby and the carriageway, with an increased exposure to buses (and, potentially, other vehicles) entering the layby.

RECOMMENDATION

It is recommended that the kerbline is amended such that the layby taper begins to the south of the crossing point.

3.2 PROBLEM

Location: The relocated uncontrolled crossing on Dumers Lane.

Summary: Providing a refuge beacon could reduce the risks of a number of collision types.

It is likely that relocating the crossing point to the south (around the bend) will reduce the stopping sight distance to the crossing for southbound motorists. In addition, forward visibility of the refuge could be obscured by vehicles waiting in the right turn lane at the site access junction which, in turn, could increase the risks of (a) pedestrians being struck by through traffic, and (b) sudden braking and manoeuvres by motorists, with the attendant risks of losing control and of tail end strikes from following vehicles. While it is assumed that bollards will be present on the relocated islands (as at the existing facility) providing a high mast refuge beacon could improve the conspicuity of the crossing point and reduce the risk of collisions.

RECOMMENDATION

It is recommended that a high mast beacon is specified for the refuge.

3.3 PROBLEM

Location: The relocated uncontrolled crossing on Dumers Lane.

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 a crossing remote from a junction (generally two rows of paving).

3.4 PROBLEM

Location: The junction of the development access road with Dumers Lane.

Summary: The absence of dropped kerbs and tactile paving could lead to pedestrians tripping and falling or being struck by vehicles.

Dropped kerbs and tactile paving are not shown at the access road junction. If these are not provided, wheelchair users could attempt to cross and find themselves stranded in the carriageway on the exit side, increasing the risk of collisions or of overturning. Visually impaired pedestrians could be confused as to where to cross, again increasing the risk of trips or of conflicts with vehicles.

RECOMMENDATION

It is recommended that dropped kerbs and tactile paving are provided at the junction. These should preferably be inset both to avoid issues associated with tactile paving around the radii, and to minimise the crossing distance.

3.5 PROBLEM

Location: The right turn lane into the site access road.

Summary: The absence of bifurcation and straight-ahead 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 right turn lane. In addition, although there is a right turn arrow to Diagram 1038 present, there is no associated straight-ahead arrow in the nearside lane. Both omissions could confuse motorists, increasing the risk of last minute braking and manoeuvres.

RECOMMENDATION

It is recommended that bifurcation arrows to Diagram 1039 are installed at the start of the right turn lane and that the right turn arrow at the junction is supplemented with an associated straight-ahead marking to Diagram 1038 in the nearside lane.

3.6 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 exhibit different degrees of slip resistance, 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.

4. 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:

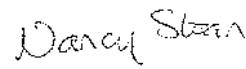


Date: 20/09/24

ROAD SAFETY AUDIT TEAM MEMBER

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

Signed:

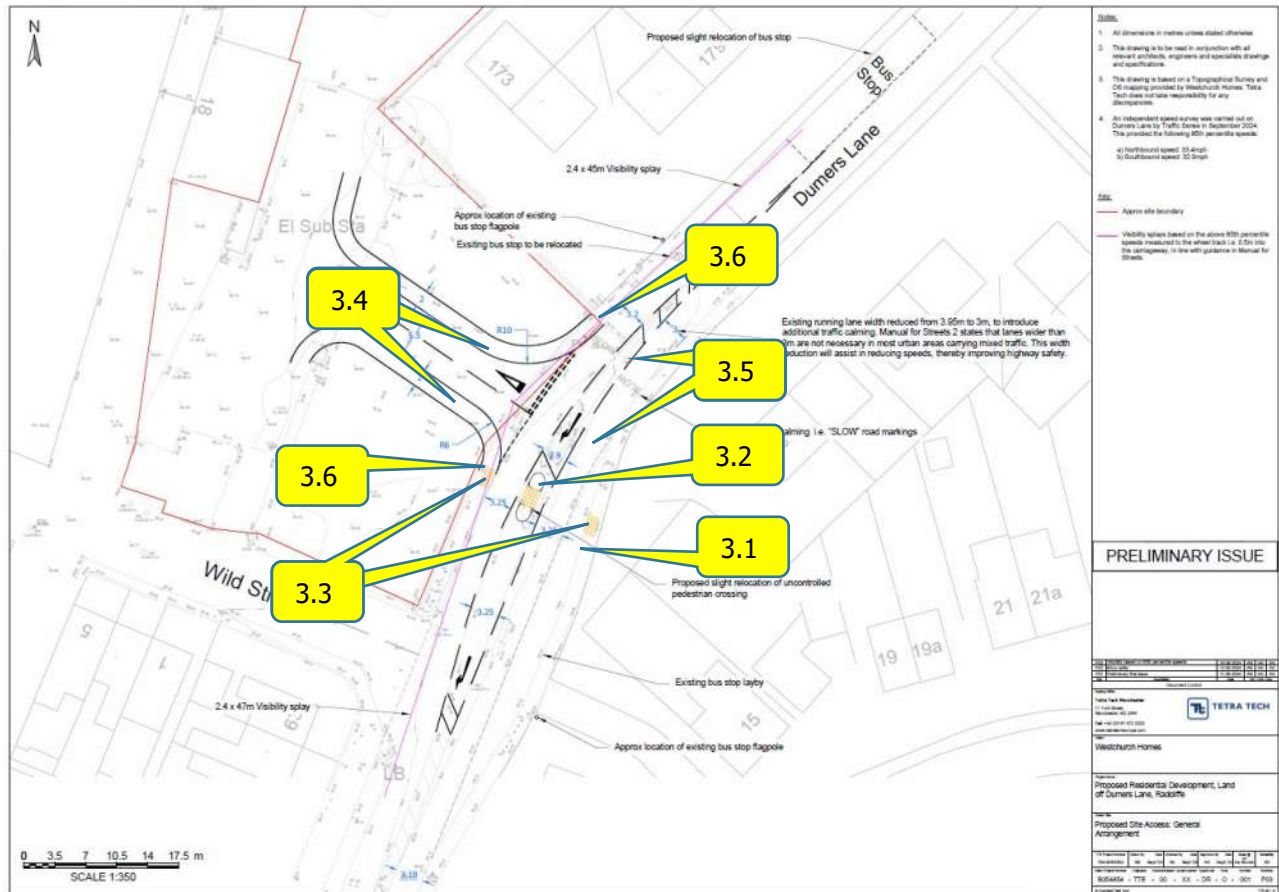


Date: 20/09/24

5. DRAWINGS AND DOCUMENTS PROVIDED

DRAWING OR DOCUMENT NUMBER	PROJECT AND TITLE	DATE
B054854-TTE-00-XX-DR-O-001 REVISION P03	PROPOSED RESIDENTIAL DEVELOPMENT LAND OFF DUMERS LANE, RADCLIFFE PROPOSED SITE ACCESS: GENERAL ARRANGEMENT	18.09.24
B054854-TTE-00-XX-TR-O-001 REVISION P03	PROPOSED RESIDENTIAL DEVELOPMENT LAND OFF DUMERS LANE, RADCLIFFE PROPOSED SITE ACCESS: REFUSE VEHICLE SWEPT PATH ANALYSIS	18.09.24

6. LOCATION PLAN OF ITEMS RAISED BY THIS AUDIT



Appendix G: Full PICADY Output for Site Access/Dumers Lane 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

Report generation date: 14/11/2024 10:27:33

- »2024 Without Development, AM
- »2024 Without Development, PM
- »2029 With Development, AM
- »2029 With Development, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Without Development									
Stream B-AC	0.0	0.00	0.00	A	0.00	0.0	0.00	0.00	A	0.00
Stream C-B	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
	2029 With Development									
Stream B-AC	0.1	7.78	0.07	A	0.40	0.0	8.37	0.03	A	0.24
Stream C-B	0.0	5.67	0.01	A		0.0	5.64	0.03	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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



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	2024 Without Development	AM	ONE HOUR	00:00	01:30	15
D2	2024 Without Development	PM	ONE HOUR	00:00	01:30	15
D3	2029 With Development	AM	ONE HOUR	00:00	01:30	15
D4	2029 With Development	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dumers Lane S		Major
B	Propsoed site access		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	6.00		✓	2.90	230.0		-

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 - Propsoed site access	One lane	4.18	23	19

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	553	0.101	0.255	0.160	0.364
B-C	711	0.109	0.275	-	-
C-B	761	0.295	0.295	-	-

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	2024 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		✓	363	100.000
B - Propsoed site access		✓	0	100.000
C - Dumers Lane N		✓	268	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Dumers Lane S	B - Propsoed site access	C - Dumers Lane N
	From			
	A - Dumers Lane S	0	0	363
	B - Propsoed site access	0	0	0
	C - Dumers Lane N	268	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Dumers Lane S	B - Propsoed site access	C - Dumers Lane N
	From			
	A - Dumers Lane S	0	0	0
	B - Propsoed site access	0	0	0
	C - Dumers Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-A				
C-B	0.00	0.00	0.0	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-AC	0	528	0.000	0	0.0	0.000	A
C-A	202			202			
C-B	0	680	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	273			273			

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-AC	0	509	0.000	0	0.0	0.000	A
C-A	241			241			
C-B	0	665	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	326			326			

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-AC	0	483	0.000	0	0.0	0.000	A
C-A	295			295			
C-B	0	643	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	400			400			

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-AC	0	483	0.000	0	0.0	0.000	A
C-A	295			295			
C-B	0	643	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	400			400			

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-AC	0	509	0.000	0	0.0	0.000	A
C-A	241			241			
C-B	0	665	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	326			326			

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-AC	0	528	0.000	0	0.0	0.000	A
C-A	202			202			
C-B	0	680	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	273			273			

2024 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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		0.00	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)
D2	2024 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		✓	318	100.000
B - Propsoed site access		✓	0	100.000
C - Dumers Lane N		✓	438	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Dumers Lane S	B - Propsoed site access	C - Dumers Lane N
	A - Dumers Lane S	0	0	318
	B - Propsoed site access	0	0	0
	C - Dumers Lane N	438	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Dumers Lane S	B - Propsoed site access	C - Dumers Lane N
	A - Dumers Lane S	0	0	0
	B - Propsoed site access	0	0	0
	C - Dumers Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-A				
C-B	0.00	0.00	0.0	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-AC	0	523	0.000	0	0.0	0.000	A
C-A	330			330			
C-B	0	690	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	239			239			

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-AC	0	503	0.000	0	0.0	0.000	A
C-A	394			394			
C-B	0	677	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	286			286			

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-AC	0	475	0.000	0	0.0	0.000	A
C-A	482			482			
C-B	0	658	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	350			350			

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-AC	0	475	0.000	0	0.0	0.000	A
C-A	482			482			
C-B	0	658	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	350			350			

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-AC	0	503	0.000	0	0.0	0.000	A
C-A	394			394			
C-B	0	677	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	286			286			

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-AC	0	523	0.000	0	0.0	0.000	A
C-A	330			330			
C-B	0	690	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	239			239			

2029 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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		0.40	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	2029 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		✓	371	100.000
B - Propsoed site access		✓	31	100.000
C - Dumers Lane N		✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Dumers Lane S	B - Propsoed site access	C - Dumers Lane N
	A - Dumers Lane S	0	8	363
	B - Propsoed site access	13	0	18
	C - Dumers Lane N	268	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Dumers Lane S	B - Propsoed site access	C - Dumers Lane N
	A - Dumers Lane S	0	0	0
	B - Propsoed site access	0	0	0
	C - Dumers Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	7.78	0.1	A
C-A				
C-B	0.01	5.67	0.0	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-AC	23	541	0.043	23	0.0	6.950	A
C-A	202			202			
C-B	4	679	0.006	4	0.0	5.333	A
A-B	6			6			
A-C	273			273			

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-AC	28	522	0.053	28	0.1	7.277	A
C-A	241			241			
C-B	4	663	0.007	4	0.0	5.468	A
A-B	7			7			
A-C	326			326			

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-AC	34	497	0.069	34	0.1	7.782	A
C-A	295			295			
C-B	6	641	0.009	5	0.0	5.667	A
A-B	9			9			
A-C	400			400			

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-AC	34	497	0.069	34	0.1	7.784	A
C-A	295			295			
C-B	6	641	0.009	6	0.0	5.667	A
A-B	9			9			
A-C	400			400			

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-AC	28	522	0.053	28	0.1	7.282	A
C-A	241			241			
C-B	4	663	0.007	5	0.0	5.469	A
A-B	7			7			
A-C	326			326			

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-AC	23	541	0.043	23	0.0	6.957	A
C-A	202			202			
C-B	4	679	0.006	4	0.0	5.335	A
A-B	6			6			
A-C	273			273			

2029 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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		0.24	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)
D4	2029 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		✓	329	100.000
B - Propsoed site access		✓	13	100.000
C - Dumers Lane N		✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Dumers Lane S	B - Propsoed site access	C - Dumers Lane N
	A - Dumers Lane S	0	11	318
	B - Propsoed site access	8	0	5
	C - Dumers Lane N	438	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Dumers Lane S	B - Propsoed site access	C - Dumers Lane N
	A - Dumers Lane S	0	0	0
	B - Propsoed site access	0	0	0
	C - Dumers Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	8.37	0.0	A
C-A				
C-B	0.03	5.64	0.0	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-AC	10	496	0.020	10	0.0	7.397	A
C-A	330			330			
C-B	11	688	0.016	11	0.0	5.319	A
A-B	8			8			
A-C	239			239			

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-AC	12	475	0.025	12	0.0	7.773	A
C-A	394			394			
C-B	13	674	0.020	13	0.0	5.451	A
A-B	10			10			
A-C	286			286			

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-AC	14	444	0.032	14	0.0	8.368	A
C-A	482			482			
C-B	17	654	0.025	16	0.0	5.644	A
A-B	12			12			
A-C	350			350			

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-AC	14	444	0.032	14	0.0	8.368	A
C-A	482			482			
C-B	17	654	0.025	17	0.0	5.644	A
A-B	12			12			
A-C	350			350			

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-AC	12	475	0.025	12	0.0	7.774	A
C-A	394			394			
C-B	13	674	0.020	14	0.0	5.451	A
A-B	10			10			
A-C	286			286			

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-AC	10	496	0.020	10	0.0	7.398	A
C-A	330			330			
C-B	11	688	0.016	11	0.0	5.321	A
A-B	8			8			
A-C	239			239			