

GG104 Parameters Note

Client: Hodgetts Estates Ltd

Date: 1 November 2023

1. GG104 Safety Risk Assessment

A Safety Risk Assessment is to be carried out on the road network as shown on the plan at Appendix A in accordance with GG104. This note sets out the parameters of that assessment.

2. Background

Outline planning permission is being sought for up to 100,000sqm of B8 use, of which up to 10,000sqm could be flexible E(g)(iii)/B2/B8 use, and a 150 space lorry park and associated 400sqm amenity block, with all matters reserved apart from access.

A copy of the latest illustrative masterplan is provided at Appendix B.

The proposed development requires a new traffic signal controlled junction on the A5 to provide access to the site.

3. Transport Assessment

It has been agreed with National Highways (NH), Warwickshire County Council (WCC) and Staffordshire County Council (SCC) to assess the impact of the proposed development on the A5 between and including the roundabout junctions with Pennine Way in the West to Dordon Roundabout in the east. This section of the A5 includes merge/ diverges to the B5080 Pennine Way and B5404 Quarry Hill, the traffic signal controlled Junction 10 interchange with the M42, the A5/ Birch Coppice signal controlled junction and the A5/Core 42 junction. Other minor junctions and accesses have not been assessed and are not included in the agreed network.

Traffic flow diagrams showing the 2033 No Development and With Development flows for the Reference Case and Local Plan scenarios are attached at Appendix C.

The Reference Case is the existing highway network plus committed developments.

The Local Plan Case is the Reference Case -plus local plan traffic flows plus local plan highway infrastructure improvements, including the A5 Dordon to Grendon scheme as shown at Appendix D. The design of the A5 Dordon to Grendon scheme is not fixed, and the Dordon Roundabout could either be a traffic signal junction or a larger roundabout. NH have advised that the current proposal in the Local Plan, that is traffic signals should be assumed. There is also an illustrative improvement scheme at the M42 Junction 10, also shown at Appendix D.

4. Mitigation Measures

Mitigations measures to reduced queues and delays and to improve pedestrian and cycle accessibility are proposed. Briefly the proposed highway improvements comprise:

- Widening the A5 eastbound approach to M42 Jn10 to provide 3 lanes.
- Widening the M42 Jn10 circulatory carriageway on the approach to the Green Lane signals to 4 lanes.
- Signal controlled pedestrian and cycle crossing of the Green Lane approach.

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- Signal controlled pedestrian and cycle crossing of the M42 northbound on-slip.
- Signal controlled pedestrian and cycle crossing of the M42 southbound off slip.
- Signal controlled pedestrian crossing of the A5 at the proposed site access junction.
- Signal controlled pedestrian and cycle crossing of the proposed site access junction.
- Extended 4 lane flared section on the A5 westbound approach to M42 Jn10.
- Improved shared foot/cycleway on the north side of the A5 between the site access and the Pennine Way north roundabout, including the northern part of Jn10.
- A new separate 3.0m wide offline shared foot/cycleway between the site access and the A5 near to Browns Lane, Dordon.
- 50mph speed limit on the A5 from a point 120m west of the Pennine Way overbridge to the existing 50mph speed limit east of the site.
- A foot-cycle connection is proposed to Bridleway AE45 and to Footpath AE46, both of which lie on the eastern boundary of the site.
- A new footpath/bridleway is proposed to connect from AE46 to Barn Close in Dordon.
- A new footpath/bridleway is proposed to connect from AE46 to the A5.

The relevant drawings are attached in Appendix E.

The development proposals have been subject to a WCHAR assessment in line with GG142 “Walking, cycling and Horse-riding Assessment and Review”, and a copy is attached at Appendix F.

5. Departures from Standard

The proposed improvement scheme includes two departures from standard that were necessary in the design to accommodate highway land available. These are located on the northern footway approximately 100m west of the Kensall Green slip lane. Details of each departure are given below. Existing departures the on the highway network have not been identified:

Departure	Location	Detail	Reason
Reduction in the foot/cycleway width from 2.0m to 1.8m	A5 eastbound foot/cycleway at a point 170m west of Junction 10	For distance of 33m the foot/cycleway width is reduced from 2.0m specified in CD143 to 1.8m.	Lane gain from Pennine Way merge and improvement to foot/cycleway results in pinch point due to highway boundary fencing.
Reduction in the foot/cycleway separation strip from 1.5m to 1.0m	A5 eastbound foot/cycleway at a point 170m west of Junction 10	For distance of 33m the separation strip width is reduced from 1.5m in CD143 to 1.0m.	Lane gain from Pennine Way merge and improvement to foot/cycleway results in pinch point due to highway

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			boundary fencing.
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6. Collision Data

Collision data for the road network for the combined 3 year period from 1 January 2018 to 31 December 2019 inclusive and 1 January 2022 to 31 December 2022 inclusive will be provided. Collision data from 2020 and 2021 has not been used owing to the effects of the Covid 19 pandemic.

784-B033920 Land North East of M42 Jn10

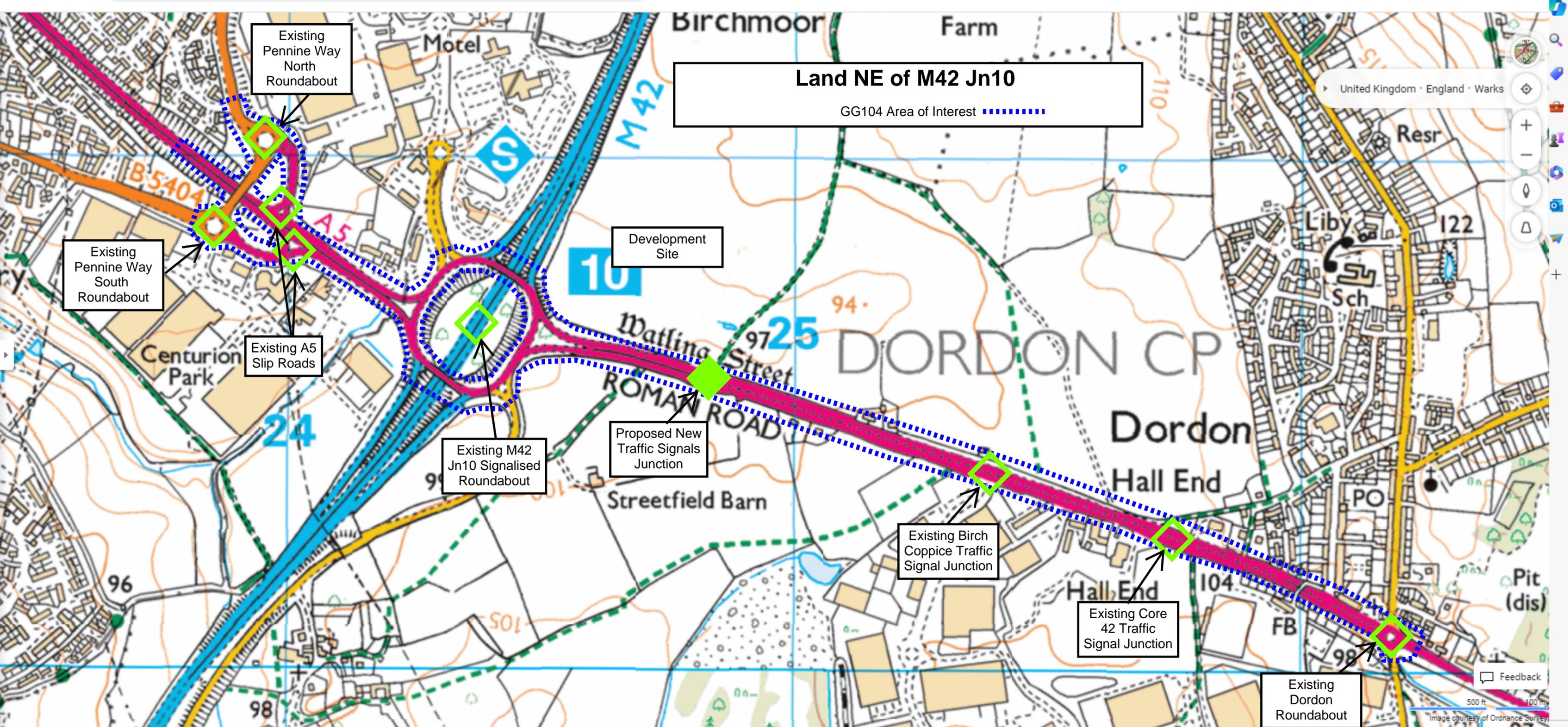
GG104 Parameters Note

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APPENDIX A GG104 STUDY EXTENT



Land NE of M42 Jn10
GG104 Area of Interest

Existing Pennine Way North Roundabout

Existing Pennine Way South Roundabout

Existing A5 Slip Roads

Existing M42 Jn10 Signalised Roundabout

Development Site

Proposed New Traffic Signals Junction

Existing Birch Coppice Traffic Signal Junction

Existing Core 42 Traffic Signal Junction

Existing Dordon Roundabout

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APPENDIX B ILLUSTRATIVE MASTERPLAN



SCHEDULE OF ACCOMMODATION PLOT A1			SCHEDULE OF ACCOMMODATION PLOT A2		
Unit HE 635	sq m	sq ft	UNIT A2.1	sq m	sq ft
Warehouse	: 55,560	598,048	Warehouse	: 1,863	20,053
Offices (2 Floors)	: 2,130	22,927	TOTAL (GIA)	: 1,863	20,053
2 Goods in (2 Floors)	: 1,308	14,079	Car Parking	: 24 (Incl. 2 Accessible)	
Gatehouse	: 20	215	Van Parking	: 8	
TOTAL (GIA)	: 59,018	635,269	Haunch Height	: TBC m	
HGV Parking	: 142 (Excl. Loading)		Level Access	: 2	
Car Parking	: 389 (Incl. 12 Accessible)		UNIT A2.2	sq m	sq ft
Haunch Height	: 18 m		Warehouse	: 1,397	15,039
Dock Wall Height	: 1.2m		TOTAL (GIA)	: 1,397	15,039
Dock Levellers	: 60		Car Parking	: 12 (Incl. 2 Accessible)	
Level Access	: 8		Van Parking	: 4	
DEMISE AREA	: 10.65 Ha /26.32acres		Haunch Height	: TBC m	
SITE DENSITY	: 55.42%		Level Access	: 2	
Unit HE 330	sq m	sq ft	UNIT A2.3	sq m	sq ft
Warehouse	: 28,770	309,677	Warehouse	: 1,397	15,039
Offices (2 Floors)	: 1,240	13,347	TOTAL (GIA)	: 1,397	15,039
Goods in (2 Floors)	: 600	6,458	Car Parking	: 12 (Incl. 2 Accessible)	
Gatehouse	: 20	215	Van Parking	: 4	
TOTAL (GIA)	: 30,630	329,697	Haunch Height	: TBC m	
HGV Parking	: 56 (Excl. Loading)		Level Access	: 2	
Car Parking	: 210 (Incl. 6 Accessible)		UNIT A2.4	sq m	sq ft
Haunch Height	: 18 m		Warehouse	: 931.5	10,026
Dock Wall Height	: 1.2m		TOTAL (GIA)	: 931.5	10,026
Dock Levellers	: 24		Car Parking	: 6 (Incl. 1 Accessible)	
Level Access	: 4		Van Parking	: 1	
DEMISE AREA	: 6.068 Ha /14.994 acres		Haunch Height	: TBC m	
SITE DENSITY	: 50.48%		Level Access	: 2	
PLOT B1			UNIT A2.5	sq m	sq ft
OVERNIGHT HGV PARKING	sqm	sqft	Warehouse	: 931.5	10,026
Administration Building	: 182	1,959	TOTAL (GIA)	: 931.5	10,026
Gatehouse	: 20	215	Car Parking	: 6 (Incl. 1 Accessible)	
TOTAL (GIA)	: 202	2,174	Van Parking	: 1	
HGV Parking	: 83		Haunch Height	: TBC m	
Rigid HGV Parking	: 57		Level Access	: 2	
Car Parking	: 5		UNIT A2.5	sq m	sq ft
DEMISE AREA	: 1.839 Ha / 4.544 acres		Warehouse	: 931.5	10,026
SITE DENSITY	: 1.10%		TOTAL (GIA)	: 931.5	10,026
PLOT B2			Car Parking	: 6 (Incl. 1 Accessible)	
OVERNIGHT HGV PARKING	sqm	sqft	Van Parking	: 1	
Hu Office/ Community Centre	: 470	5,059	Haunch Height	: TBC m	
TOTAL (GIA)	: 470	5,059	Level Access	: 2	
Car Parking	: 13 (Incl. 4 Accessible)		DEMISE AREA	: 1.66 Ha /4.10 acres	
DEMISE AREA	: 0.271 Ha/ 0.669 Acres		SITE DENSITY	: 39.28%	
SITE DENSITY	: 17%		HGV Parking Shared	: 6	
			SITE AREA PLOT A1 AND A2		
			(ORANGE LINE)	: 18.38 Ha /45.41acres	
			SITE DENSITY	: 52.32%	

NOTES:
 Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey. Any dimensions given are to be confirmed with site measure.
 Subject to Surveys, constraints & planning.
 Red Line indicative only.
 Copyright Chetwoods (Birmingham) Limited. No implied licence exists.
 Contractors must verify all dimensions on site before commencing any work or stop drawings. This drawing is not to be scaled. Use figured dimensions only.
 Subject to statutory approvals and survey.
 Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.
 Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
 The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design team comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.
 Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.

North

NB.
 •SUBJECT TO SURVEYS, CONSTRAINTS & PLANNING.
 •LAYOUT TO BE TRACKED.
 •RED LINE INDICATIVE ONLY.

Development Site Boundary (79.97 acres / 32.36 Ha)
 Parameter Boundary
 Unit Demise Boundary
 Public bridleway (to be diverted where necessary)

P10 Updated boundary area, title block	15/10/21	SA/NH
P9 Updated comments	20/08/21	SA/NH
P8 Annotation added to surrounding roads:	19/08/21	SA/NH
Updated generally in line with Client comments received 22.07.21		
P7 Plot B updated	02/03/21	RC/NH
P6 Schedule updated, Hub office added	19/02/21	RC/NH
Updated comments	21/12/20	MB/NH
Updated comments	12/12/20	MB/NH
Updated comments	11/12/20	MB/NH
Updated comments	10/12/20	MB/NH
First Issue	25/11/20	PJB/NH

Rev Revision Description Date Author/Reviewer

PRELIMINARY

32 Frederick Street, Birmingham, B1 3HH +44 (0)121 234 7500 www.chetwoods.com

Project: LAND NORTH EAST OF J10 M42, DORDON

Client: HODGETTS ESTATES

Drawing Title: INDICATIVE MASTERPLAN MULTI UNIT OPTION

Scale	Size	Drawn	Checked	Date
1:1500	A1	PJB	NH	25/11/2020

Project	Originator	Zone	Level	Type	Role	Number	Rev.
4263	CA	00	00	DR	A	00078	P10

784-B033920 Land North East of M42 Jn10

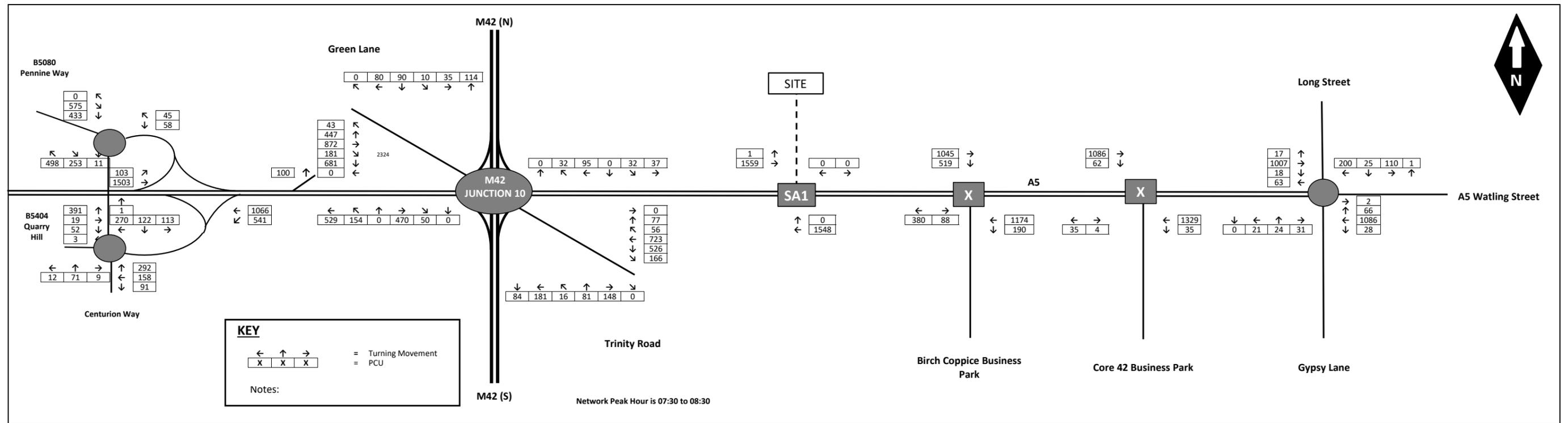
GG104 Parameters Note

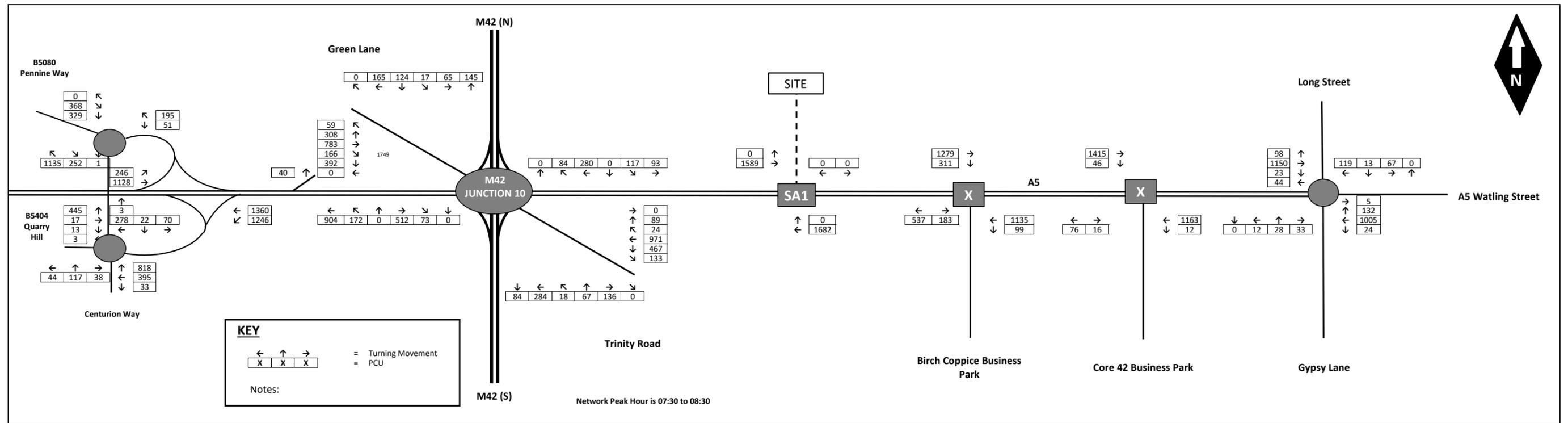
Client: Hodgetts Estates Ltd

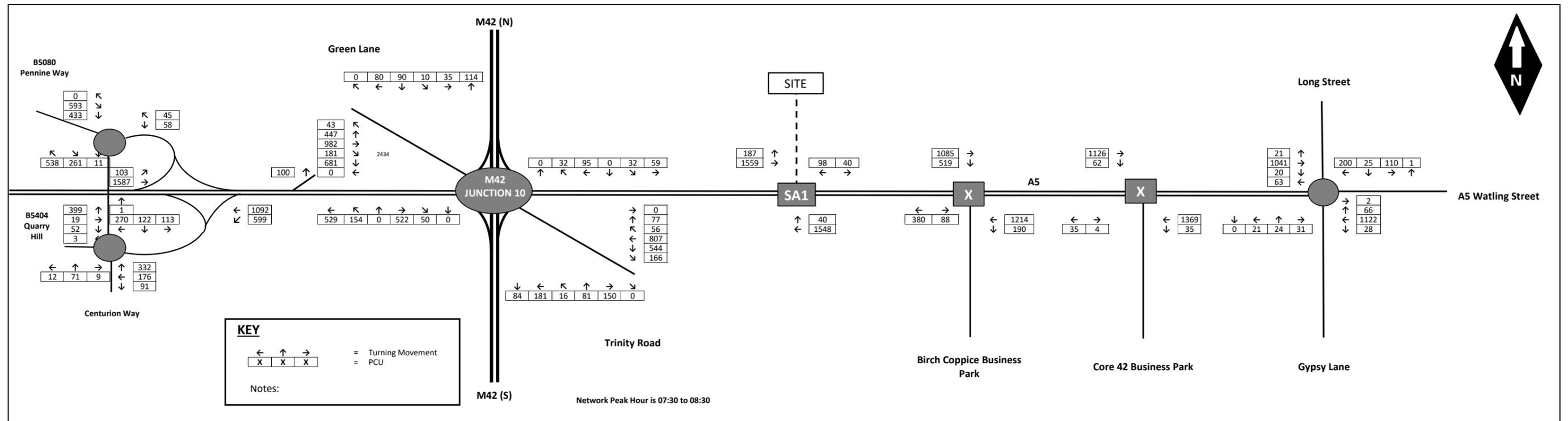
Date: 1 November 2023

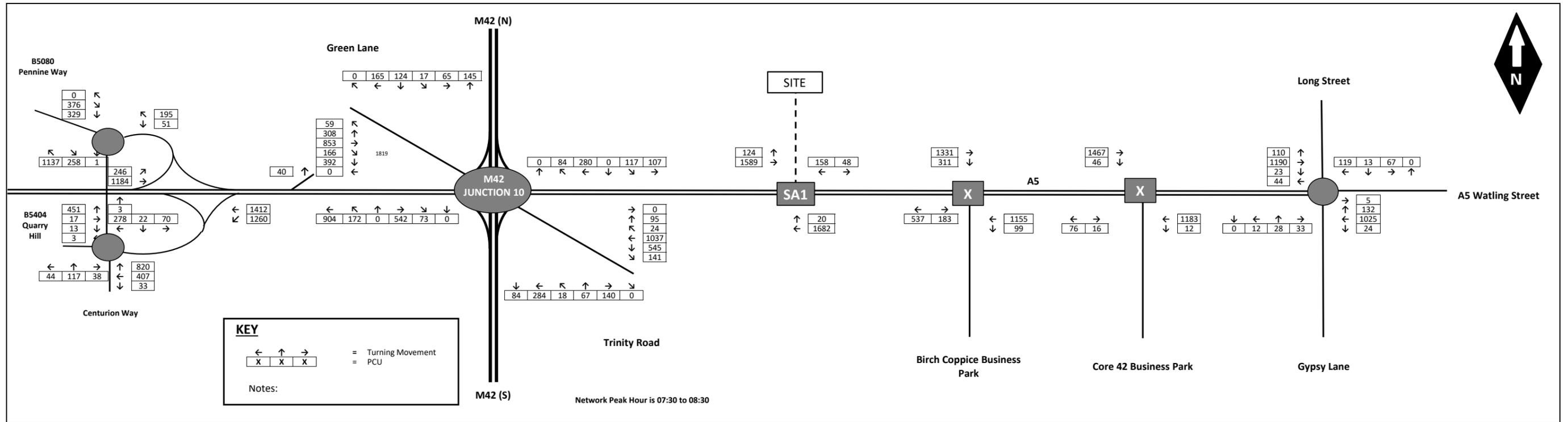


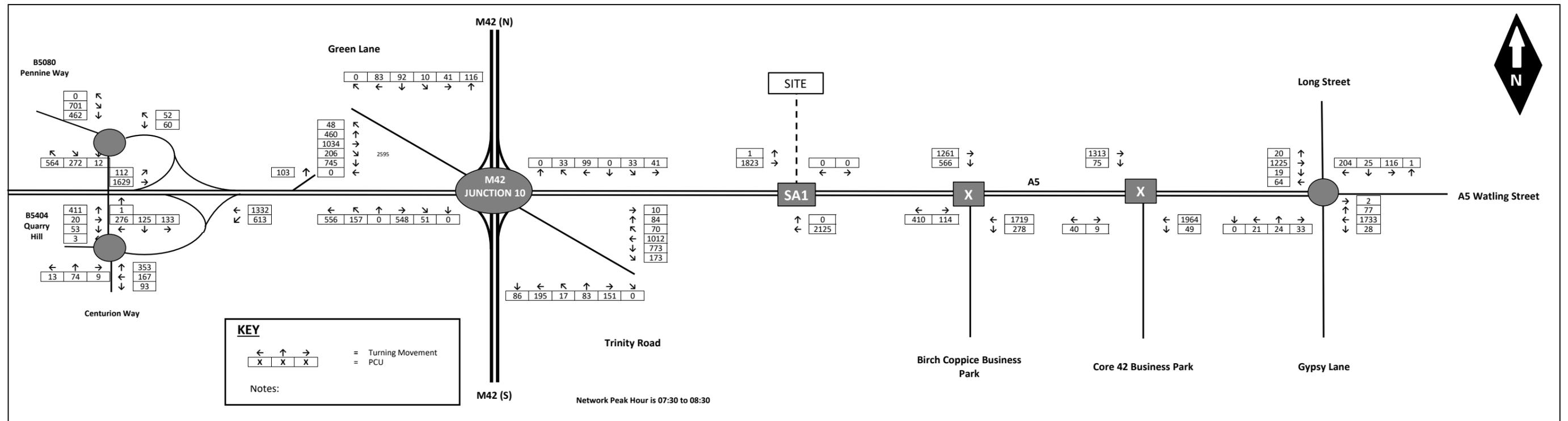
APPENDIX C TRAFFIC FLOW DIAGRAMS

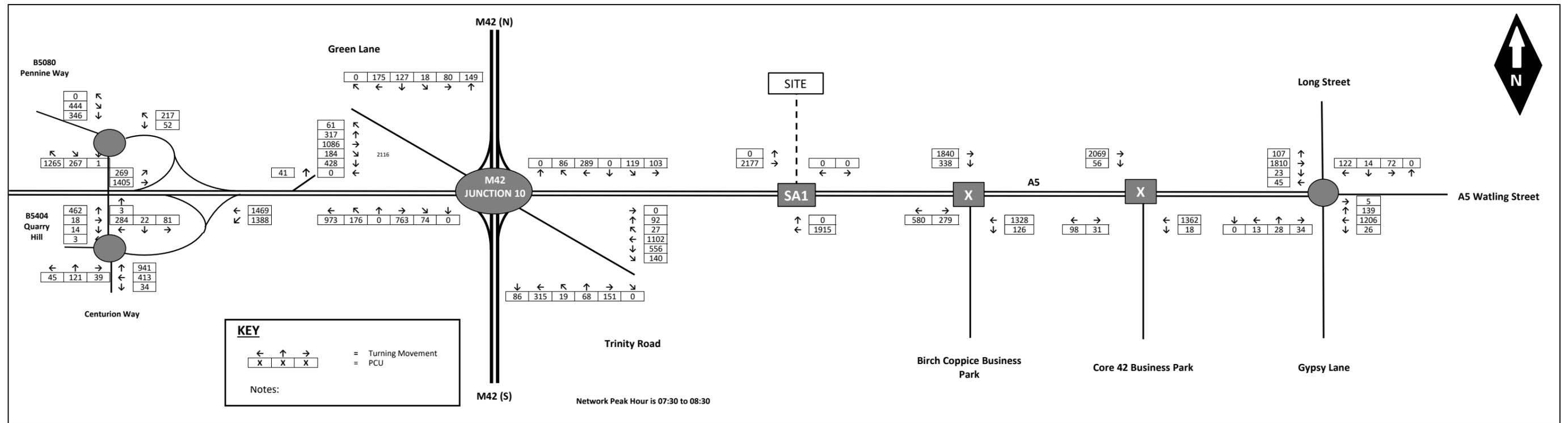


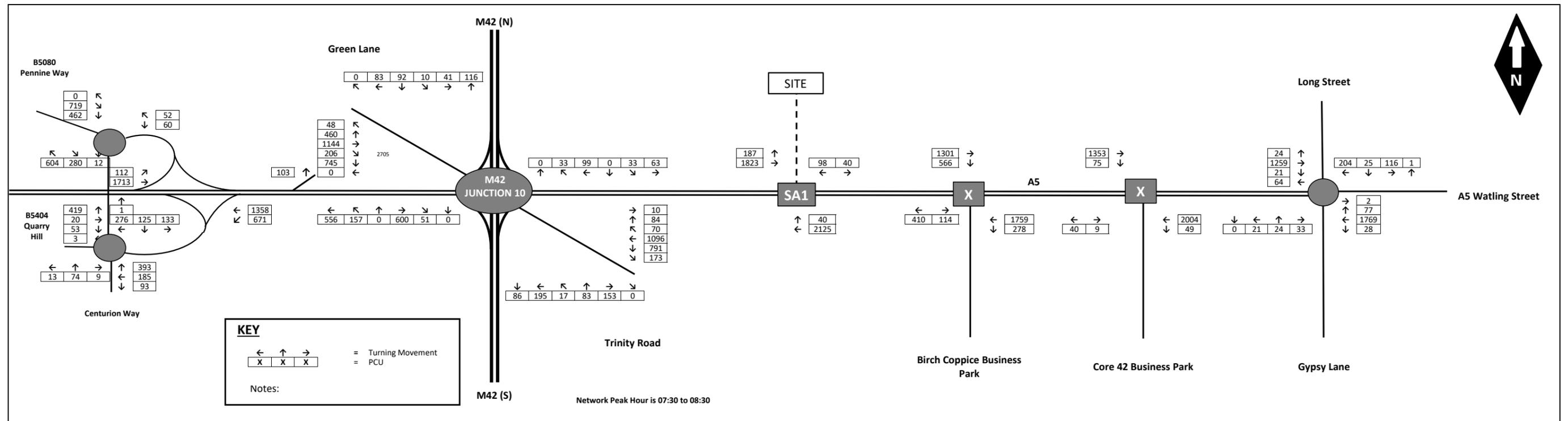


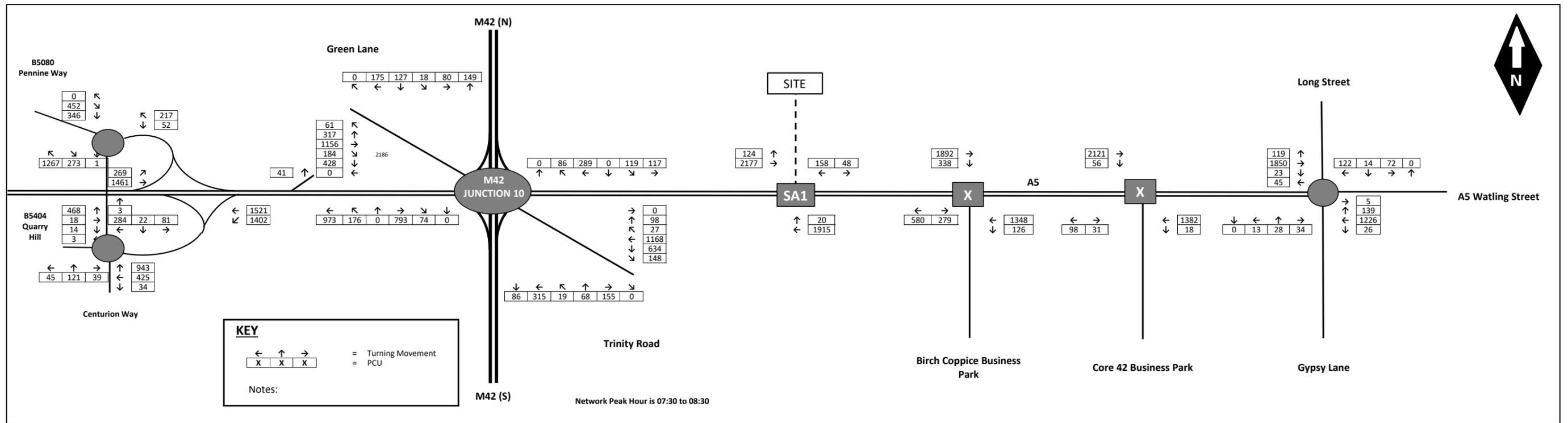












784-B033920 Land North East of M42 Jn10

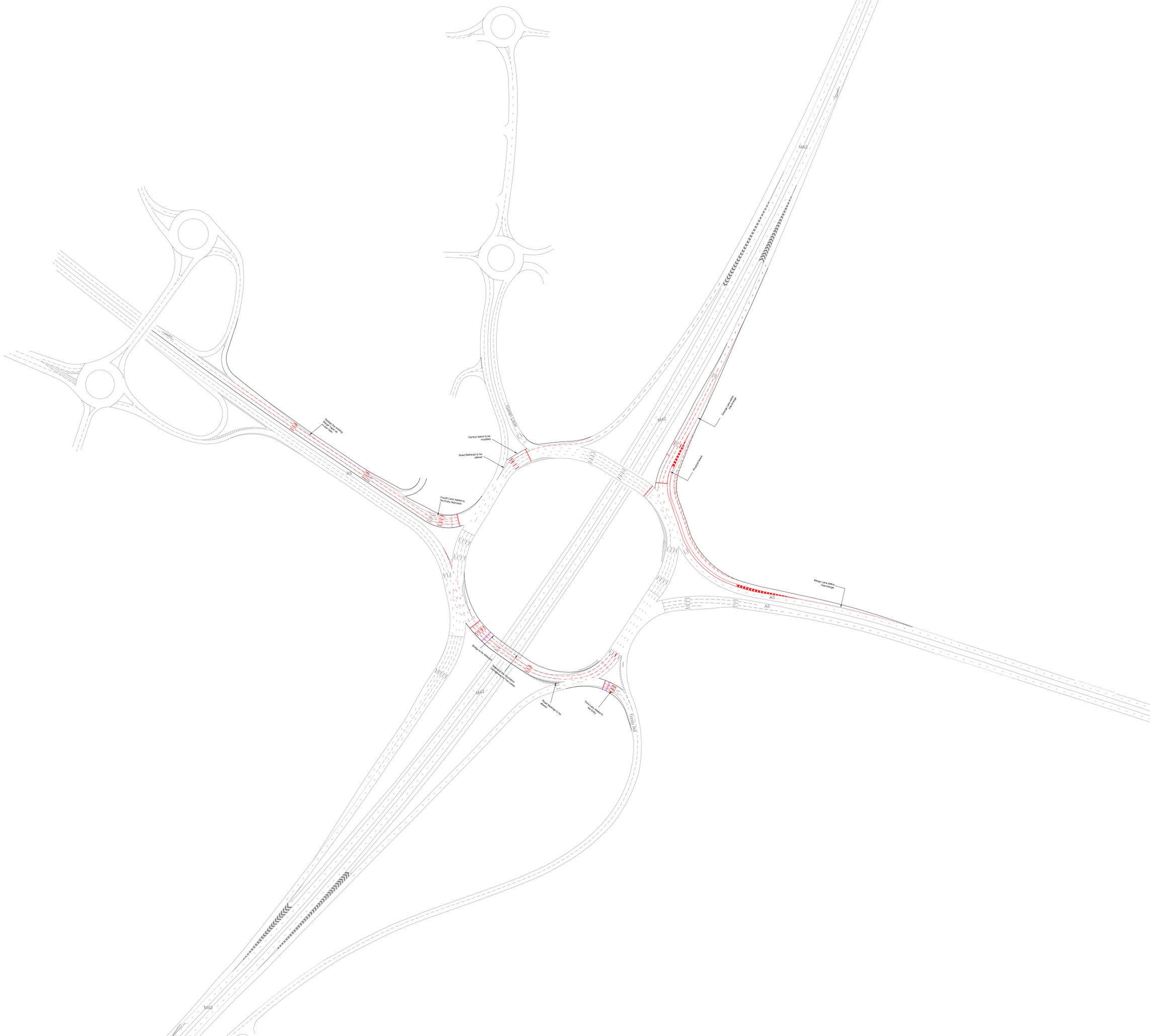
GG104 Parameters Note

Client: Hodgetts Estates Ltd

Date: 1 November 2023



APPENDIX D LOCAL PLAN HIGHWAY IMPROVEMENTS



Drawing Status:
 These drawings have been produced with reference to the CDM Regulations 2015, Regulation 9.

These Drawings are for planning approvals and are not to be used for construction purposes. It is the responsibility of the contractor and client to identify risks associated with the construction stage and to design appropriate measures to mitigate. The risks identified on the PJA Scheme Design Risk Assessment are based on the information available at the time of the design (drawing date) Where shown on PJA Design Drawings, the position of services is based on information provided by other parties at the time of the design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.

Client Duties:
 The client is directed to Regulation 4 of the CDM 2015 Regulations: Client duties in relation to managing projects

Rev / Date	Description	Drn	Chck'd
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Unit 16 The Aquarium, 1-7 King Street,
 Reading, RG1 2AN
 Tel: 01189560909
 reading@philjonesassociates.co.uk
 www.philjonesassociates.co.uk

Client
Warwickshire County Council (WCC)

Project
02853 M42 Junction 10

Drawing
**Indicative Solution.
 Level Intervention
 2 B+C+D+E+F**

Drawn by: AH	24/08/2017	Scale:
Checked by: MN	24/08/2017	1:2000 @ A1

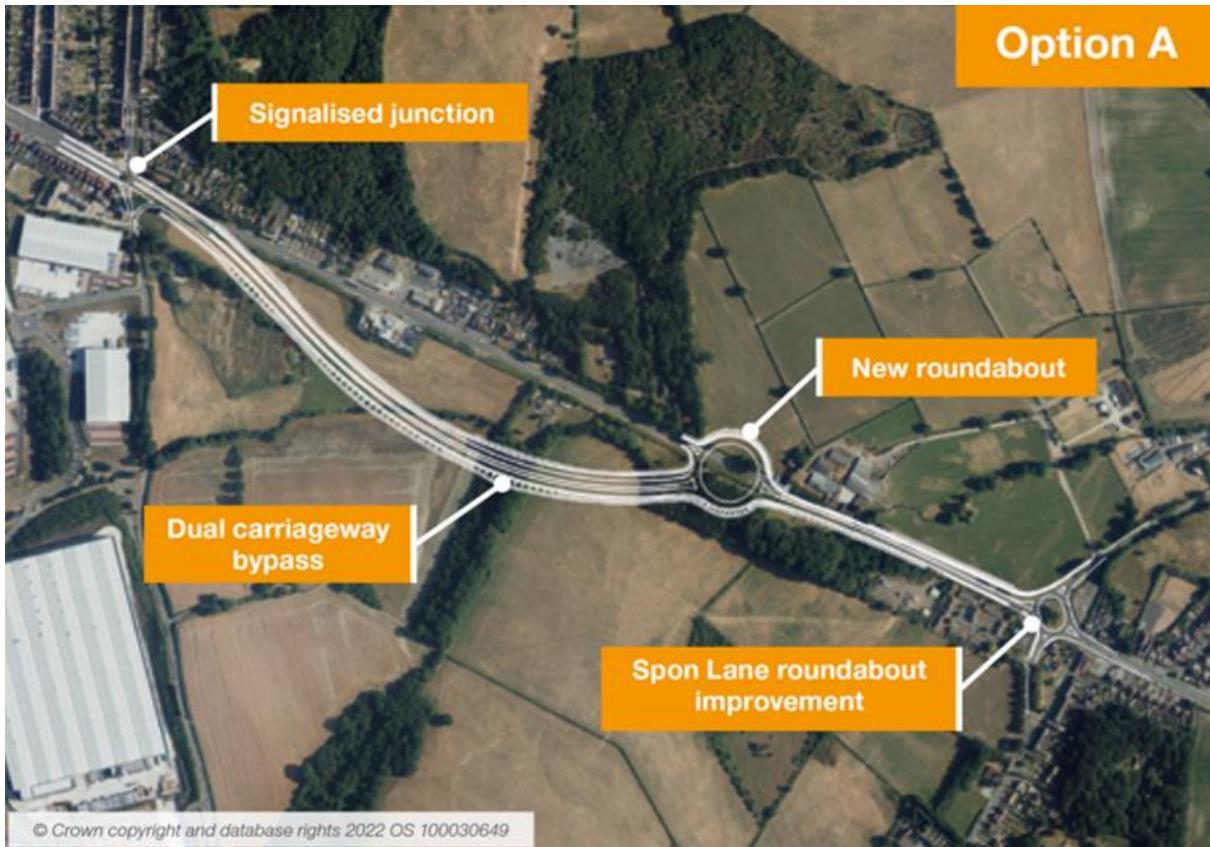
Drawing No.	Revision
02853 - 01	A

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2.4 Summary of options

The following three options were developed for public consultation, with varying levels of improvements against the scheme objectives.

Option A – Dual carriageway, signalised junction and new roundabout



Summary:

Option A introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the A5 at the Dordon roundabout. The Dordon roundabout will be upgraded to a four-way signalised junction, maintaining access to Long Street and Gypsy Lane direct from the A5 mainline. A new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will be accessed via the new roundabout.

784-B033920 Land North East of M42 Jn10

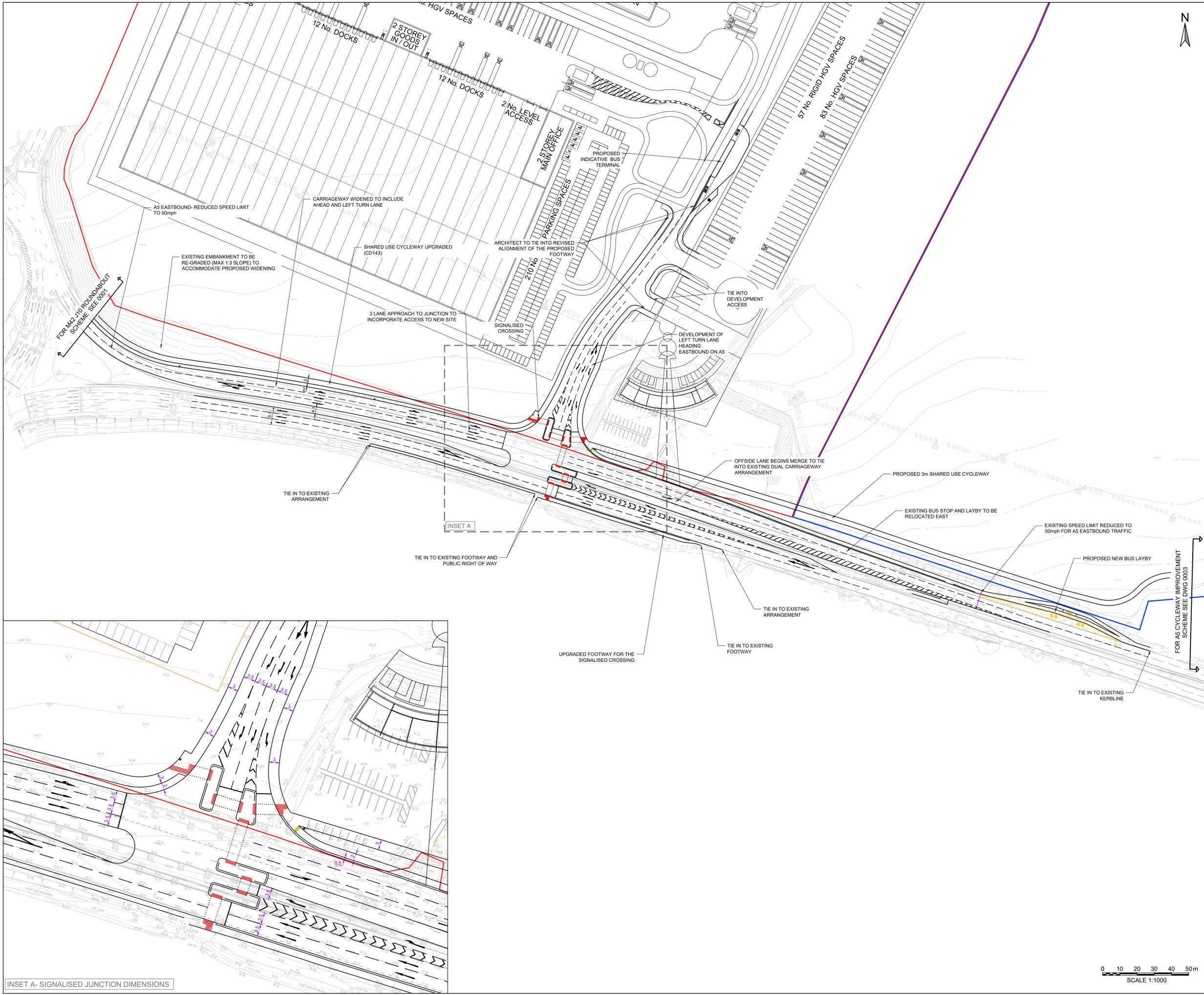
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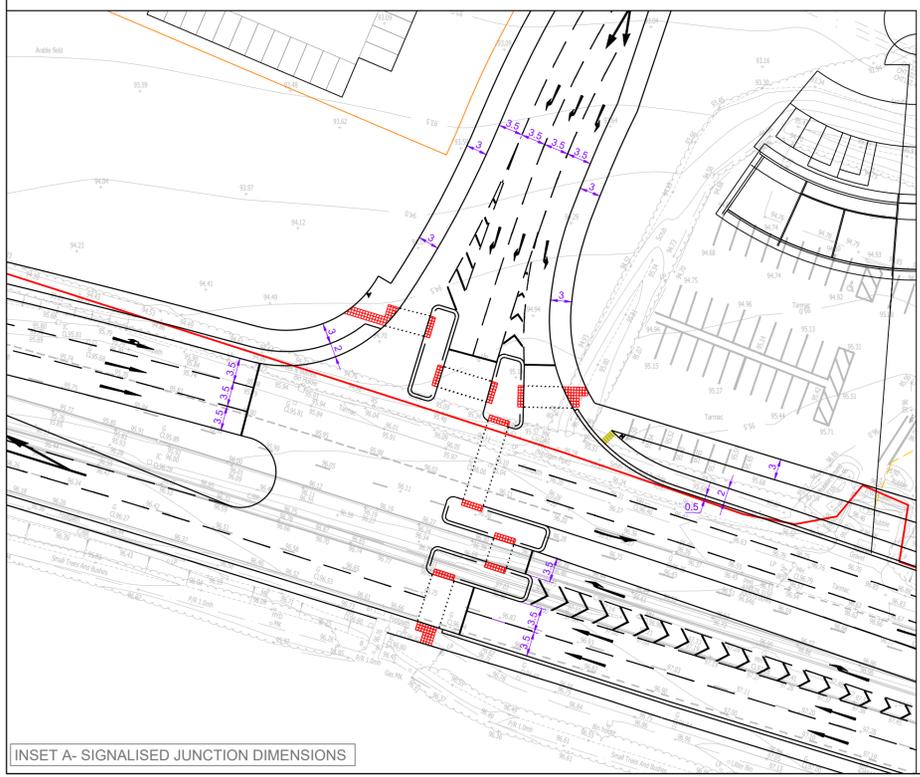
Date: 1 November 2023



APPENDIX E TT DRAWINGS



- NOTES -**
1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
 2. THE INFORMATION SHOWN ON THIS DRAWING IS INTENDED TO PROVIDE A GENERAL OUTLINE OF THE HIGHWAY IMPROVEMENT WORKS.
- KEY:**
- SITE BOUNDARY 1
 - SITE BOUNDARY 2



PRELIMINARY ISSUE

P01	PRELIMINARY FIRST ISSUE	04.11.2022	LJB	LB	NB
Rev.	Description	Date	Drn	CHK	App

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Tetra Tech Manchester
 Quays West at Media City UK,
 Trafford Wharf Road, Trafford Park,
 Manchester, M17 1HH
 Tel: +44 (0)161 872 3223
 www.tetratechurope.com

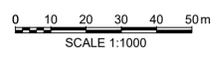


Client
HODGETTS ESTATES

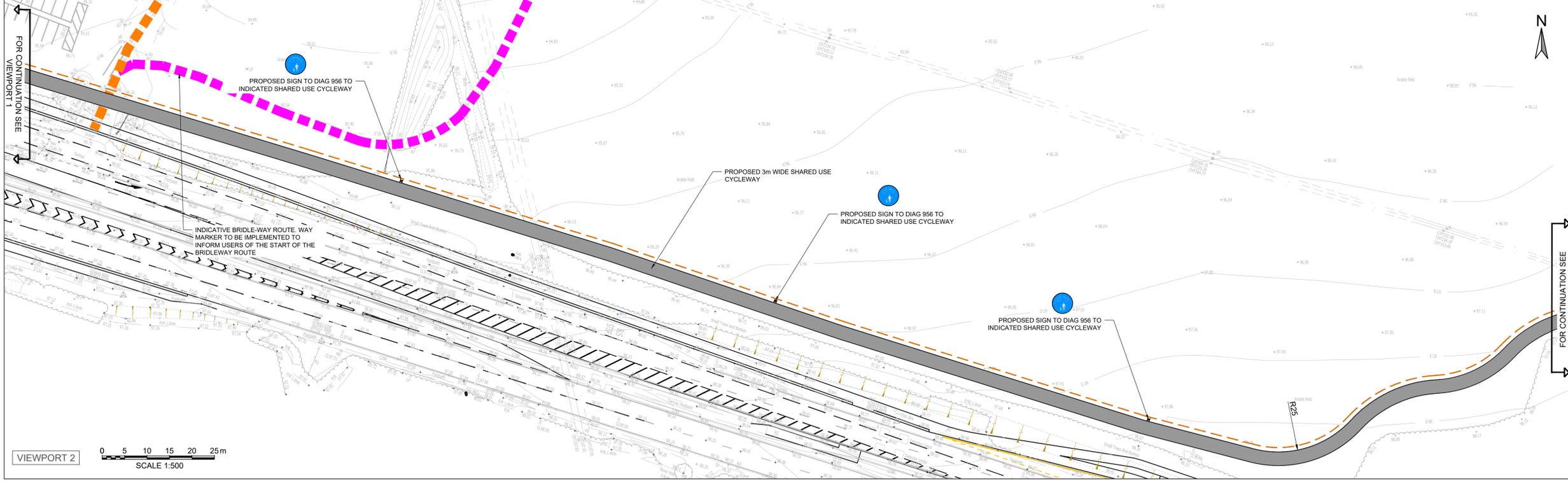
Project Name
**M42 JUNCTION 10
 A5 CYCLEWAY IMPROVEMENT**

Sheet Title
**PROPOSED LAYOUT FOR A5 AND NEW SITE
 ACCESS**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	LJB	Oct'22	LB	Oct '22	NB	Oct '22	1:1000	S3
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
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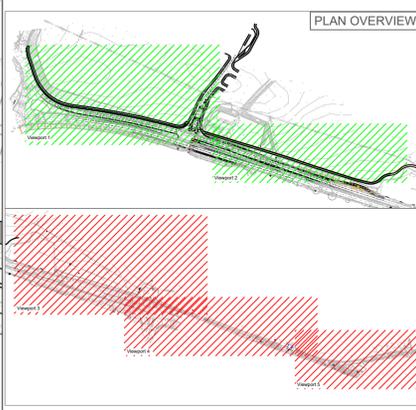


INSET A - SIGNALISED JUNCTION DIMENSIONS



1. THIS DRAWING SHOULD BE READ IN RELATION TO THE SUBJECT OF THE TITLE ONLY. OTHER INFORMATION SHOWN ON THE DRAWING IS TO BE CONSIDERED INDICATIVE ONLY. REFERENCE SHOULD BE MADE TO APPROPRIATE DRAWING SERIES/SPECIFICATIONS FOR OTHER INFORMATION.
2. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
3. PROPOSALS FOR THE SHARED USE CYCLEWAY HAVE BEEN DESIGNED IN ACCORDANCE WITH LTN1/20. DUE TO THE LOW VOLUME OF PEDESTRIANS SHARED USE CYCLEWAY HAS BEEN UTILISED COINCIDING WITH POINTS 6.5.2 AND 6.5.6 OF THE LTN 1/20 DESIGN GUIDANCE.

- KEY:
- SITE BOUNDARY 1
 - SITE BOUNDARY 2
 - PROPOSED 5m SHARED USE CYCLEWAY
 - INDICATIVE SITE ACCESS LAYOUT
 - PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED
 - EXISTING BRIDLEWAY ROUTE (166/AE45/1)
 - PROPOSED DIVERSION OF BRIDLEWAY ROUTE



VIEWPORT 1
0 5 10 15 20 25m
SCALE 1:500

VIEWPORT 2
0 5 10 15 20 25m
SCALE 1:500

PRELIMINARY ISSUE

Rev	Description	Date	Drn	CHK	App
P02	INITIAL COMMENTS INCORPORATED	11.08.2022	LJB	JG	LB
P01	PRELIMINARY FIRST ISSUE	25.05.2022	LJB	JG	LB

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Tetra Tech Manchester
 Quays West at Media City UK,
 Trafford Wharf Road, Trafford Park,
 Manchester, M17 1HH
 Tel: +44 (0)161 872 3223
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Project Name
**M42 JUNCTION 10
 A5 CYCLEWAY IMPROVEMENT**

Sheet Title
**PROPOSED LAYOUT
 SHEET 1**

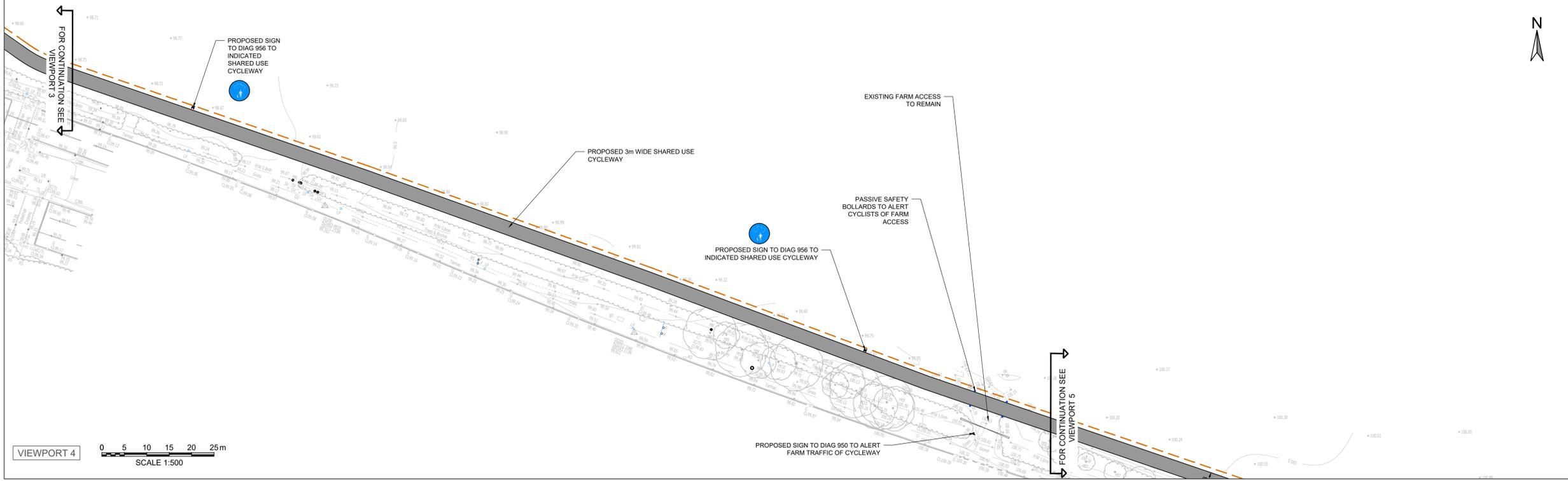
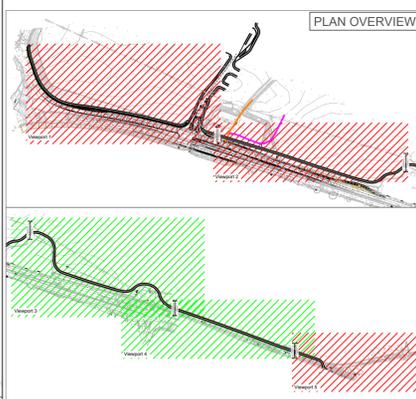
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B033920 - TTE - 00 - ZZ - PL - H - 0003								P02

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- KEY:
- SITE BOUNDARY 2
 - PROPOSED 5m SHARED USE CYCLEWAY
 - PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED
 - PASSIVE SAFETY BOLLARDS



PRELIMINARY ISSUE

Rev	Description	Date	Drn	CHK	App
P02	INITIAL COMMENTS INCORPORATED	11.08.2022	LJB	LB	NB
P01	PRELIMINARY FIRST ISSUE	25.05.2022	LJB	JG	LB

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 Manchester, M17 1HH
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Client
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Project Name
**M42 JUNCTION 10
 A5 CYCLEWAY IMPROVEMENT**

Sheet Title
**PROPOSED LAYOUT
 SHEET 2**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	LJB	May '22	JG	May '22	LB	May '22	1:500	S3
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B033920	TTE	- 00 - ZZ	- PL - H	- 0004	P01			

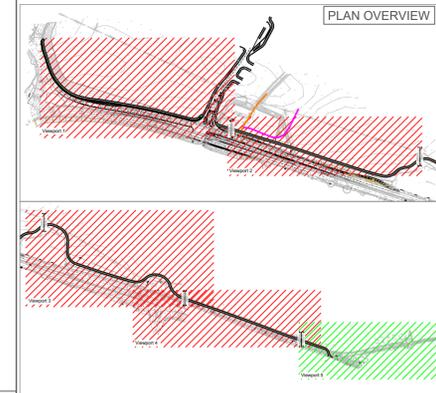
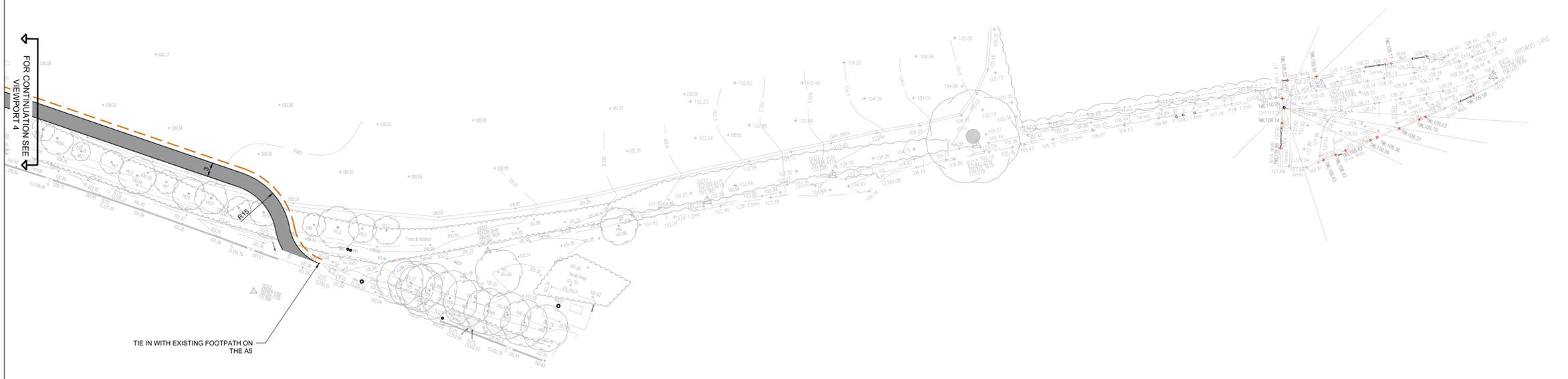
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2. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
3. PROPOSALS FOR THE SHARED USE CYCLEWAY HAVE BEEN DESIGNED IN ACCORDANCE WITH LTN1/20. DUE TO THE LOW VOLUME OF PEDESTRIANS SHARED USE CYCLEWAY HAS BEEN UTILISED COINCIDING WITH POINTS 6.5.2 AND 6.5.6 OF THE LTN 1/20 DESIGN GUIDANCE.

KEY:

-  SITE BOUNDARY 2
-  PROPOSED 5m SHARED USE CYCLEWAY
-  PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED



PRELIMINARY ISSUE

P02	INITIAL COMMENTS INCORPORATED	11.08.2022	LJB	LB	NB
P01	PRELIMINARY FIRST ISSUE	25.05.2022	LJB	JG	LB
Rev.	Description	Date	Drawn	Checked	Appr.

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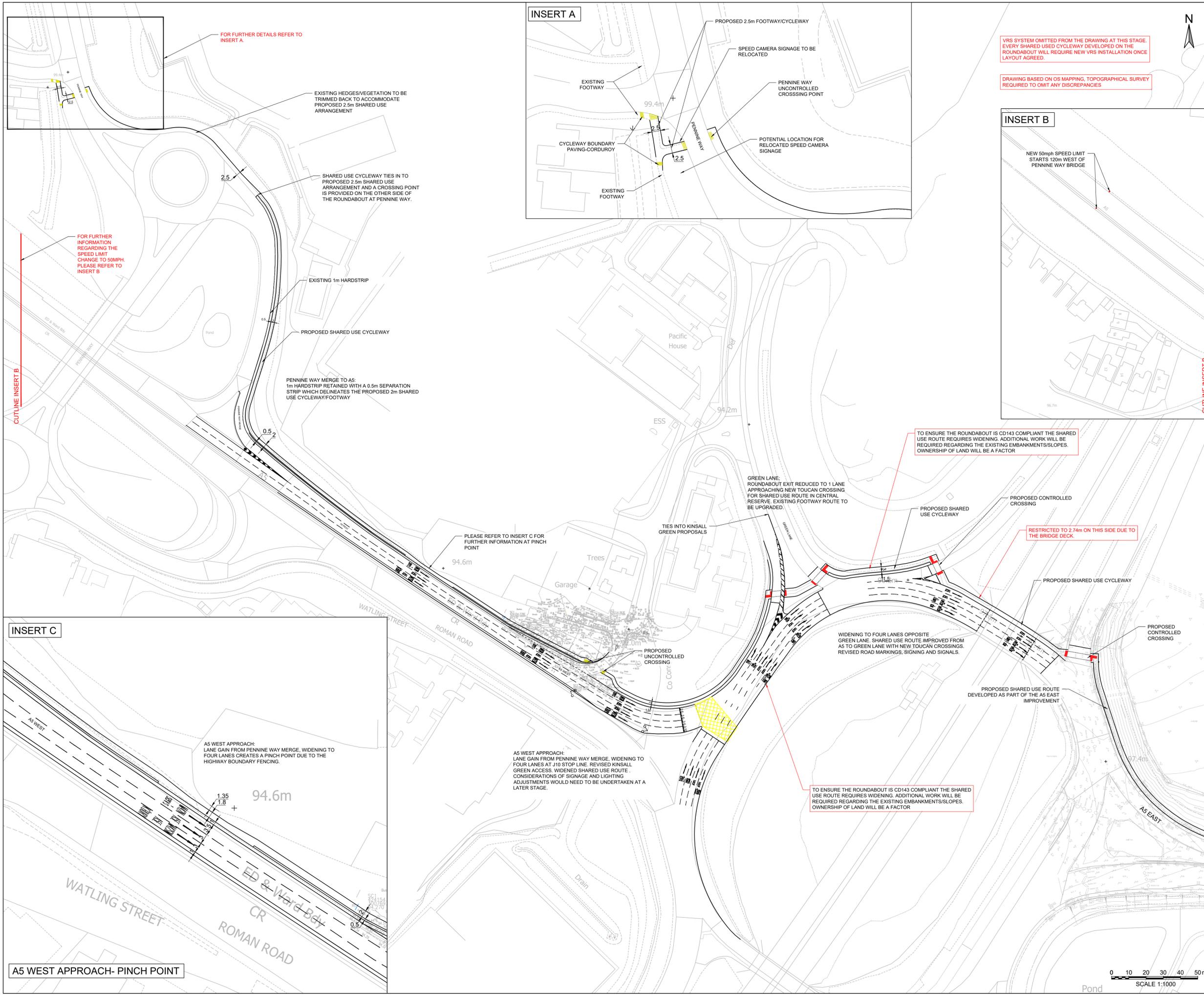


Client
 **HODGETTS ESTATES**

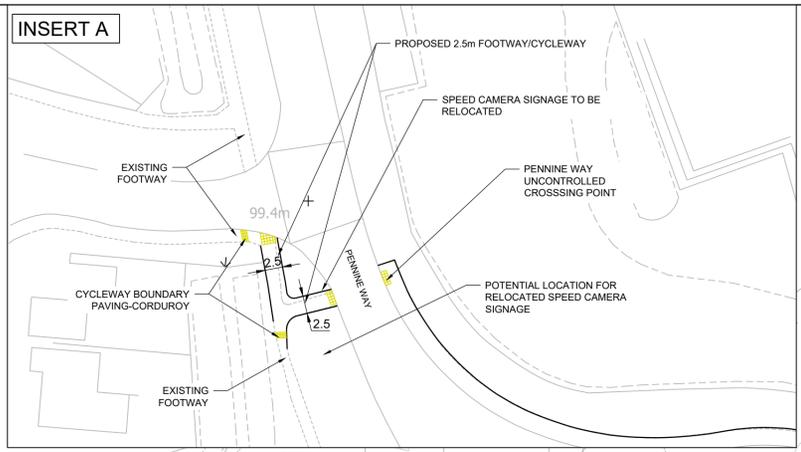
Project Name
**M42 JUNCTION 10
 A5 CYCLEWAY IMPROVEMENT**

Sheet Title
**PROPOSED LAYOUT
 SHEET 3**

TTE Project Number	784-B033920	Drawn By	LJB	Date	May '22	Checked By	JG	Date	May '22	Approved By	LB	Date	May '22	Scale @ A1	1:500	Suitability	S3
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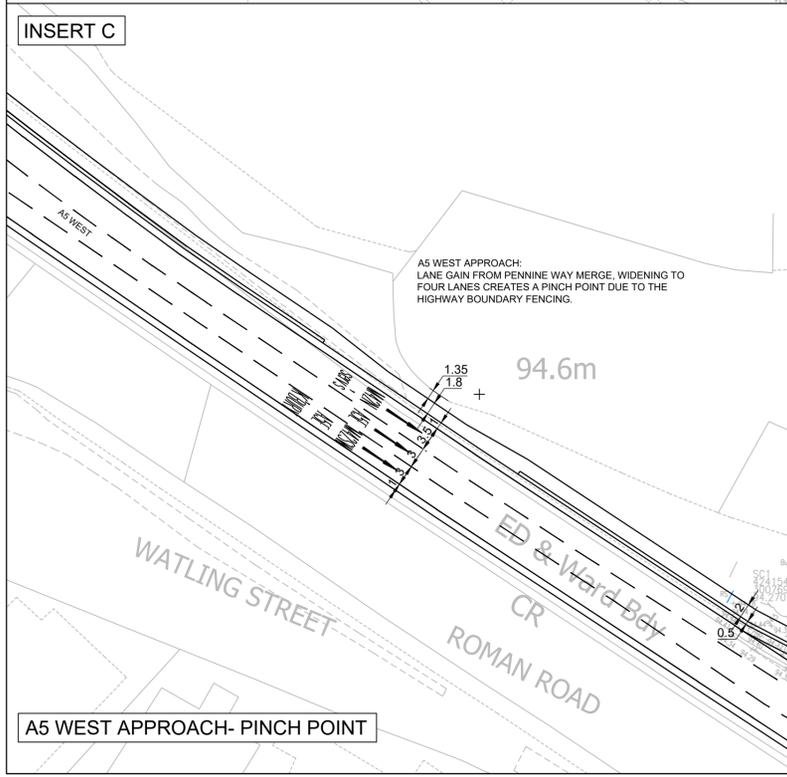
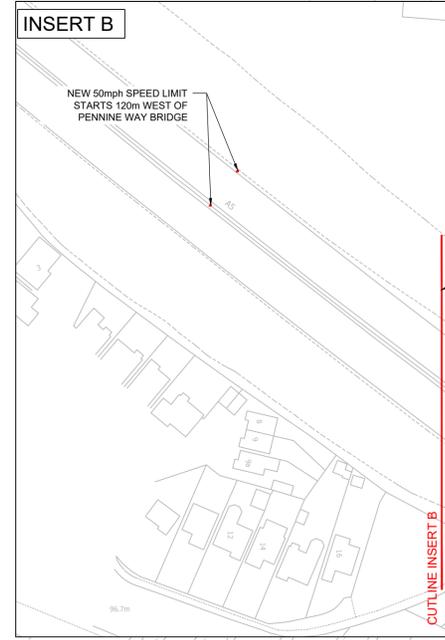


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VRS SYSTEM OMITTED FROM THE DRAWING AT THIS STAGE. EVERY SHARED USED CYCLEWAY DEVELOPED ON THE ROUNDABOUT WILL REQUIRE NEW VRS INSTALLATION ONCE LAYOUT AGREED.

DRAWING BASED ON OS MAPPING, TOPOGRAPHICAL SURVEY REQUIRED TO OMIT ANY DISCREPANCIES



PRELIMINARY ISSUE

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Issuing Office
Tetra Tech Manchester
 Quays West at Media City UK,
 Trafford Wharf Road, Trafford Park,
 Manchester, M17 1HH
 Tel: +44 (0)161 872 3223
 www.tetratech.com

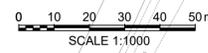
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M42 JUNCTION 10 ROUNDABOUT IMPROVEMENT

Sheet Title
PROPOSED LAYOUT

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784-B033920 Land North East of M42 Jn10

GG104 Parameters Note

Client: Hodgetts Estates Ltd

Date: 1 November 2023



APPENDIX F WCHAR



**Proposed Employment Land
North East of J10 M42,
North Warwickshire**

Walking, Cycling & Horse-Riding Assessment

Report No. D000157 – WCHAR

4 Kempston Place
South Queensferry
Edinburgh,
EH30 9QW

Date: 6th October 2022



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- Appendix C – Collision Data
- Appendix D – Findings and Opportunities Location Plan

1 Scheme Description & Background

- 1.1 Drummond Black Consulting have been commissioned by Tetra Tech to undertake the Walking, Cycling and Horse-Riding Assessment for up to 100,000 sqm of proposed employment uses on land to the north east of M42 Junction 10.
- 1.2 The report is prepared in accordance with Design Manual for Roads and Bridges (DMRB) *GG142 Walking, Cycling and Horse-Riding Assessment and Review* (WCHAR). A brief was supplied with detailed information including NMU traffic count information and the scope of the project was discussed over online calls with both the design team and Warwickshire County Council (WCC). This has been assessed as a large scheme. National Highways (NH) were contacted, however no comments were received.
- 1.3 This report assesses the existing facilities for pedestrians, cyclists and equestrian users in the local area, provides background information on the users and identifies opportunities for improvements for the users. The findings and opportunities identified in this report are not solely intended for the developer to address, but to inform discussion with the relevant authorities to enable co-ordination with the development of external schemes to achieve the objectives. A number of these are outlined in the Warwickshire Local Cycling and Walking Infrastructure Plan described in Section 2 (Table 2.1) of this report.
- 1.4 A site visit was carried out by the lead assessor on Friday 27th May 2022 between 9am and 2pm where the full study area was examined. The weather was clear and sunny. Traffic flow was busy and a number of pedestrians and cyclists were observed.

Background

- 1.5 The proposed development is for up to 100,000 sqm of employment uses on land to the north east of M42 Junction 10. The proposals also include the removal of existing parking laybys at the A5 and replacing them with a new facility for up to 150 vehicles within the site. The final details of the internal layout, including access junctions and parking layouts, will be addressed at a later date so this assessment seeks to input into this creation of the design.
- 1.6 The proposed development would be served by a new signal controlled all-movements access junction at the A5. The proposed layout has been designed in accordance with published guidance from National Highways (formerly Highways England), acting as the Highway Authority responsible for the A5 carriageway.

- 1.7 The site is currently served by a reasonable level of infrastructure to accommodate predicted journeys by walking, cycling and public transport modes. The immediate surrounding area accommodates a substantial amount of employment development, with potentially up to 10,000 people working each day. The proposed development would deliver a range of improvements that should ensure substantial improvements in accessibility, particularly for walking and cycling journeys, that could benefit all users.
- 1.8 These improvements include upgrading the existing east and westbound bus stop facilities at the A5, provision of signal controlled crossing facilities within the access as an alternative to the current priority controlled crossing on the A5, upgrading of existing footpaths within the site and adjacent land to provide much improved pedestrian and cyclist links that avoid the M42 Junction 10 and A5 corridor, and finally the delivery of a continuous shared footway/cycleway link that extends throughout the scheme connecting the A5 to Birchmoor and a series of designated route options for pedestrians and cyclists. Access by public transport is also achievable through local bus routes and two rail stations at Polesworth and Wilnecote.
- 1.9 By providing these infrastructure improvements, the proposed development also offers substantially increased access to and from Local Plan development sites in the area (sites H4 Land east of Polesworth & Dordon, H5 Land to the west of Robey's Lane adjacent to Tamworth and Tamworth Golf Course Sustainable Urban Extension) that intend to deliver over 4,000 dwellings between them. Without the link through the site, residents at each location would likely be required to travel via the M42 Junction 10 and/or the A5 corridor, which could present a significant barrier to sustainable travel options.
- 1.10 This WCHAR assessment report is prepared as part of the preliminary design phase. The WCHAR review report will be prepared at the end of the preliminary design before construction commences.
- 1.11 The existing layout and facilities in the area are illustrated in Figure 1 and described below.
- 1.12 A footway extends along the southern edge of the A5 past the site, measuring approximately 1.8 metres wide. There is a section on the southern side between "The Cat Cottage" and the westbound layby that narrows to less than 1 metre as a result of poor maintenance. Along the northern edge of the carriageway, a 2 metres wide shared footway / cycleway exists, however, there are several points, particularly to the east, where width is constrained by street furniture and overgrown vegetation. The northern path was frequently used by pedestrians and cyclists, whilst the southern path was used less frequently. These connect to the M42/A5 roundabout

where all arms include dropped kerbs and tactile paving crossings, although crossings are uncontrolled. There are crossing facilities across the A5 to reach destinations to the south via either signalised crossings at Birch Coppice and Core 42 Business Park or via the overbridges further to the east at Dordon. The path link through to Browns Lane in Dordon is currently signed as “No Cycling”. The streets in Dordon are low speed and traffic calmed. There is scope for improvement along this route with basic improvements in maintenance of overgrown vegetation. To the east, this will provide a link from the site to Dordon and onward to Grendon.

- 1.13 The residential areas of Birchmoor and Polesworth are within the catchment area of the site and include Polesworth Sports Centre and School. It is currently possible to walk through the site on a bridleway to access Birchmoor and onward destinations to the northwest including good standard cycle routes into Tamworth. Additional onward connections are available via the Coventry Canal off the B5000.
- 1.14 As mentioned above, there are good facilities to connect to Tamworth to the northwest with an off road path network to the west of Green Lane in Birchmoor. Also to the west of the M42, utilising the footway at the southern edge of the roundabout and then the A5, pedestrians can access the Centurion Business Park and its units via Centurion Way (this includes a Premier Inn Hotel, restaurant/pub, and various employment units (offices and industrial)). The adjacent residential area further west via Watling Street is also within accessible distance. Furthermore, using the footway at the northern edge of the roundabout and then Green Lane (south), pedestrians can access the Relay Park (including various offices and industrial units) and Tamworth Services (this includes M&S Simply Food, Costa Coffee, Burger King and Esso).
- 1.15 To the south, while there is a footway only provide on the A5, this is used by cyclists and connects to facilities on Trinity Road that provide connections to the southeast of Tamworth and Hockley via Overwoods Road. While the path on the A5 is not signed as a shared facility, it is signed as such from the M42, south on Trinity Road. An alternative public footpath exists through the site of Tamworth Logistics Park (East).

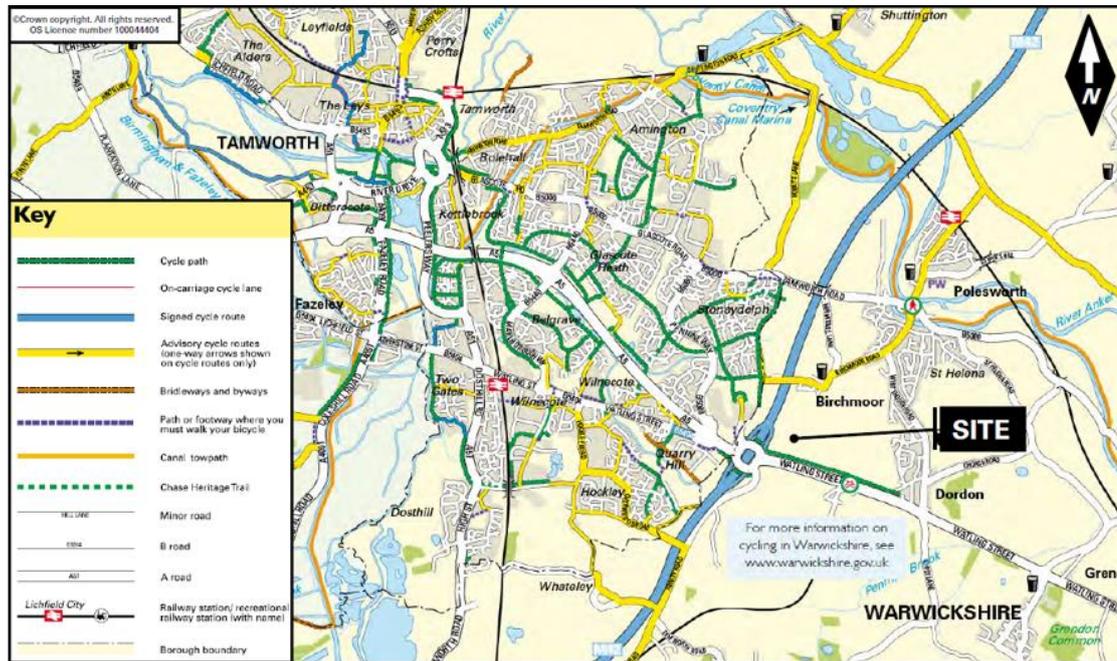


Figure 1 – Existing Cycle Facilities

1.16 Survey information for non-motorised users has been provided for the following locations:

- M42 J10 (Sept 2021 & June 2022)
- A5 Watling Street (Sept 2021 & June 2022)
- Green Lane (West) (June 2022)
- Green Lane/ Cockspur Street (June 2022)
- Path Interchange north of Tamworth Services (June 2022)

1.17 Initial survey data was provided from the Transport Assessment with additional targeted surveys carried out in June 2022. The summary below is from the most recent data.

1.18 On the A5 path passing the site, there were 11 pedestrians (2-way) over 12 hours on the north side and 13 on the south side. During this period there were 38 cyclists on the north side and 51 cyclists on the south side. The Green Lane route through Birchmoor over the M42 was a popular route for pedestrians and cycles as there was 290 (2-way) pedestrians over 12 hours and 71 cyclists.

1.19 On M42 J10, there were 11 pedestrians & 38 cyclists around the north side (Same as A5 passing site above) with 10 pedestrians/ 54 cyclists around the south.

1.20 Pedestrian flows would be considered generally low at all count locations. Full count data is included in Appendix B.

1.21 Information provided by the British Horse Society shows that there are 584 horse registrations in the B78 postcode area, although no horse riding was noted during the site visit or is present in the areas surveyed. Bridleway AE45/1 runs along the eastern site boundary in a north / south direction.

Proposed Access Arrangements

1.22 The proposed internal pedestrian and cycle connections and their links to the external network are shown on the initial site layout drawing in Appendix A.

1.23 Active travel proposals are to include the following:

- 3 metres wide dual use footway/cycleway to either side of the site road and access junction;
- 3 metres wide dual use footpath / cycle path linking north from the site road to Birchmoor;
- 3 metres wide footpath / cycleway linking east from the site road to the nexus of Public Bridleway AE45 and Public Footpath AE46 (Shown on Figure 23 in the Transport Assessment);
- A network and new and improved Public Footpaths, footpaths and cycleways crossing the broader area to promote sustainable modes of travel/commuting and local community health and fitness, particularly enhancing east-west routes. This will include tarmac footpaths and cycleways and appropriate surfaces for bridleways, all of which would be compliant with the Equalities Act 2010 providing “access for all”;
- New off line cycleway connecting east from M42 J10 to Dordon;
- An on-site bus stop for A5 east & westbound buses supported by Stagecoach and WCC;
- New enhanced fully signal controlled pedestrian crossing for the A5, compared to the existing junction staggered pedestrian crossing that passes through the central reserve;
- Cycle parking provided to all units at in excess of the North Warwickshire standards; incorporating a range of parking facilities to include indoor/outdoor parking, secure parking and covered parking, all located at or close to pedestrian entrances;
- Showers and changing facilities provided to all units;
- Communal cycle parking, showers and changing facilities for site occupiers located at the ancillary Hub Office; and
- Site wide Travel Plan to be applicable to all future occupiers.

- 1.24 For vehicular access, the development would be served by a single signal-controlled access junction at the northern edge of the A5 carriageway. The proposed site access layout is shown in Drawing Number F19123/07 in Appendix A. The proposed layout has been prepared in accordance with the requirements of CD123 'Geometric design of at-grade priority and signal-controlled junctions'.
- 1.25 In addition to the site access, off site improvements are also proposed, including:
- Signal controlled crossings within the proposed site access helping to reduce usage of the existing priority-controlled facility nearby;
 - Provision of an internal pedestrian and cycle link connecting the A5 to Birchmoor, thus offering a higher quality route for pedestrians and cyclists travelling between the A5 and areas to the north and west (particularly within Tamworth);
 - Reduction in overall vehicle speeds due to the proximity of an additional signal controlled junction, thereby improving the overall environment for pedestrians and cyclists using the A5 corridor;
 - The proposed scheme will increase the separation between pedestrians/cyclists and A5 to standard verge; and
 - Removal of existing parking laybys that do not meet current design requirements, in favour of a high-quality lorry parking facility for up to 150 vehicles, to include supporting facilities for drivers.

Scheme Objectives

- 1.26 No specific objectives have been specified as part of the brief for this assessment, however it is stated that one of the aims of the proposals is to ensure the proposed development is accessible by all modes of transport.

Study Area

1.27 The extent of the study area considered within this WCHAR assessment report has been established by the Lead Assessor following consultation with the cycling officer at WCC, illustrated in Figure 2. The Transport Assessment predicts that 80% of traffic will come from the west from the M42, however non-motorised user traffic would be expected to be more evenly spread from the residential areas surrounding the site. The assessment area broadly comprises of connections to the following:

- Dordon;
- Grendon;
- Polesworth;
- Wilnecote; and
- Tamworth.

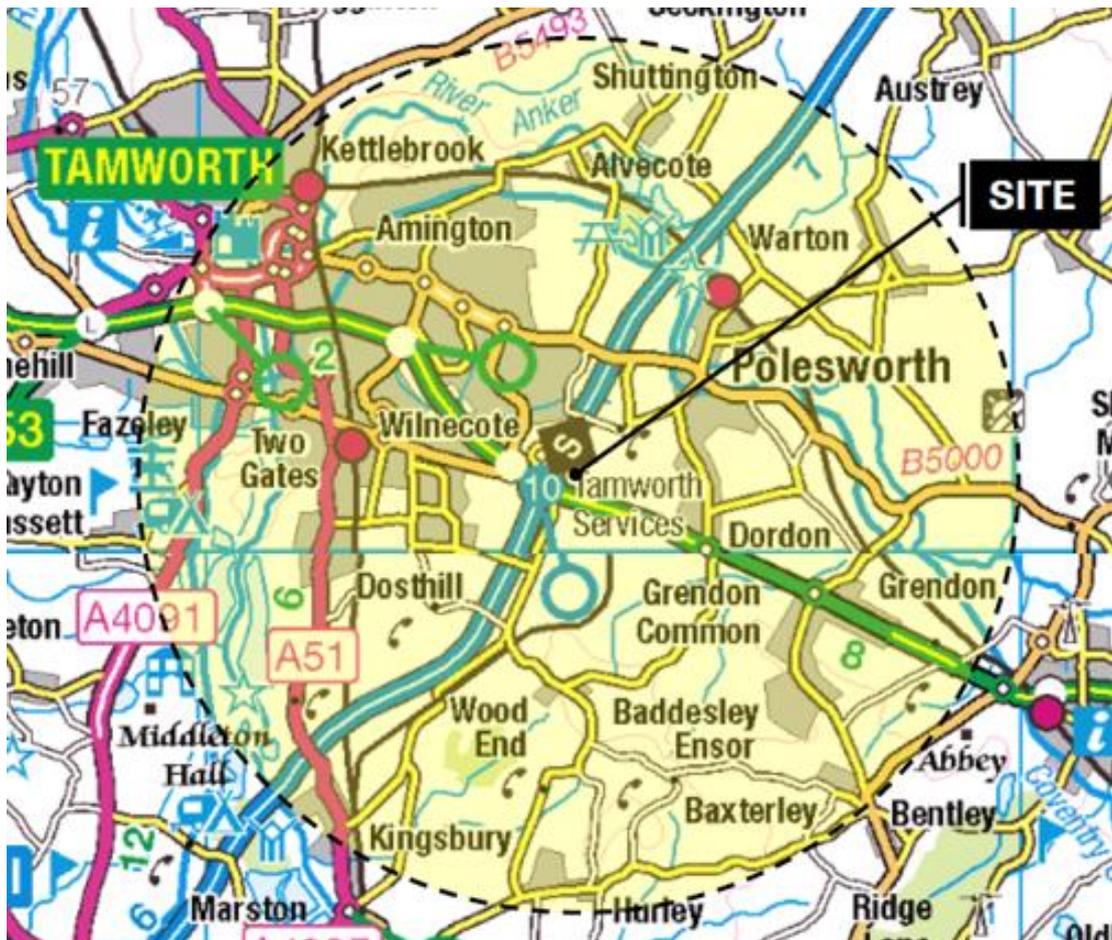


Figure 2 – Study Area

2 Walking, Cycling & Horse-Riding Assessment

2.1 This chapter summarises the findings of the assessment as set out in Section 4 of GG 142. The findings under each topic area are summarised under each heading and any potential opportunities for improvements are identified in Chapter 3 of this report.

Assessment of Walking, Cycling & Horse-Riding Policies and Strategies

2.2 To prepare this WCHAR assessment report, the following local and national policy/advice notes have been considered. A policy review was carried out as part of the Transport Assessment and the relevant information from this has been extracted and summarised below. In addition to this, following discussions with the relevant local authorities, additional policy and strategic documents, including the Warwickshire Local Cycling and Walking Infrastructure Plan were provided for review that include potential schemes.

National Planning Policy Framework (NPPF)

2.3 The NPPF is the overarching Government guidance on planning with the latest version released in July 2021. In respect of planning obligations, Paragraph 57 states how contributions must only be sought where they meet all the following tests:

- “a) necessary to make the development acceptable in planning terms;*
- b) directly related to the development; and*
- c) fairly and reasonably related in scale and kind to the development.”*

2.4 The NPPF places heavy emphasis on the importance of sustainability, where Paragraph 105 sets out that:

‘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’.

2.5 Paragraph 110 goes on to set out key criteria that development sites should establish. It states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, 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;

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.”

2.6 Paragraph 112 of the NPPF goes on to set out a list of preferred criteria for applications for development. It recommends that priority is given to pedestrian and cycle movements and minimising the scope for conflict with vehicles.

DfT Circular 02/2013: The Strategic Road Network and the delivery of sustainable development (10 September 2013)

2.7 In addressing the assessment of development impact, Paragraph 26 advises how the “Highways Agency expects the promoters of development to put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites. This is particularly necessary where the potential impact is on sections of the strategic road network that could experience capacity problems in the short or medium term”.

North Warwickshire Borough Council Local Plan (Adopted September 2021)

2.8 Chapter 5 of the North Warwickshire Borough Council Local Plan (NWBCLP) sets out the following objectives for the Local Plan:

1. To secure a sustainable pattern of development reflecting the rural character of the Borough
2. To provide for the housing needs of the Borough
3. To develop and grow the local economy for the benefit of local residents
4. To maintain and improve the vitality of the Market Towns
5. To promote rural diversification
6. To deliver high quality developments based on sustainable and inclusive designs
7. To protect and enhance the quality of the natural environment and conserve and enhance the historic environment across the Borough

- 8. To establish and maintain a network of accessible good quality Green Infrastructure, open spaces, sports and recreational facilities
- 9. To ensure the satisfactory provision of social and cultural facilities

2.9 The document also notes Walking and Cycling (LP27) on the development of a walking and cycling strategy - “All developments should consider what improvements can be made to encourage safe and fully accessible walking and cycling”.

2.10 The plan identifies two major housing sites in the area (sites H4 Land east of Polesworth & Dordon and H5 Land to the west of Robey’s Lane adjacent to Tamworth) that intend to deliver almost 3,000 homes that will be within the cycling catchment of this site, as well as several smaller housing sites.

Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP)

2.11 The Warwickshire LCWIP contains a number of proposed cycle schemes (NW10) to the east of the site in Polesworth and Dordon including:

Table 2.1 – Proposed cycle schemes in Polesworth and Dordon

Ref	Potential Schemes	Type
P01	Alvecote development	New footway/ cycle track adjacent to road
P02	Polesworth and Dordon north-south links	On-carriageway cycle route
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Cycle track/ path on open space and on-carriageway route
P04	Polesworth developments	New footway/ cycle track adjacent to road and cycle track/path
P05	St Helena Road/ Dordon Hall Lane (Polesworth - Grendon)	On-carriageway cycle route
P06	Church Road/ Dunns Lane, Dordon	On-carriageway cycle route
P07	Path (A5 Birch Coppice junction - Browns Lane)	Cycle track/ path on open space
P08	A5 Watling Street (M42 Junction 10)	Widened/ upgraded footway adjacent to road and crossing
P09	Path (A5 Watling Street - Tamworth Logistics Park)	Cycle track/ path on open space
P10	A5 Watling Street (Birch Coppice - Dordon - Grendon)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
P11	A5 Watling Street (Grendon to Holly Lane)	Widened/ upgraded footway adjacent to road

DMRB – CD 143 Designing for Walking, Cycling and Horse-Riding

- CD 143 should be used for the design of walking, cycling and horse-riding routes on and/or adjacent to the motorway and all-purpose trunk road network.
- Walking, cycling and horse-riding routes shall be free from unnecessary diversions, frequent obstacles and fragmented facilities
- The core design principles for walking, cycling and horse-riding are:
 - Coherence: Link trip origins and destinations, including public transport access points. Routes are continuous and easy to navigate.
 - Directness: Serve all the main destinations and seek to offer an advantage in terms of distance and journey time.
 - Comfort: Infrastructure meets design standards and caters for all types of user, including children and disabled persons.
 - Attractiveness: Aesthetics, noise reduction and integration with surrounding areas are important.
 - Safety: Dedicated networks and facilities not only improve pedestrian, cyclist and equestrian safety, but also their feeling of how safe the environment is. This includes access to adjacent areas, sightlines, fencing, lighting, landscaping and surveillance. It also includes avoiding opportunities for assailants to conceal themselves.

Collision Data

2.12 A collision review was carried out as part of the Transport Assessment covering the M42 Junction, Dordon Roundabout, Long Street and Gypsy Lane. The study period covered the five years to 2020.

2.13 A total of 50 collisions were recorded during the study period, where none were classified as 'fatal', 10 were classified as 'serious', and the remaining 40 collisions all classified as 'slight'. Throughout the study area a total of 6 collisions involved cyclists, two involved pedestrians, and the remaining 42 incidents involved vehicles only. The collisions can be broken down by the following years:

- 2016 - 13 collisions (26%)
- 2017 - 12 collisions (24%)
- 2018 - 9 collisions (18%)

- 2019 - 9 collisions (18%)
- 2020 - 7 collisions (14%)

2.14 Full details of the assessment are included in the Transport Assessment.

2.15 For this assessment WCC have provided collision data for the same time period for the whole area isolating collisions involving pedestrians and cyclists. This plan is included in Appendix C. Specific collisions from this are detailed in Table 2.2 below.

Table 2.2 – Specific Pedestrian and Cycle Collisions

Ref/ Mode	Day/Date	Time	Road Surface/ Weather	Severity	Description
831674 Cycle	06.02.19	1750	Dry	Slight	Vehicle 2 (pedal cycle), travelling on A5 towards Junction 10 M42S, has been struck before the slip road by vehicle 1 (goods<3.5t)
815904 Cycle	06.02.19	1800	Wet/Fine	Slight	Vehicle 2 (pedal cycle) was cycling round the roundabout when vehicle 1 (goods vehicle) cut him up.
151799 Cycle	10.01.17	0625	Wet/Fine	Serious	Vehicle 2 (pedal cycle) entering the island on junction 10, M42S was cut up by vehicle 1 (goods >7.5t) moving from the inside lane to the middle lane causing a collision and the rider to come off his bike.
274607 Cycle	01.03.18	0549	Frost/ Fog	Slight	Vehicle 2 (pedal cycle) has crossed the road in front of vehicle 1 (car) who was travelling along the A5 through a green light, causing them to collide.
929343 Pedestrian	06.02.20	1730	Dry/ Fine	Serious	Casualty 1 ran out into the carriageway of Watling Street (A5) and was hit by vehicle 1 (car) travelling at low speed in slow moving traffic.
979503 Pedestrian	31.07.20	1644	Dry/ fine	Serious	Pedestrian walking across A5 while looking down at their mobile phone was hit by vehicle 1 (motorcycle).
345459 Cycle	22.10.18	1448	Dry/ Fine	Slight	Vehicle 1 (car) turned right at island into Roman Way when vehicle 2 (bicycle), who at own admittance was on his phone, cycled into path of vehicle 1 and was hit on the back wheel.
181855 Cycle	11.05.17	1027	Dry/ Fine	Slight	Vehicle 1 (goods vehicle)travelling up Long Street and turning right into Church Road collided with vehicle 2 (bicycle) travelling down Long Street going past junction of Church Road.

2.16 The above collision summary and the analysis carried out as part of the Transport Assessment shows three cycle collisions at J10 of the M42. Two slight injury collisions to the south and a serious collision to the north. Two cycle collisions were recorded on Long Street and 1 on the A5

at Danny Morson Way. Two serious pedestrian collisions occurred on the A5 between Danny Morson Way and Long Street.

Public Transport Services and Interchange Information

- 2.17 Following a review of the existing public transport services available within the study area, the following bus services are accessible from the site.
- 2.18 The site is served by bus routes at the A5 and then at Birchmoor Road, which are each within 400 metres of the site boundary, providing access to a number of locations such as Atherstone, Grendon, Dordon, Polesworth, Amington, Austrey and Tamworth. Routes 766, 767, 785 and 786 operate a combined frequency of one service every hour in each direction, Monday to Saturday, with one bus every 2 hours on Sundays.
- 2.19 The closest bus stop is located at the northern edge of the A5, approximately 150 metres to the east of the existing access. This comprises a bus pull in layby with no flag and pole arrangement serving eastbound services for Routes 766 and 767. To access westbound services, the closest bus stop is located within the Birch Coppice Business Park, approximately 870 metres to the southeast of the existing site access. Further bus stops are located on Birchmoor Road, approximately 350 metres north of the site which comprise a flag and pole type arrangement for services in both direction for Routes 785 and 786. These services can be accessed from the north of the site via Cockspur Street and the existing bridleway.
- 2.20 The bus timings for each route indicates that an employee living in Polesworth (or arriving by train) could catch a bus at 0802 hours and arrive at the Birchmoor Road stop for around 0816 hours, meaning a journey time of circa 15 minutes that could connect with the conventional 0900 hours start time. Similarly, employees heading to Tamworth, either to home or the Train Station, could catch a bus at 1750 hours, which should then arrive at Tamworth Rail Station for around 1827. The current journey times provided by each of the route options are such that future employees at the site should be able to travel to work from each of the key local areas set out above.

Table 2.3 – Bus Routes

Service	Route Description
766/767 (Stagecoach)	Atherstone - Grendon - Dordon – Tamworth Tamworth - Dordon - Grendon - Atherstone
785/ 786 Stagecoach	Tamworth - Amington - Polesworth - Dordon - Amington - Tamworth
785/786 (Arriva)	Tamworth - Amington - Polesworth - Dordon - Amington - Tamworth

2.21 The site is served locally by three train stations at Polesworth, Wilnecote, and Tamworth, which each operate separate lines to different destinations. Polesworth Station is located approximately 2.8 kilometres to the north and accommodates the London Northwestern and Avanti West Coast lines, which serve Lichfield Trent Valley, Tamworth, Nuneaton, Stoke on Trent and Rugby. However, there appear to be accessibility issues at this station and severely restricted services are currently being run through this point. Access to Birmingham can be achieved via connections at Tamworth and the Cross Country line. Tamworth Station is approximately 7 kilometres northwest of the proposed site access, whilst Wilnecote Train Station is approximately 5 kilometres to the west.

2.22 Tamworth and Wilnecote Train Stations should be within a comfortable cycle ride or drop off as part of a shared journey. Each station operates regular services to key surrounding towns that could fit with conventional working times for employees at the site or visitors.

Key Trip Generators and Local Amenities

2.23 Within the extents of the study area under consideration, there are a number of key trip generators and local amenities, which have been identified during the preparation of this walking, cycling and horse-riding assessment. As this is an employment site, the main trips will originate from residential areas. This mainly covers Tamworth to the west and Polesworth to the north with many smaller residential areas to the south and east, including Dordon, Grendon and Hockley. This assessment will focus on connectivity to these main areas.

2.24 The proposed site layout includes access for non-motorised users to the north and east of the site as well as from the main access on the A5 with dedicated connecting facilities alongside the spine road. The existing bridleway will be diverted along the eastern boundary of the site.

Site Visit

2.25 A site visit was carried out on 27th May 2022 where the full study area was visited either on foot or by cycle to assess the connections from these access points to the local residential areas. The findings from the site visit are summarised below.

2.26 The findings are separated into the various route connections from the proposed development site based on the direction from the site, including:

- Connections to Tamworth (North & West);
- Connections to Polesworth (North and East);
- Connections Dordon & Grendon (East);
- Connections to Hockley & Wood End (South & West); and
- General Area Wide Findings;

2.27 ***Section 1 (Tamworth)***

2.28 User travelling to and from Tamworth from the site will have the option of travelling to the north to Birchmoor and across the M42 overbridge to Green Lane, and then via an existing network of paths to reach their onward destinations. Alternatively, from the south of the site, users will pass through the main access, then head west on the A5 via a shared footway cycleway and across M42 J10 gyratory.

2.29 Finding 1: Green Lane Connection

Users travelling to Tamworth from the north of the site via Birchmoor would use/ exit via Cockspur Street and then cross the M42 on the Green Lane overbridge. While this is a relatively low traffic route, there are a number of obstacles to active travel. Pavement parking is an issue on Cockspur Street and parked vehicles on the north side of Green Lane enforce a one-way priority system that could be discouraging for cyclists using the carriageway. The footpath on the south side of green lane is relatively wide and could have potential for improvement.



Figure 3 – Green Lane Connection

2.30 Finding 2: A5 Path width and maintenance (South)

All along the A5 in the vicinity of the site and around the M42 junction, vegetation is poorly maintained and reduces the effective width of the footpaths and shared footway/ cycleways. With the proposed development and an expected increase in walking and cycling trips, this could discourage these trips and also create a number of hazards.



Figure 4 – A5 Paths (Southern side)

2.31 Finding 3: M42 J10 uncontrolled crossings

While the M42 junction is signalised, the pedestrian crossings are not included in the signal staging and operate as uncontrolled crossings. While users are able to judge crossing on the traffic signals when red, vulnerable users would be discouraged from using this as a route. A particular area where all users would have difficulty would be at the northbound off-slip where they are required to cross 5 lanes on an uncontrolled crossing.



Figure 5 – Uncontrolled crossings

2.32 Finding 4: Missing link to Centurion Park

Cyclists traveling from the site to the west towards Centurion Park reach a point on the A5 to the west of the M42 where the cycle facility ends on the diverge for Pennine Way/ Quarry Hill roundabout. Here they are instructed to dismount (or ride on the carriageway). The facility to the east is currently footway only but could potentially be upgraded.



Figure 6 – A5 Missing link

2.33 Finding 5: Link through Tamworth Services

If users were to choose to travel west around the north side of the M42 junction, there is a gap in provision of suitable connecting facilities on Green Lane – Relay Drive to link them to the path network to the north. The paths are footway only and do not offer a suitable facility for cyclists. The paths are also currently overgrown with reduced width. The path network access is to the north of Relay Drive with an additional access leading up to Green Lane to the east of the services. It appears as if there would be potential to provide improved links to the path network for onward journeys.



Figure 7 – Relay Drive/ Tamworth Services

2.34 **Section 2 (Polesworth)**

2.35 Polesworth is a residential area to the north east of the site with a number of schools and a rail station. It is likely that residents in the area would walk or cycle to the site either via Birchmoor Road and Cockspur Street. With the train station to the north and the Coventry Canal, there is potential for onward cycle trips.

2.36 Finding 6: Birchmoor Road (inc. Bus Stops)

While Birchmoor Road has a footway on the south side and lighting, the road is rural in nature and straight which could encourage high speeds. If this link was to be used as a connection for cycles to and from the site, it could benefit from some form of traffic calming.



Figure 8 – Birchmoor Road

2.37 **Section 3 (Dordon & Grendon)**

2.38 To the east of the site are the residential areas of Dordon and Grendon. The main routes to these areas will be via existing provision on the A5, although there is potential for quieter routes through the site to Dordon. The industrial areas at Birch Coppice are also accessible to the south of the A5.

2.39 Finding 7: Tie-in at Barn Close

There is potential to connect into the west of Dordon at Barn Close, where users could avoid the A5 with a quieter more direct route from the site.



Figure 9 – Barn Close (Image from Google)

2.40 Finding 8: Browns Lane Link

There is an existing link from the A5 to the west side of Dordon at Browns Lane, however this is currently signed with “No Cycling” signs. It is expected that this is as result of a narrow pinch point at the eastern end of the lane. There is potential for this link to be upgraded to include cyclists.



Figure 10 – Browns Lane Link

2.41 Finding 9: Pinch Point at Birch Coppice junction

At the traffic signals for the Birch Coppice junction to the east the path narrows considerably and could result in conflicts between pedestrians and cyclists.



Figure 9 – Pinch Point

2.42 Finding 10: A5 East of Quarry Close

For travel further east to Grendon, there is a gap in cycle provision ends (Quarry Close) and only footway provision continues further east. There is potential to improve this and provide for cycles further east. Where there are constraints, localised signing could be used to warn of any hazards.



Figure 10 – End of Cycle Facility

2.43 **Section 4 (Hockley & Wood End)**

2.44 The main trip attractor to the southwest is the residential area at Hockley with onward destinations to the south of Tamworth. There is a good facility for cycles and pedestrians on Trinity Road and there are paths connecting through Tamworth Logistics Park.

2.45 Finding 11: Missing Link – Trinity Road (North)

While there is a cycle facility on Trinity Road, this does not extend all the way to the M42 junction. The section between the logistics park and the M42 is footway only and is also narrow and overgrown. There are alternative footpath links through the logistics park, although these are not signed and cyclists are prohibited.



Figure 11 – End of Cycle Facility

2.46 Finding 12: Overwoods Road

When cyclists leave the Trinity Road facility and continue west on Overwoods Road, they would be required to ride on road. The road is straight and rural in nature and with potential high vehicle speeds could be discouraging.



Figure 12 – Overwoods Road

2.47 Section 5 (General Area Findings)

2.48 While the area generally has good provision of facilities for non-motorised users, there are a number of issues common across the area that could serve to discourage walking and cycling as a mode choice.

2.49 Finding 13: Maintenance

Area wide, vegetation in particular was overgrown reducing effective widths of path and making access difficult for certain user groups. With adequate maintenance, much of the paths could be significantly widened.



Figure 13 – Maintenance Issues

2.50 Finding 14: Pavement Parking

As also mentioned for the area to the north of the site, general observations throughout the area note that pavement parking is common practice and can be a barrier to walking, especially for those with visual and mobility impairments.



Figure 14 – Pavement Parking

2.51 Finding 15: Lack of tactile paving provision

While tactile paving is provided at some crossing points, particularly on the A5 and M42, there were many crossings noted throughout the area with no formal provision to assist visually impaired users.



Figure 15 – Absence of tactile paving

Consultation with Key Stakeholders

- 2.52 As the proposals are at a very preliminary stage, it is expected that consultation at this stage would offer little benefit to this assessment. Following discussion with WCC it was agreed that consultation as part of this WCHAR would concentrate on a few key stakeholder groups, including:
- National Highways
 - Staffordshire Cycling Officers
 - Warwickshire Cycling Officer
 - Warwickshire Rights of Way Officer
 - Dordon Parish Council
 - Local Cycle Forum/ Tamworth Cycle Club
 - British Horse Society
- 2.53 Contact was made with the above, although comments and responses were not received from all groups. Where relevant comments were made, these have been included in the report. If further comments are received after the submission of this report, the report will be updated accordingly.
- 2.54 Further consultation will be carried out as the scheme proposals develop. This may be carried out as part of a wider consultation on the full proposals as part of the planning process and incorporated in a later review of this assessment.



3 User Opportunities

3.1 The opportunities highlighted below are considered to be relevant to the introduction of a highway improvement scheme and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phase(s). A number of the opportunities identified would not be within full control of the developer and should be discussed further with the relevant roads authorities.

General

3.2 Opportunity 1: Maintenance of existing paths.

With many of the main road paths overgrown with vegetation, the effective width of the paths is significantly reduced. By cutting back the vegetation on these paths and ensuring they are regularly maintained and swept, this can open up more useable and attractive routes for users at a relatively low cost. Where new facilities are created as part of this development, landscaping should be used that requires minimal maintenance. It is understood that much of the maintenance is out-with the control of the developer. Off site maintenance should be discussed with the relevant highway authorities and a maintenance plan put in place.

3.3 Opportunity 2: Parking Restrictions and Enforcement

While it is understood that national government is looking into options for eradicating pavement parking, in the short term, legislation is not expected to be put in place. As noted from the site visit, there is a common issue of parking on pavements in the local area. This can restrict access to some users, particularly those with visual and mobility impairments. As part of the development proposals there are opportunities to provide measure on key routes to reduce pavement parking and ensure unobstructed footways and cycleways. The areas that require specific attention in relation to the development are the connections through Birchmoor and Polesworth and Dordon.

3.4 Opportunity 3: Route signing

It would not be considered feasible for the developer to improve all facilities in the neighbouring areas to ensure accessibility to the site. If a route signing strategy was developed, this would allow the improvements to be focused on main routes. It is recommended that signing of the key routes identified in Section 2 is provided.

3.5 Opportunity 4: Signalising M42 Ped Phases

The current uncontrolled crossings on M42 J10 are a deterrent for these routes being used by non-motorised users. There is an opportunity to provide signalised crossing facilities throughout this junction.

Strategic Opportunities

3.6 Opportunity 5: Green Lane

The proposals outlined in the Transport Assessment include the provision of a 3m wide shared path to connect to Birchmoor. The current provision on Green Lane and over the M42 only has footway provision and requires cyclists to ride on the road. With the parked vehicles this could be discouraging for cyclists, particularly when faced with oncoming traffic. The footway on the south side is relatively wide and may have potential to be upgraded to a shared cycle facility. Alternatively, signing and on road markings could provide a safer facility for cyclists to reach the path network to the west over the M42.

3.7 Opportunity 6: Tamworth Services link

As well as Green Lane, mentioned above, an alternative route to the west for Tamworth would be for users to use the A5 and M42 junction, however there is a gap in provision between the M42 junction and the start of the path network to the north and west of Tamworth Services. There is an opportunity to provide a formal signed route to connect the M42 junction to the path network.

Pedestrian Specific Opportunities

3.8 Opportunity 7: Links to Dordon and Polesworth

Proposals for links to Dordon and Polesworth are mentioned both in the Transport Assessment and as part of LCWIP. There is an opportunity to provide good standard surfaced and lit paths to connect through to Dordon and Polesworth that can be used all year round.

Cycling Specific Opportunities

3.9 Opportunity 8: Trinity Road

With the gap in cycleway provision to the southeast of M42 J10, cyclists choosing this route would be required to cycle on road in an unfriendly environment with heavy traffic. There is an opportunity to upgrade this path to allow shared pedestrian / cycle use.

3.10 Opportunity 9: Overwoods Road

Cyclists travelling to the southwest would be required to ride on the road on Overwoods Road in a potentially hazardous environment. There is an opportunity to improve provision on this section either with road narrowing/ traffic calming and a shared facility.

3.11 Opportunity 10: Birchmoor Road

Cyclists travelling to the north and east could choose to go through Birchmoor and along Birchmoor Road. On this section, cyclists would be required to ride on the road in a potentially hazardous environment. There is an opportunity to improve provision on this section either with road narrowing/ traffic calming and a shared facility.

3.12 Opportunity 11: Signing of route to Canal and Train Station

Linked to opportunity 10, providing a signed route to the key destinations of the train station and the canal could allow focused route improvements either on Birchmoor Road (above) or on a route through Polesworth.

3.13 Opportunity 12: Browns Lane Link

The current provision on this link prevents use by cycles, either requiring them to dismount and walk through or ride on a longer route. There is an opportunity with maintenance and minor widening to upgrade this link to allow use by cyclists.

3.14 Opportunity 13: A5 Cycle provision

A number of gaps in cycle provision on the A5 have been identified where the shared facilities end and continue as footways. This included the links to Grendon to the east, Centurion Park to the west and potential areas of conflict, such as on the north side of the Birch Coppice access junction. Southern sections of the A5 are also for pedestrian use only. These areas have been

identified as potential improvements in the LCWIP document for upgrade to cycle standard facilities.

Equestrian Specific Opportunities

- 3.15 Opportunity 14: Bridleway Diversion – It is understood that the current bridleway that is being diverted is currently considered a cul-de-sac route by the BHS with the A5 acting as a barrier to onward travel. With the introduction of the signalised crossing facilities this BHS felt that it could open up further routes and connections to the south and suggested that the opportunity may exist at this stage is to ensure that the crossing facilities being provided as part of the access junction could be of a standard that would allow a future upgrade for equestrians. From an examination of the available routes it was thought that possibilities for future extension of equestrian routes south of the A5 would be very unlikely and to allow for future upgrading now at the developer's expense would not be reasonable.

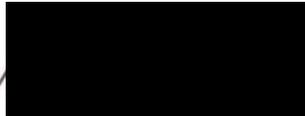
4 Walking, Cycling & Horse-Riding Assessment Team Statement

As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Report has been compiled in accordance with DMRB GG 142 and thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cycling & Horse-Riding Lead Assessor

Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA
Director, Drummond Black Consulting Ltd.

Signed:



Date: 6th October 2022

Drummond Black Consulting Ltd
4 Kempston Place
South Queensferry
EH30 9QW

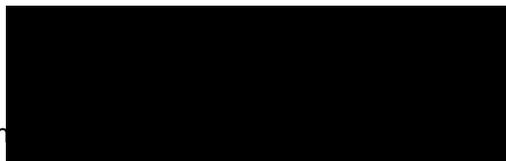
Tel: +44(0) 7866 851654

As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Design Team Leader

Nick Bunn
Tetra Tech



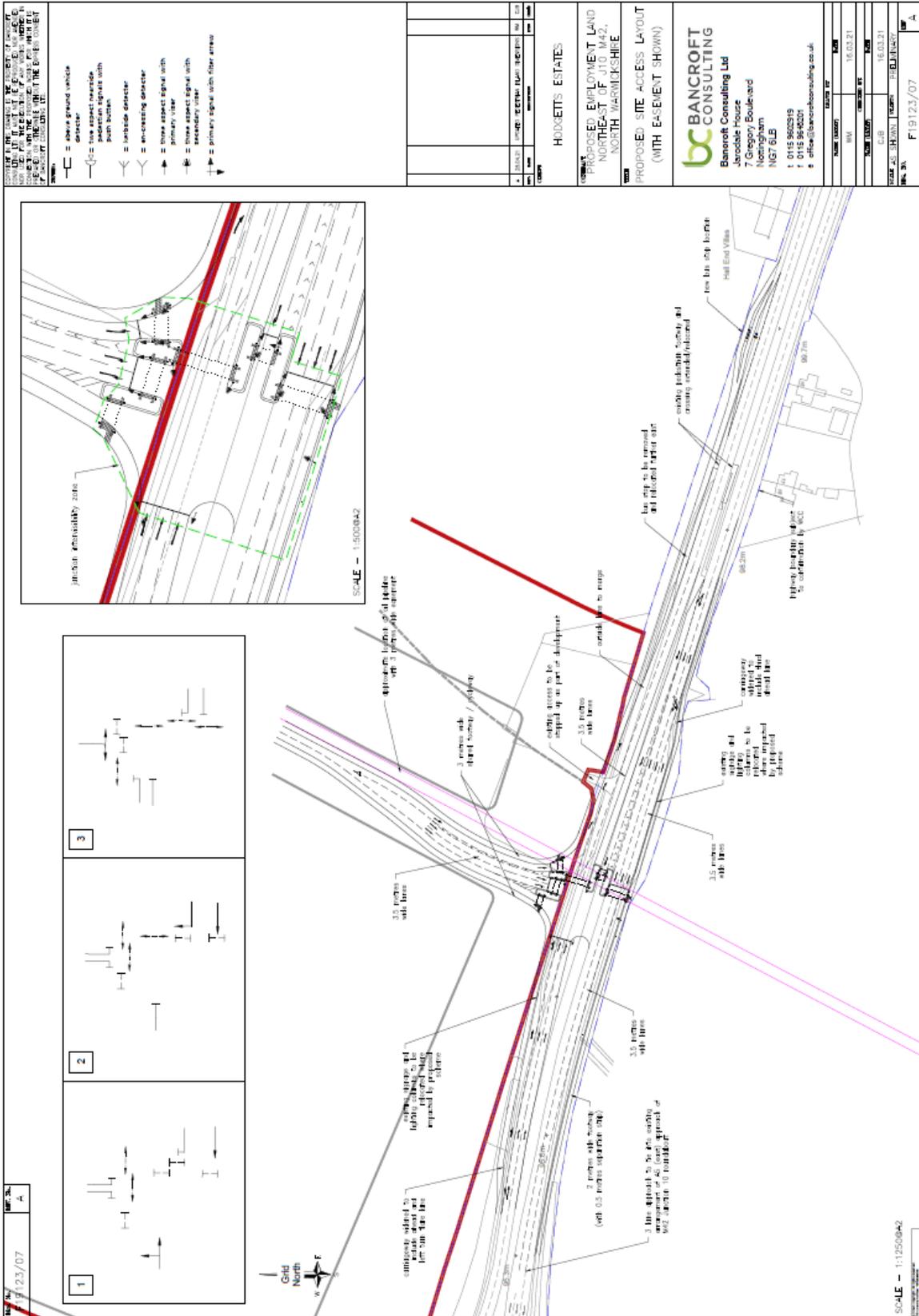
Signed

Date: 6th October 2022



Appendix A – Preliminary Design Layouts

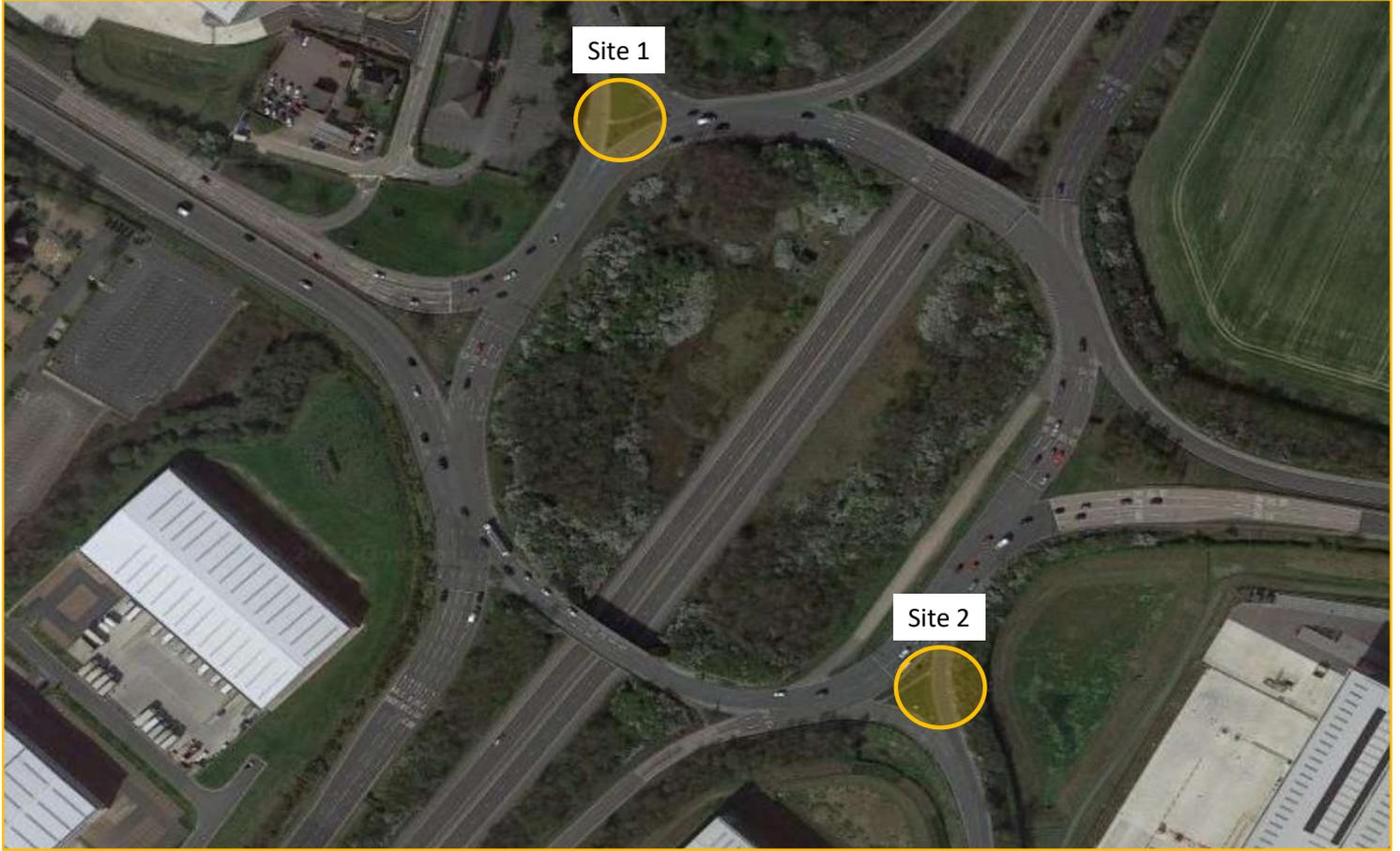


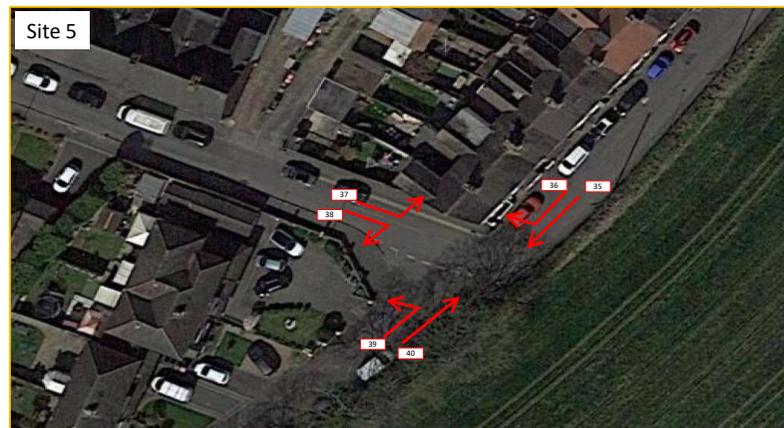
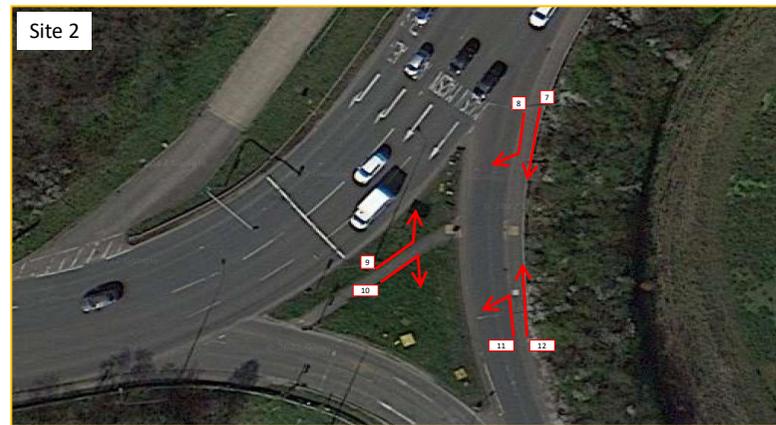
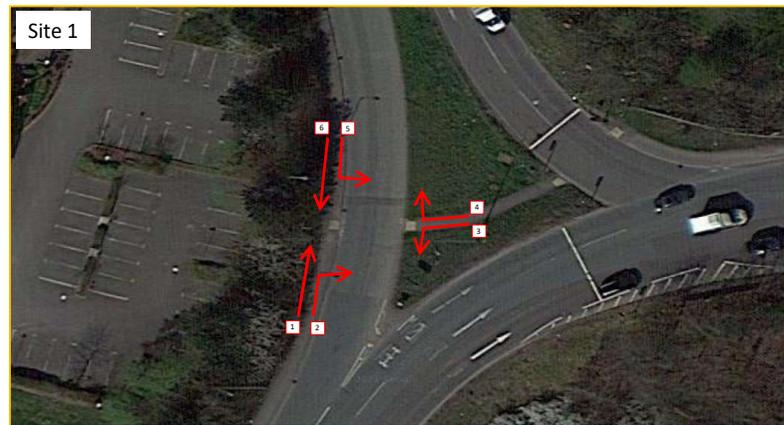


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Appendix B – NMU Count Data





Site 1 - M42 Junction 10 North - 07:00-19:00 - 15 Minute Intervals

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	FROM GREEN LANE FOOTPATH (SOUTH)							FROM GREEN LANE FOOTPATH (SOUTH)							FROM ISLAND FOOTPATH							FROM ISLAND FOOTPATH							FROM GREEN LANE FOOTPATH (NORTH)							FROM GREEN LANE FOOTPATH (NORTH)						
	TRAVELLING NORTHBOUND TO GREEN LANE FOOTPATH (NORTH)							RIGHT TURN TO ISLAND FOOTPATH							LEFT TURN TO GREEN LANE FOOTPATH (SOUTH)							RIGHT TURN TO GREEN LANE FOOTPATH (NORTH)							LEFT TURN TO ISLAND FOOTPATH							TRAVELLING SOUTHBOUND TO GREEN LANE FOOTPATH (SOUTH)						
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL							
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
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1715-1730	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1730-1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1745-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1800-1815	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	2	0	2	0	0	0	0	2	0	1	0	0	0	0	0	0						
1815-1830	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0						
1830-1845	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1845-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0700-1900	3	2	0	0	0	0	5	3	12	2	0	0	0	17	4	5	1	0	0	0	10	2	14	0	0	0	<															

Site 1 - M42 Junction 10 North - 07:00-19:00 - Hourly Totals

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	FROM GREEN LANE FOOTPATH (SOUTH)			TRAVELLING NORTHBOUND TO GREEN LANE FOOTPATH (NORTH)				FROM GREEN LANE FOOTPATH (SOUTH)			RIGHT TURN TO ISLAND FOOTPATH				FROM ISLAND FOOTPATH LEFT TURN TO GREEN LANE FOOTPATH (SOUTH)			FROM ISLAND FOOTPATH RIGHT TURN TO GREEN LANE FOOTPATH (NORTH)				FROM GREEN LANE FOOTPATH (NORTH)			LEFT TURN TO ISLAND FOOTPATH				FROM GREEN LANE FOOTPATH (NORTH)			TRAVELLING SOUTHBOUND TO GREEN LANE FOOTPATH (SOUTH)										
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL							
0700-0800	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0						
0715-0815	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0						
0730-0830	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0						
0745-0845	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0						
0800-0900	0	0	0	0	0	0	0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0815-0915	0	0	0	0	0	0	0	3	0	1	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0830-0930	0	0	0	0	0	0	0	3	0	1	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0845-0945	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0900-1000	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0915-1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0						
0930-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0						
0945-1045	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1000-1100	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1015-1115	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1030-1130	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1045-1145	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1100-1200	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1115-1215	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1130-1230	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1145-1245	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
1200-1300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
1215-1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
1230-1330	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1245-1345	2	0	0	0	0	0	0	2	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
1300-1400	2	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
1315-1415	2	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0					
1330-1430	0	1	0	0	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1345-1445	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1400-1500	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1415-1515	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
1430-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1445-1545	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1500-1600	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1515-1615	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1530-1630	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1545-1645	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1600-1700	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1615-1715	0	1	0	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1630-1730	0	1	0	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1645-1745	0	1	0	0	0	0	0	1	0	2	0	0	0	2	0	2	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0					
1700-1800	0	1	0	0	0	0	0	1	0	2	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0					
1715-1815	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	2	1	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0					
1730-1830	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	1	0	0	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0					
1745-1845	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	3	0	1	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0					
1800-1900	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	3	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0					

Site 3 - Footpath Crossroads off Wensleydale - 07:00-19:00 - Hourly Totals

	MOVEMENT 13							MOVEMENT 14							MOVEMENT 15							MOVEMENT 16							MOVEMENT 17							MOVEMENT 18						
	FROM FOOTPATH (WEST)							FROM FOOTPATH (WEST)							FROM FOOTPATH (WEST)							FROM FOOTPATH (SOUTH)							FROM FOOTPATH (SOUTH)							FROM FOOTPATH (SOUTH)						
	LEFT TURN TO FOOTPATH (NORTH)							STRAIGHT AHEAD TO FOOTPATH (EAST)							RIGHT TURN TO FOOTPATH (SOUTH)							LEFT TURN TO FOOTPATH (WEST)							STRAIGHT AHEAD TO FOOTPATH (NORTH)							RIGHT TURN TO FOOTPATH (EAST)						
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL							
0700-0800	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1							
0715-0815	0	0	0	0	0	0	0	5	2	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1							
0730-0830	0	0	0	0	0	0	0	8	2	0	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1							
0745-0845	1	0	0	0	0	0	1	9	2	0	0	0	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0800-0900	1	0	0	0	0	0	1	8	2	0	0	0	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
0815-0915	1	0	0	0	0	0	1	7	1	0	0	0	0	8	2	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2							
0830-0930	1	0	0	0	0	0	1	5	1	0	0	0	0	6	2	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2							
0845-0945	1	0	0	0	0	0	1	3	1	0	0	0	0	4	1	1	0	0	1	0	3	0	1	0	0	0	0	1	1	0	0	0	0	0	2							
0900-1000	1	0	0	0	0	0	1	4	1	0	0	0	0	5	1	1	0	0	1	0	3	0	1	0	0	0	0	1	1	0	0	0	0	0	1							
0915-1015	1	0	0	0	0	0	1	4	0	0	0	0	0	4	0	1	0	0	0	0	1	0	2	0	0	0	0	2	1	0	0	0	0	0	0							
0930-1030	1	0	0	0	0	0	1	3	0	0	0	0	0	3	0	1	0	0	0	0	1	1	2	0	0	0	0	3	0	0	0	0	0	0	1							
0945-1045	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	1	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	1							
1000-1100	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	1							
1015-1115	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1							
1030-1130	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0							
1045-1145	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1							
1100-1200	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	3	0	0	0	0	0	1							
1115-1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	1	0	0	0	0	0	1							
1130-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	1	0	0	0	0	1							
1145-1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	4	0	0	0	0	0	0	0							
1200-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	2	1	0	0	0	0	0	1							
1215-1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	1	0	0	0	2	6	0	0	0	0	0	6							
1230-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	8	0	0	0	0	0	8							
1245-1345	0	0	0	0	0	0	0	2	0	0	0	0	0	2	6	1	0	0	0	0	7	1	1	0	0	0	0	1	1	0	0	0	0	0	10							
1300-1400	0	0	0	0	0	0	0	3	0	0	0	0	0	3	7	1	0	0	0	0	8	2	1	0	0	0	3	1	1	0	0	0	0	0	10							
1315-1415	0	0	0	0	0	0	0	3	0	0	0	0	0	3	7	1	0	0	0	0	8	1	3	0	0	0	4	5	9	0	0	0	0	0	6							
1330-1430	0	0	0	0	0	0	0	3	0	0	0	0	0	3	6	1	0	0	0	0	7	1	3	0	0	0	4	6	11	0	0	0	0	0	4							
1345-1445	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1	0	0	0	0	0	1	1	3	0	0	0	4	7	11	0	0	0	0	0	3							
1400-1500	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	7	11	0	0	0	0	0	3							
1415-1515	0	0	0	0	0	0	0	2	1	0	0	0	0	3	2	1	0	0	0	0	3	1	0	0	0	0	1	4	3	0	0	0	0	0	2							
1430-1530	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4	1	0	0	0	0	5	1	0	0	0	0	1	2	2	0	0	0	0	0	2							
1445-1545	0	0	0	0	0	0	0	3	2	0	0	0	0	5	4	1	0	0	0	0	5	1	0	0	0	0	1	1	1	0	0	0	0	0	1							
1500-1600	0	0	0	0	0	0	0	4	3	0	0	0	0	7	4	1	0	0	0	0	5	1	0	0	0	0	1	1	1	0	0	0	0	0	0							
1515-1615	2	0	0	0	0	0	2	2	4	0	0	0	0	6	2	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0							
1530-1630	2	1	0	0	0	0	3	1	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1545-1645	2	1	0	0	0	0	3	2	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0							
1600-1700	2	1	0	0	0	0	3	1	1	0	0	0	0	2	1	0	0	0	0	0	1	2	0	0	0	0	2	4	0	0	0	0	0	0	0							
1615-1715	0	1	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	3	0	0	0	0	3	5	1	0	0	0	0	0	2							
1630-1730	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	2	3	0	0	0	0	3	6	1	0	0	0	0	0	3							
1645-1745	0	0	0	0	0	0	0	4	3	0	0	0	0	7	2	0	0	0	0	0	2	4	0	0	0	0	4	4	2	0	0	0	0	0	4							
1700-1800	0	0	0	0	0	0	0	4	3	0	0	0	0	7	2	1	0	0	0	0	3	2	0	0	0	0	2	4	2	0	0	0	0	0	4							
1715-1815	2	0	0	0	0	0	2	7	3	0	0	0	0	10	2	1	0	0	0	0	3	1	0	0	0	0	1	4	5	0	0	0	0	0	3							
1730-1830	2	0	0	0	0	0	2	11	3	0	0	0	0	14	2	1	0	0	0	0	3	1	0	0	0	0	1	3	6	0	0	0	0	0	2							
1745-1845	2	0	0	0	0	0	2	7	0	0	0	0	0	7	2	1	0	0	0	0	3	0	0	0	0	0	0	1	5	0	0	0	0	0	4							
1800-1900	2	0	0	0	0	0	2	7	0	0	0	0	0	7	2	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4						
	HOURLY TOTALS							HOURLY TOTALS							HOURLY TOTALS							HOURLY TOTALS							HOURLY TOTALS													

Site 3 - Footpath Crossroads off Wensleydale - 07:00-19:00 - Hourly Totals

	MOVEMENT 19							MOVEMENT 20							MOVEMENT 21							MOVEMENT 22							MOVEMENT 23							MOVEMENT 24						
	FROM FOOTPATH (EAST)			LEFT TURN TO FOOTPATH (SOUTH)				FROM FOOTPATH (EAST)			STRAIGHT AHEAD TO FOOTPATH (WEST)				FROM FOOTPATH (EAST)			RIGHT TURN TO FOOTPATH (NORTH)				FROM FOOTPATH (NORTH)			LEFT TURN TO FOOTPATH (EAST)				FROM FOOTPATH (NORTH)			STRAIGHT AHEAD TO FOOTPATH (SOUTH)				FROM FOOTPATH (NORTH)			RIGHT TURN TO FOOTPATH (WEST)			
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL
0700-0800	1	0	0	0	0	0	1	2	1	0	0	0	0	3	3	0	0	0	0	0	3	7	2	0	0	0	0	9	2	4	0	0	0	0	6	0	0	0	0	0	0	0
0715-0815	1	0	0	0	0	0	1	2	1	0	0	0	0	3	5	0	0	0	0	0	5	8	2	0	0	0	0	10	1	4	0	0	0	0	5	0	0	0	0	0	0	0
0730-0830	1	0	0	0	0	0	1	3	1	0	0	0	0	4	5	0	0	0	0	0	5	8	2	0	0	0	0	10	2	5	0	0	0	0	7	0	0	0	0	0	0	0
0745-0845	2	0	0	0	0	0	2	4	0	0	0	0	0	4	4	0	0	0	0	0	4	7	0	0	0	0	7	2	4	0	0	0	0	6	0	0	0	0	0	0	0	
0800-0900	2	0	0	0	0	0	2	3	0	0	0	0	0	3	3	0	0	0	0	0	3	2	0	0	0	0	2	2	3	0	0	0	0	5	0	0	0	0	0	0	0	
0815-0915	2	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	2	3	2	0	0	0	0	5	0	0	0	0	0	0	0	
0830-0930	3	0	0	0	0	0	3	2	0	0	0	0	0	2	3	0	0	0	0	0	3	3	0	0	0	0	3	3	1	0	0	0	0	4	0	0	0	0	0	0	0	
0845-0945	2	0	0	0	0	0	2	1	0	0	0	0	0	1	5	0	0	0	0	0	5	3	0	0	0	0	3	4	0	0	0	0	0	4	0	0	0	0	0	0	0	
0900-1000	2	0	0	0	0	0	2	3	0	0	0	1	0	4	4	0	0	0	0	0	4	4	0	0	0	0	4	4	0	0	0	0	0	4	0	0	0	0	0	0	0	
0915-1015	2	0	0	0	0	0	2	3	0	0	0	1	0	4	3	0	0	0	0	0	3	4	0	0	1	0	5	3	0	0	0	0	0	3	0	0	0	0	0	0	0	
0930-1030	0	0	0	0	0	0	0	3	0	0	0	1	0	4	2	0	0	0	0	0	2	3	0	0	1	0	4	2	0	0	0	0	0	2	0	0	0	0	0	0	0	
0945-1045	0	0	0	0	0	0	0	6	0	0	0	2	0	8	1	1	0	0	0	0	2	3	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000-1100	0	0	0	0	0	0	0	5	0	0	0	1	0	6	1	2	0	0	0	0	3	2	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015-1115	0	0	0	0	0	0	0	6	0	0	0	1	0	7	1	2	0	0	0	0	3	2	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1030-1130	0	0	0	0	0	0	0	5	0	0	0	1	0	6	1	3	0	0	0	0	4	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1045-1145	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5	2	0	0	0	0	7	2	0	0	0	0	2	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0
1100-1200	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5	1	0	0	0	0	6	2	0	0	0	0	2	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0
1115-1215	0	0	0	0	0	0	0	3	1	0	0	0	0	4	5	1	0	2	0	0	8	1	0	0	0	0	1	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1130-1230	2	0	0	0	0	0	2	3	1	0	0	0	0	4	5	0	0	2	0	0	7	1	0	0	0	0	1	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0
1145-1245	2	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	2	0	0	2	1	0	0	0	0	1	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0
1200-1300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	2	0	0	4	1	0	0	0	0	1	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0
1215-1315	3	0	0	0	0	0	3	1	0	0	0	0	0	1	2	0	0	0	0	0	2	1	0	0	0	0	1	4	1	0	0	0	0	5	0	0	0	0	0	0	0	0
1230-1330	3	1	0	0	0	0	4	1	0	0	0	0	0	1	3	0	0	0	0	0	3	2	1	0	0	0	3	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0
1245-1345	6	1	0	0	0	0	7	2	0	0	0	0	0	2	3	0	0	0	0	0	3	1	1	0	0	0	2	6	1	0	0	0	0	7	0	0	0	0	0	0	0	0
1300-1400	9	1	0	0	0	0	10	2	0	0	0	0	0	2	1	0	0	0	0	0	1	1	1	0	0	0	2	6	2	0	0	0	0	8	0	0	0	0	0	0	0	0
1315-1415	9	1	0	0	0	0	10	5	1	0	0	0	0	6	1	0	0	0	0	0	1	1	1	0	0	0	2	5	3	0	0	0	0	8	0	0	0	0	0	0	0	0
1330-1430	7	1	0	0	0	0	8	5	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	9	0	0	0	0	0	0	0	0
1345-1445	4	1	0	0	0	0	5	4	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	6	0	0	0	0	0	0	0	0
1400-1500	2	1	0	0	0	0	3	4	2	0	0	0	0	6	2	0	0	0	0	0	2	0	0	0	0	0	0	2	1	1	0	0	0	4	0	0	0	0	0	0	0	0
1415-1515	1	1	0	0	0	0	2	8	3	0	0	0	0	11	7	0	0	0	0	0	7	0	1	0	0	0	1	2	0	1	0	0	0	3	0	1	0	0	0	0	0	1
1430-1530	2	0	0	0	0	0	2	10	3	0	0	1	0	14	9	1	0	0	0	0	10	0	2	0	0	0	2	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1
1445-1545	2	0	0	0	0	0	2	12	3	0	0	1	0	16	9	1	0	0	0	0	10	0	2	0	0	0	2	1	0	0	0	0	0	1	0	1	0	0	0	0	1	
1500-1600	1	0	0	0	0	0	1	12	2	1	0	1	0	16	7	1	0	0	0	0	8	0	2	0	0	0	2	1	0	0	0	0	0	1	0	1	0	0	0	0	1	
1515-1615	1	0	0	0	0	0	1	5	0	1	0	1	0	7	2	1	0	0	0	0	3	3	1	0	0	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1530-1630	0	0	0	0	0	0	0	3	0	1	0	0	0	4	0	0	0	0	0	0	3	3	0	0	0	0	3	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1545-1645	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1615-1715	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	0	0	0	0	0	3	0	0	0	0	0	0	4	1	0	0	0	0	5	0	0	0	0	0	0	0	0
1630-1730	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	0	0	0	0	0	3	2	0	0	0	0	2	4	1	2	0	0	0	7	0	0	0	0	0	0	0	0
1645-1745	0	0	0	0	0	0	0	6	0	0	0	0	0	6	4	0	0	0	0	0	4	2	0	0	0	0	2	4	2	2	0	0	0	8	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	5	0	0	0	0	0	5	4	0	0	0	0	0	4	3	1	0	0	0	4	4	3	3	0	0	0	10	0	0	0	0	0	0	0	0
1715-1815	0	0	0	0	0	0	0	8	0	0	0	0	0	8	1	0	0	0	0	0	1	3	1	0	0	0	4	2	5	3	0	0	0	10								

Site 4 - Footpaths & Green Lane - 07:00-19:00 - 15 Minute Intervals

	MOVEMENT 25							MOVEMENT 26							MOVEMENT 27							MOVEMENT 28							MOVEMENT 29							MOVEMENT 30									
	USER TRAVELLING NORTH-EASTBOUND ON FOOTPATH							USER TRAVELLING SOUTH-WESTBOUND ON FOOTPATH							USER TRAVELLING NORTH-WESTBOUND ON FOOTPATH							USER TRAVELLING SOUTH-EASTBOUND ON FOOTPATH							USER TRAVELLING NORTHBOUND ON GREEN LANE							USER TRAVELLING SOUTHBOUND ON GREEN LANE									
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL										
0700-0715	2	1	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1											
0715-0730	1	0	0	0	0	0	1	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2											
0730-0745	4	2	0	0	0	0	6	7	2	0	0	0	9	3	0	0	0	0	0	0	3	0	0	0	0	0	1	11	1	0	0	0	12												
0745-0800	10	2	0	0	0	0	12	3	0	0	0	0	3	0	0	0	0	0	0	0	6	5	1	0	0	0	3	6	5	1	0	0	12												
0800-0815	9	3	0	0	0	0	12	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2												
0815-0830	2	0	1	0	0	0	3	3	0	0	0	0	3	1	0	0	0	0	0	0	1	1	0	0	0	0	1	3	0	0	0	0	3												
0830-0845	1	1	0	0	0	0	2	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0												
0845-0900	3	0	0	0	0	0	3	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0	0	0	0	2												
0900-0915	5	2	0	0	0	0	7	6	1	0	0	0	7	1	0	0	0	0	0	0	1	1	0	0	0	0	4	5	0	0	0	0	5												
0915-0930	4	0	0	0	0	0	4	3	0	0	0	0	3	3	0	0	0	0	0	0	3	3	0	0	0	0	2	4	0	0	0	0	4												
0930-0945	2	0	0	0	0	0	2	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	1	3												
0945-1000	4	1	0	0	1	0	6	3	0	0	0	0	3	0	0	0	0	0	1	0	1	0	0	0	0	2	3	0	0	0	0	0	3												
1000-1015	1	0	0	1	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1												
1015-1030	0	2	0	0	0	0	2	4	0	0	0	1	5	1	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	2												
1030-1045	1	1	0	0	0	0	2	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3												
1045-1100	2	0	0	0	0	0	2	3	1	0	0	0	4	1	0	0	0	0	0	0	1	2	0	0	0	0	2	3	1	0	0	0	4												
1100-1115	3	0	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0												
1115-1130	0	0	0	0	0	0	0	11	2	0	0	0	13	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1												
1130-1145	0	1	0	0	0	0	1	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2												
1145-1200	1	0	0	0	0	0	1	2	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	5											
1200-1215	3	0	0	0	0	0	3	2	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	0	1	4	0	0	0	0	4												
1215-1230	2	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0												
1230-1245	1	0	0	0	0	0	1	1	1	0	0	1	3	1	0	0	0	0	0	0	1	1	0	0	0	0	3	0	1	0	0	0	1												
1245-1300	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	3												
1300-1315	1	0	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	3												
1315-1330	8	1	0	0	0	0	9	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1330-1345	3	0	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	3												
1345-1400	3	0	0	0	0	0	3	3	1	0	0	0	4	2	1	0	0	0	0	0	3	0	0	0	0	0	7	4	0	0	0	0	4												
1400-1415	4	0	0	0	0	0	4	10	2	0	0	0	12	1	1	0	0	0	0	0	2	1	0	0	0	0	1	4	0	0	0	0	4												
1415-1430	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1												
1430-1445	3	1	0	0	0	0	4	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0												
1445-1500	1	1	0	0	0	0	2	5	3	1	0	0	9	1	0	0	0	0	0	0	1	4	2	1	0	0	7	2	0	0	0	0	2												
1500-1515	1	1	0	0	0	0	2	25	2	0	0	1	28	8	0	0	0	0	0	0	8	24	0	0	0	0	24	3	0	0	0	1	4												
1515-1530	3	1	0	0	0	0	4	6	1	0	0	0	7	5	0	0	0	0	0	0	5	1	0	0	0	0	4	0	1	0	0	0	1												
1530-1545	1	2	0	0	0	0	3	3	3	0	0	0	6	1	2	0	0	0	0	0	3	1	1	0	0	0	2	1	1	0	0	0	2												
1545-1600	2	1	0	0	0	0	3	5	0	1	0	0	6	1	0	0	0	0	0	0	1	1	0	0	0	0	2	3	0	0	0	0	3												
1600-1615	2	2	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	1												
1615-1630	6	0	0	0	0	0	6	1	1	0	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2												
1630-1645	4	1	0	0	0	0	5	2	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	4	6	0	0	0	0	6												
1645-1700	5	1	0	0	0	0	6	2	0	0	0	0	2	2	0	0	0	0	0	0	2	3	0	0	0	0	4	3	0	0	0	0	3												
1700-1715	1	1	0	0	0	0	2	5	1	0	0	0	6	1	1	0	0	0	0	0	2	1	0	0	0	0	9	6	0	0	0	0	6												
1715-1730	4	0	0	0	0	0	4	3	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	8	1	0	0	0	0	1												
1730-1745	0	0	0	0	0	0	0	6	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	5												
1745-1800	0	3	0	0	0	0	3	7	0	0	0	0	7	1	0	0	0	0	0	0	1	3	0	0	0	0	3	4	1	1	0	0	6												
1800-1815	4	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	1	1	0	0	0	0	1												
1815-1830	3	0	0	0	0	0	3	3	0	0	0	0	3	1	0	0	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3												
1830-1845	1	0	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	4												
1845-1900	1	0	0	0	0	0	1	6	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	1	4	6	0	0	0	10												
0700-1900	123	32	1	1	1	0	158	171	26	2	2	4	0	205	53	5	0	0	1	0	59	46	3	0	0	0	0	0	0	0	49	133	20	1	1	0	0	155	120	23	2	2	3	0	150

Site 4 - Footpaths & Green Lane - 07:00-19:00 - Hourly Totals

	MOVEMENT 25							MOVEMENT 26							MOVEMENT 27							MOVEMENT 28							MOVEMENT 29							MOVEMENT 30							
	USER TRAVELLING NORTH-EASTBOUND ON FOOTPATH							USER TRAVELLING SOUTH-WESTBOUND ON FOOTPATH							USER TRAVELLING NORTH-WESTBOUND ON FOOTPATH							USER TRAVELLING SOUTH-EASTBOUND ON FOOTPATH							USER TRAVELLING NORTHBOUND ON GREEN LANE							USER TRAVELLING SOUTHBOUND ON GREEN LANE							
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL								
0700-0800	17	5	0	0	0	22	14	2	0	0	0	16	3	0	0	0	0	0	3	7	1	0	0	0	8	7	0	0	0	0	7	20	6	1	0	0	0	27					
0715-0815	24	7	0	0	0	31	14	4	0	0	0	18	3	0	0	0	0	0	3	6	1	0	0	0	7	6	1	0	0	0	7	19	8	1	0	0	28						
0730-0830	25	7	1	0	0	33	14	4	0	0	0	18	4	0	0	0	0	0	4	8	1	0	0	0	9	6	1	0	0	0	7	20	8	1	0	0	29						
0745-0845	22	6	1	0	0	29	8	2	0	0	0	10	2	0	0	0	0	0	2	8	1	0	0	0	9	5	1	0	0	0	6	9	7	1	0	0	17						
0800-0900	15	4	1	0	0	20	6	3	0	0	0	9	2	0	0	0	0	0	2	4	0	0	0	0	4	4	1	0	0	0	5	5	2	0	0	0	7						
0815-0915	11	3	1	0	0	15	11	2	0	0	0	13	3	0	0	0	0	0	3	4	0	0	0	0	4	7	0	0	0	0	7	10	0	0	0	0	10						
0830-0930	13	3	0	0	0	16	11	2	0	0	0	13	5	0	0	0	0	0	5	3	0	0	0	0	3	8	0	0	0	0	8	11	0	0	0	0	11						
0845-0945	14	2	0	0	0	16	12	2	0	0	1	15	4	0	0	0	0	0	4	3	0	0	0	0	3	11	0	0	0	0	11	13	0	0	1	0	14						
0900-1000	15	3	0	0	1	19	14	1	0	0	1	16	4	0	0	0	1	0	5	4	0	0	0	0	4	11	0	0	0	0	11	14	0	0	0	1	15						
0915-1015	11	1	0	1	1	14	10	0	0	0	1	11	3	0	0	0	1	0	4	3	0	0	0	0	3	8	0	0	1	0	9	9	1	0	0	1	11						
0930-1030	7	3	0	1	1	12	11	0	0	0	2	13	1	0	0	0	1	0	2	2	0	0	0	0	2	7	0	0	1	0	8	7	1	0	0	1	9						
0945-1045	6	4	0	1	1	12	12	1	0	0	1	14	1	0	0	0	1	0	2	3	0	0	0	0	3	5	1	0	1	0	7	7	2	0	0	0	9						
1000-1100	4	3	0	1	0	8	12	2	0	0	1	15	2	0	0	0	0	0	2	3	0	0	0	0	3	5	1	0	1	0	7	7	3	0	0	0	10						
1015-1115	6	3	0	0	0	9	11	2	0	0	1	14	2	0	0	0	0	0	2	3	0	0	0	0	3	8	2	0	0	0	10	7	2	0	0	0	9						
1030-1130	6	1	0	0	0	7	18	4	0	0	0	22	3	0	0	0	0	0	3	3	0	0	0	0	3	11	2	0	0	0	13	6	2	0	0	0	8						
1045-1145	5	1	0	0	0	6	19	4	0	0	0	23	3	0	0	0	0	0	3	2	0	0	0	0	2	11	2	0	0	0	13	6	1	0	0	0	7						
1100-1200	4	1	0	0	0	5	18	3	0	2	0	23	2	0	0	0	0	0	2	0	0	0	0	0	2	9	2	0	0	0	11	6	0	0	2	0	8						
1115-1215	4	1	0	0	0	5	19	3	0	2	0	24	3	0	0	0	0	0	3	1	0	0	0	0	1	6	1	0	0	0	7	10	0	0	2	0	12						
1130-1230	6	1	0	0	0	7	8	1	0	2	0	11	2	0	0	0	0	0	2	2	0	0	0	0	2	3	1	0	0	0	4	9	0	0	2	0	11						
1145-1245	7	0	0	0	0	7	5	1	0	2	1	9	3	0	0	0	0	0	3	3	0	0	0	0	3	5	0	0	0	0	5	7	1	0	2	0	10						
1200-1300	7	0	0	0	0	7	4	1	0	0	1	6	3	0	0	0	0	0	3	3	0	0	0	0	3	6	0	0	0	0	6	7	1	0	0	0	8						
1215-1315	5	0	0	0	0	5	6	1	0	0	1	8	2	0	0	0	0	0	2	3	0	0	0	0	3	8	0	0	0	0	8	5	1	0	0	1	7						
1230-1330	11	1	0	0	0	12	7	1	0	0	1	9	1	0	0	0	0	0	1	2	0	0	0	0	2	9	0	0	0	0	9	5	1	0	0	1	7						
1245-1345	13	1	0	0	0	14	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	8	8	0	0	1	0	9						
1300-1400	15	1	0	0	0	16	9	1	0	0	0	10	2	1	0	0	0	0	3	2	0	0	0	0	2	13	1	0	0	0	14	9	0	0	0	1	10						
1315-1415	18	1	0	0	0	19	15	3	0	0	0	18	3	2	0	0	0	0	5	2	0	0	0	0	2	11	1	0	0	0	12	11	0	0	0	0	11						
1330-1430	10	0	0	0	0	10	15	3	0	0	0	18	3	2	0	0	0	0	5	3	0	0	0	0	3	11	2	0	0	0	13	12	0	0	0	0	12						
1345-1445	10	1	0	0	0	11	15	3	0	0	0	18	5	2	0	0	0	0	7	4	0	0	0	0	4	11	2	0	0	0	13	9	0	0	0	0	9						
1400-1500	8	2	0	0	0	10	17	5	1	0	0	23	4	1	0	0	0	0	5	5	0	0	0	0	5	9	3	1	0	0	13	7	0	0	0	0	7						
1415-1515	5	3	0	0	0	8	32	5	1	0	1	39	11	0	0	0	0	0	11	4	0	0	0	0	4	32	3	1	0	0	36	6	0	0	0	1	7						
1430-1530	8	4	0	0	0	12	37	6	1	0	1	45	16	0	0	0	0	0	16	4	0	0	0	0	4	34	2	1	0	0	37	5	1	0	0	1	7						
1445-1545	6	5	0	0	0	11	39	9	1	0	1	50	15	2	0	0	0	0	17	3	1	0	0	0	4	33	3	1	0	0	37	6	2	0	0	1	9						
1500-1600	7	5	0	0	0	12	39	6	1	0	1	47	15	2	0	0	0	0	17	3	1	0	0	0	4	31	1	0	0	0	32	7	2	0	0	1	10						
1515-1615	8	6	0	0	0	14	15	4	1	0	0	20	7	2	0	0	0	0	9	4	2	0	0	0	6	14	1	0	0	0	15	4	3	0	0	0	7						
1530-1630	11	5	0	0	0	16	10	4	1	0	0	15	3	2	0	0	0	0	5	4	2	0	0	0	6	10	2	0	0	0	12	6	2	0	0	0	8						
1545-1645	14	4	0	0	0	18	9	1	1	0	0	11	4	0	0	0	0	0	4	5	1	0	0	0	6	13	1	0	0	0	14	11	1	0	0	0	12						
1600-1700	17	4	0	0	0	21	6	1	0	0	0	7	5	0	0	0	0	0	5	7	1	0	0	0	8	14	2	0	0	0	16	11	1	0	0	0	12						
1615-1715	16	3	0	0	0	19	10	2	0	0	0	12	6	1	0	0	0	0	7	7	0	0	0	0	7	12	6	0	0	0	18	17	0	0	0	0	17						
1630-1730	14	3	0	0	0	17	12	1	0	0	0	13	6	1	0	0	0	0	7	6	0	0	0	0	6	20	5	0	0	0	25	16	0	0	0	0	16						
1645-1745	10	2	0	0	0	12	16	1	0	0	0	17	8	1	0	0	0	0	9	4	0	0	0	0	4	17	5	0	0	0	22	15	0	0	0	0	15						
1700-1800	5	4	0	0	0	9	21	1	0	0	0	22	7	1	0	0	0	0	8	4	0	0	0	0	4	15	6	0	0	0	21	16	1	1	0	0	18						
1715-1815	8	3	0	0	0	11	16	0	0	0	0	16	9	0	0	0	0	0	9	3	0	0	0	0	3	11	2	0	0	0	13	11	1	1	0	0	13						
1730-1830	7	3	0	0	0	10	16	0	0	0	0	16	9	0	0	0	0	0	9	5	0	0	0	0	5	8	4	0	0	0	12	13	1	1	0	0	15						
1745-1845	8	3	0	0	0	11	12	0	0	0	0	12	5	0	0	0	0	0	5	5	0	0	0	0	5	10	4	0	0	0	14	11	2	1	0	0	14						
1800-1900	9	0	0	0	0	9	11	0	0	0	0	11	4	0	0	0	0	0	4	4	0	0	0	0	4	9	3	0	0	0	12	11	7	0	0	0	18						
						HOURLY TOTALS						HOURLY TOTALS							HOURLY TOTALS					HOURLY TOTALS												HOURLY TOTALS							HOURLY TOTALS

Site 4 - Footpaths & Green Lane - 07:00-19:00 - 15 Minute Intervals

	MOVEMENT 31							MOVEMENT 32							MOVEMENT 33							MOVEMENT 34						
	USER TRAVELLING NORTHBOUND ON GREEN LANE FOOTPATH							USER TRAVELLING SOUTHBOUND ON GREEN LANE FOOTPATH							USER TRAVELLING EASTBOUND ON GREEN LANE FOOTPATH							USER TRAVELLING WESTBOUND ON GREEN LANE FOOTPATH						
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	1	0	0	0	0	0	1	3	0	0	0	0	0	3	1	0	0	0	0	0	0	1	5	0	0	0	0	5
0730-0745	5	0	0	0	0	0	5	2	1	0	0	0	0	3	11	2	0	0	0	0	0	13	2	2	0	0	0	4
0745-0800	2	0	0	0	0	0	2	1	1	0	0	0	0	2	16	6	1	0	0	0	0	23	4	0	0	0	0	4
0800-0815	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9	3	0	0	0	0	0	12	2	1	0	0	0	3
0815-0830	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	1	0	0	0	0	3	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	2
0845-0900	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	1	0	0	0	3
0900-0915	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	2	0	0	0	0	0	4	3	1	0	0	0	4
0915-0930	5	0	0	0	0	0	5	2	0	0	0	0	0	2	8	1	0	0	0	0	0	9	4	0	0	0	0	4
0930-0945	3	0	0	0	0	0	3	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0
0945-1000	1	0	0	0	0	0	1	3	0	0	0	0	0	3	5	1	0	0	0	0	0	6	5	0	0	0	0	5
1000-1015	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	2
1015-1030	2	0	0	0	1	0	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	2	0	0	0	0	2
1030-1045	3	0	0	0	0	0	3	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1
1100-1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
1115-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	13	2	0	0	0	15
1130-1145	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4	1	0	0	0	5
1145-1200	1	0	0	0	0	0	1	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	0	1
1200-1215	2	0	0	0	0	0	2	3	0	0	0	0	0	3	3	0	0	0	0	0	0	3	1	0	0	0	0	1
1215-1230	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
1230-1245	4	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	1	0	2
1245-1300	1	0	0	0	0	0	1	3	0	0	0	0	0	3	2	0	0	0	0	0	0	2	2	0	0	0	0	2
1300-1315	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	1	0	0	2	5	0	0	0	0	5
1315-1330	3	0	0	0	0	0	3	9	0	0	0	0	0	9	1	1	0	0	0	0	0	2	2	0	0	0	0	2
1330-1345	1	0	0	0	0	0	1	4	0	0	0	0	0	4	1	0	0	0	0	0	0	1	1	0	0	0	0	1
1345-1400	8	0	0	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	2	2	0	0	0	4
1400-1415	1	0	0	0	0	0	1	4	0	0	0	0	0	4	2	0	0	0	0	0	0	2	7	2	0	0	0	9
1415-1430	2	1	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	1	0	0	0	0	0	1	3	0	0	0	0	3
1445-1500	2	0	0	0	0	0	2	1	0	0	0	0	0	1	2	1	0	0	0	0	0	3	6	5	2	0	0	13
1500-1515	2	0	0	0	0	0	2	8	0	0	0	0	0	8	0	1	0	0	0	0	0	1	53	2	0	0	0	55
1515-1530	2	0	0	0	0	0	2	5	0	0	0	0	0	5	1	2	0	0	0	0	0	3	12	1	0	0	0	13
1530-1545	4	2	0	0	0	0	6	0	1	0	0	0	0	1	3	3	0	0	0	0	0	6	0	3	0	0	0	3
1545-1600	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	0	1	0	0	4
1600-1615	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0	3	7	0	0	0	0	7
1615-1630	0	0	0	0	0	0	0	6	0	0	0	0	0	6	4	0	0	0	0	0	0	4	3	2	0	0	0	5
1630-1645	2	1	0	0	0	0	3	6	0	0	0	0	0	6	1	2	0	0	0	0	0	3	2	0	0	0	0	2
1645-1700	2	0	0	0	0	0	2	3	0	0	0	0	0	3	4	1	0	0	0	0	0	5	3	1	0	0	0	4
1700-1715	8	2	0	0	0	0	10	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0	3	2	0	0	0	5
1715-1730	5	0	0	0	0	0	5	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	2
1730-1745	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0
1745-1800	1	0	0	0	0	0	1	0	0	1	0	0	0	1	1	2	0	0	0	0	0	3	1	0	0	0	0	1
1800-1815	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0
1815-1830	3	0	0	0	0	0	3	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3	2	0	0	0	5
1830-1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	1	0	0	0	0	1
1845-1900	0	0	0	0	0	0	0	0	6	0	0	0	0	6	1	0	0	0	0	0	0	1	0	1	0	0	0	1
0700-1900	83	6	0	0	1	0	90	91	9	1	0	0	0	101	113	39	2	0	1	0	155	177	32	3	0	1	0	213

Site 4 - Footpaths & Green Lane - 07:00-19:00 - Hourly Totals

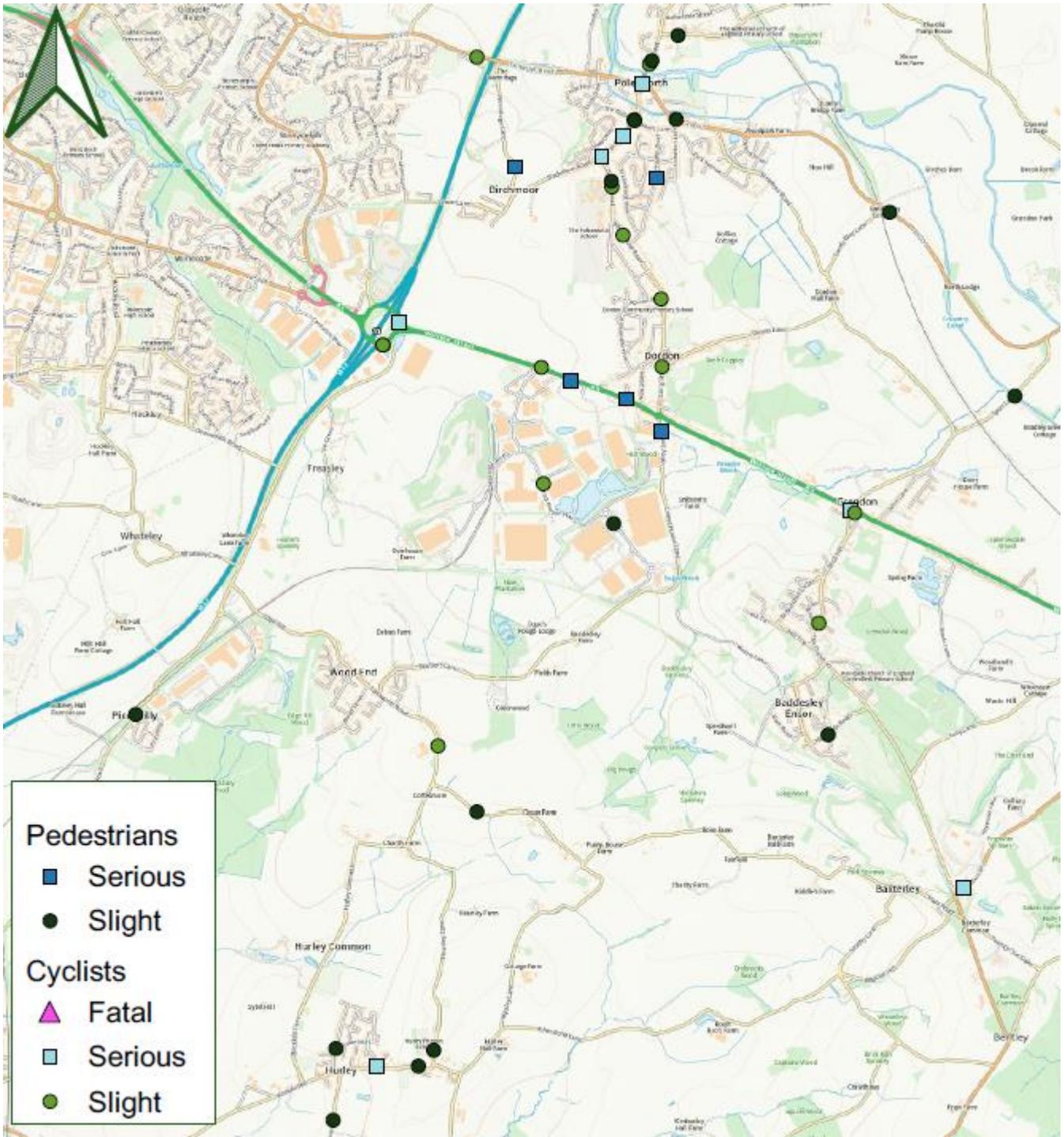
	MOVEMENT 31							MOVEMENT 32							MOVEMENT 33							MOVEMENT 34							
	USER TRAVELLING NORTHBOUND ON GREEN LANE FOOTPATH							USER TRAVELLING SOUTHBOUND ON GREEN LANE FOOTPATH							USER TRAVELLING EASTBOUND ON GREEN LANE FOOTPATH							USER TRAVELLING WESTBOUND ON GREEN LANE FOOTPATH							
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	
0700-0800	8	0	0	0	0	0	8	6	2	0	0	0	0	8	28	9	1	0	0	0	0	38	11	2	0	0	0	0	13
0715-0815	8	0	0	0	0	0	8	7	2	0	0	0	0	9	37	11	1	0	0	0	0	49	13	3	0	0	0	0	16
0730-0830	7	0	0	0	0	0	7	5	2	0	0	0	0	7	38	11	2	0	0	0	0	51	8	3	0	0	0	0	11
0745-0845	2	0	0	0	0	0	2	3	1	0	0	0	0	4	27	10	2	0	0	0	0	39	8	1	0	0	0	0	9
0800-0900	0	0	0	0	0	0	0	4	0	0	0	0	0	4	13	4	1	0	0	0	0	18	6	2	0	0	0	0	8
0815-0915	0	0	0	0	0	0	0	4	0	0	0	0	0	4	6	3	1	0	0	0	0	10	7	2	0	0	0	0	9
0830-0930	5	0	0	0	0	0	5	5	0	0	0	0	0	5	12	4	0	0	0	0	0	16	11	2	0	0	0	0	13
0845-0945	8	0	0	0	0	0	8	7	0	0	0	0	0	7	14	3	0	0	0	0	0	17	9	2	0	0	0	0	11
0900-1000	9	0	0	0	0	0	9	8	0	0	0	0	0	8	17	4	0	0	0	0	0	21	12	1	0	0	0	0	13
0915-1015	10	0	0	0	0	0	10	7	0	0	0	0	0	7	16	3	0	0	0	0	0	19	11	0	0	0	0	0	11
0930-1030	7	0	0	0	1	0	8	5	0	0	0	0	0	5	9	4	0	0	0	0	0	13	9	0	0	0	0	0	9
0945-1045	7	0	0	0	1	0	8	4	0	0	0	0	0	4	9	4	0	0	0	0	0	13	9	0	0	0	0	0	9
1000-1100	6	0	0	0	1	0	7	1	0	0	0	0	0	1	5	3	0	0	0	0	0	8	5	0	0	0	0	0	5
1015-1115	5	0	0	0	1	0	6	1	0	0	0	0	0	1	4	2	0	0	0	0	0	6	5	1	0	0	0	0	6
1030-1130	3	0	0	0	0	0	3	1	0	0	0	0	0	1	5	0	0	0	0	0	0	5	16	3	0	0	0	0	19
1045-1145	1	0	0	0	0	0	1	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4	20	4	0	0	0	0	24
1100-1200	2	0	0	0	0	0	2	3	0	0	0	0	0	3	4	0	0	0	0	0	0	4	20	4	0	0	0	0	24
1115-1215	4	0	0	0	0	0	4	6	0	0	0	0	0	6	7	0	0	0	0	0	0	7	19	3	0	0	0	0	22
1130-1230	5	0	0	0	0	0	5	6	0	0	0	0	0	6	6	0	0	0	0	0	0	6	6	1	0	0	0	0	7
1145-1245	8	0	0	0	0	0	8	5	0	0	0	0	0	5	7	0	0	0	0	0	0	7	3	0	0	0	1	0	4
1200-1300	8	0	0	0	0	0	8	6	0	0	0	0	0	6	8	0	0	0	0	0	0	8	4	0	0	0	1	0	5
1215-1315	7	0	0	0	0	0	7	4	0	0	0	0	0	4	6	0	0	0	1	0	0	7	8	0	0	0	1	0	9
1230-1330	9	0	0	0	0	0	9	13	0	0	0	0	0	13	6	1	0	0	1	0	0	8	10	0	0	0	1	0	11
1245-1345	6	0	0	0	0	0	6	17	0	0	0	0	0	17	5	1	0	0	1	0	0	7	10	0	0	0	0	0	10
1300-1400	13	0	0	0	0	0	13	14	0	0	0	0	0	14	9	1	0	0	1	0	0	11	10	2	0	0	0	0	12
1315-1415	13	0	0	0	0	0	13	17	0	0	0	0	0	17	10	1	0	0	0	0	0	11	12	4	0	0	0	0	16
1330-1430	12	1	0	0	0	0	13	9	0	0	0	0	0	9	9	0	0	0	0	0	0	9	10	4	0	0	0	0	14
1345-1445	11	1	0	0	0	0	12	8	0	0	0	0	0	8	8	1	0	0	0	0	0	9	12	4	0	0	0	0	16
1400-1500	5	1	0	0	0	0	6	9	0	0	0	0	0	9	4	2	0	0	0	0	0	6	16	7	2	0	0	0	25
1415-1515	6	1	0	0	0	0	7	13	0	0	0	0	0	13	2	3	0	0	0	0	0	5	62	7	2	0	0	0	71
1430-1530	6	0	0	0	0	0	6	17	0	0	0	0	0	17	3	5	0	0	0	0	0	8	74	8	2	0	0	0	84
1445-1545	10	2	0	0	0	0	12	14	1	0	0	0	0	15	6	7	0	0	0	0	0	13	71	11	2	0	0	0	84
1500-1600	8	2	0	0	0	0	10	14	1	0	0	0	0	15	4	7	0	0	0	0	0	11	68	6	1	0	0	0	75
1515-1615	6	2	0	0	0	0	8	7	1	0	0	0	0	8	4	9	0	0	0	0	0	13	22	4	1	0	0	0	27
1530-1630	4	2	0	0	0	0	6	8	1	0	0	0	0	9	7	7	0	0	0	0	0	14	13	5	1	0	0	0	19
1545-1645	2	1	0	0	0	0	3	14	0	0	0	0	0	14	5	6	0	0	0	0	0	11	15	2	1	0	0	0	18
1600-1700	4	1	0	0	0	0	5	16	0	0	0	0	0	16	9	6	0	0	0	0	0	15	15	3	0	0	0	0	18
1615-1715	12	3	0	0	0	0	15	22	0	0	0	0	0	22	9	3	0	0	0	0	0	12	11	5	0	0	0	0	16
1630-1730	17	3	0	0	0	0	20	18	0	0	0	0	0	18	7	3	0	0	0	0	0	10	10	3	0	0	0	0	13
1645-1745	17	2	0	0	0	0	19	12	0	0	0	0	0	12	8	1	0	0	0	0	0	9	8	3	0	0	0	0	11
1700-1800	16	2	0	0	0	0	18	9	0	1	0	0	0	10	5	2	0	0	0	0	0	7	6	2	0	0	0	0	8
1715-1815	9	0	0	0	0	0	9	2	0	1	0	0	0	3	7	2	0	0	0	0	0	9	3	0	0	0	0	0	3
1730-1830	7	0	0	0	0	0	7	1	0	1	0	0	0	2	7	2	0	0	0	0	0	9	4	2	0	0	0	0	6
1745-1845	5	0	0	0	0	0	5	1	0	1	0	0	0	2	7	3	0	0	0	0	0	10	5	2	0	0	0	0	7
1800-1900	4	0	0	0	0	0	4	1	6	0	0	0	0	7	7	1	0	0	0	0	0	8	4	3	0	0	0	0	7
	HOURLY TOTALS							HOURLY TOTALS							HOURLY TOTALS							HOURLY TOTALS							

Site 5 - Cockspur Street / Green Lane - 07:00-19:00 - Hourly Totals

	MOVEMENT 35							MOVEMENT 36							MOVEMENT 37							MOVEMENT 38							MOVEMENT 39							MOVEMENT 40							
	FROM COCKSPUR STREET (NORTHEAST)							FROM COCKSPUR STREET (NORTHEAST)							FROM GREEN LANE							FROM GREEN LANE							FROM COCKSPUR STREET (SOUTHWEST)							FROM COCKSPUR STREET (SOUTHWEST)							
	STRAIGHT AHEAD TO COCKSPUR STREET (SOUTHWEST)							RIGHT TURN TO GREEN LANE							LEFT TURN TO COCKSPUR STREET (NORTHEAST)							RIGHT TURN TO COCKSPUR STREET (SOUTHWEST)							LEFT TURN TO GREEN LANE							STRAIGHT AHEAD TO COCKSPUR STREET (NORTHEAST)							
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	
0700-0800	2	0	0	0	0	0	2	3	1	0	0	0	0	4	12	4	0	0	0	0	16	2	1	0	0	0	0	3	1	0	0	0	0	0	1	3	0	0	0	0	0	3	
0715-0815	2	0	0	0	0	0	2	3	2	0	0	0	0	5	17	9	1	0	0	0	27	2	1	0	0	0	0	3	1	0	0	0	0	0	1	8	0	0	0	0	0	8	
0730-0830	2	0	0	0	0	0	2	1	2	0	0	0	0	3	21	9	2	0	0	0	32	2	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	0	0	8	
0745-0845	2	0	0	0	0	0	2	1	1	0	0	0	0	2	20	8	2	0	0	0	30	2	0	0	0	0	0	2	2	0	0	0	0	0	2	8	0	0	0	0	0	8	
0800-0900	3	0	0	0	0	0	3	2	2	0	0	0	0	4	10	6	2	0	0	0	18	3	0	0	0	0	0	3	2	0	0	0	0	0	2	7	0	0	0	0	0	7	
0815-0915	2	0	0	0	0	0	2	3	2	0	0	0	0	5	6	2	1	0	0	0	9	1	0	0	0	0	0	1	3	0	0	0	0	0	3	0	0	0	0	0	0	0	
0830-0930	3	0	0	0	0	0	3	4	2	0	0	0	0	6	5	2	0	0	0	7	1	0	0	0	0	0	1	3	0	0	0	0	0	3	0	0	0	0	0	0	0		
0845-0945	3	0	0	0	0	0	3	5	2	0	0	0	0	7	7	2	0	0	0	9	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1		
0900-1000	2	0	0	0	0	0	2	3	1	0	0	0	0	4	9	2	0	0	0	0	11	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	2	
0915-1015	3	0	0	0	0	0	3	2	0	0	0	1	0	3	9	2	0	0	0	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0930-1030	2	0	0	0	0	0	2	2	0	0	0	1	0	3	8	2	0	0	1	0	11	2	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
0945-1045	2	0	0	0	0	0	2	1	0	0	0	1	0	2	6	3	0	0	1	0	10	2	1	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
1000-1100	2	0	0	0	0	0	2	2	1	0	0	1	0	4	5	2	0	0	1	0	8	2	1	0	0	0	0	3	1	0	0	0	0	0	1	1	0	0	0	0	0	1	
1015-1115	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4	1	0	0	0	0	6	1	1	0	0	0	0	2	3	0	0	0	0	0	3	1	0	0	0	0	0	1	
1030-1130	0	0	0	0	0	0	0	14	2	0	0	0	0	16	3	1	0	0	0	0	4	0	1	0	0	0	0	1	5	1	0	0	0	0	6	0	0	0	0	0	0	0	
1045-1145	0	0	0	0	0	0	0	14	3	0	0	0	0	17	2	0	0	0	0	0	2	1	0	0	0	0	0	1	5	1	0	0	0	0	6	0	0	0	0	0	0	0	
1100-1200	3	0	0	0	0	0	3	14	2	0	0	0	0	16	1	0	0	0	0	0	1	1	0	0	0	0	0	1	4	1	0	0	0	0	5	2	0	0	0	0	0	2	
1115-1215	3	0	0	0	0	0	3	13	2	0	0	0	0	15	1	0	0	0	0	0	1	2	0	0	0	0	0	2	2	1	0	0	0	0	3	4	0	0	0	0	0	4	
1130-1230	3	0	0	0	0	0	3	2	1	0	0	0	0	3	2	0	0	0	0	0	2	2	0	0	0	0	0	2	1	0	0	0	0	0	1	4	1	0	0	0	0	5	
1145-1245	4	0	0	0	0	0	4	2	0	0	0	0	0	2	2	0	0	0	0	0	2	1	0	0	0	0	0	1	1	0	0	0	0	0	1	5	1	0	0	0	0	6	
1200-1300	1	0	0	0	0	0	1	2	0	0	0	0	0	2	5	0	0	0	0	0	5	1	0	0	0	0	0	1	1	0	0	0	0	0	1	3	1	0	0	0	0	4	
1215-1315	3	0	0	0	0	0	3	5	0	0	0	0	0	5	7	0	0	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	0	0	2	3	1	0	0	0	0	4	
1230-1330	3	1	0	0	0	0	4	6	0	0	0	0	0	6	7	1	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	2	3	0	0	0	0	0	3	
1245-1345	2	1	0	0	0	0	3	6	1	0	0	0	0	7	8	1	0	0	0	0	9	0	0	0	0	0	0	0	2	0	0	0	0	0	2	3	0	0	0	0	0	3	
1300-1400	3	1	0	0	0	0	4	9	2	0	0	0	0	11	5	1	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	2	5	0	0	0	0	0	5	
1315-1415	1	1	0	0	0	0	2	11	2	0	0	0	0	13	4	1	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	0	0	0	0	0	3	
1330-1430	1	0	0	0	0	0	1	10	2	0	0	0	0	12	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
1345-1445	1	0	0	0	0	0	1	10	1	0	0	0	0	11	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
1400-1500	3	0	0	0	0	0	3	32	4	2	0	0	0	38	5	2	0	0	0	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415-1515	3	0	0	0	0	0	3	27	4	2	0	0	0	33	5	2	0	0	0	0	7	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430-1530	7	0	0	0	0	0	7	34	5	2	0	0	0	41	5	5	0	0	0	0	10	3	0	0	0	0	0	3	0	1	0	0	0	0	1	1	0	0	0	0	0	1	
1445-1545	7	0	0	0	0	0	7	35	7	2	0	0	0	44	4	5	0	0	0	0	9	3	0	0	0	0	0	3	0	1	0	0	0	0	1	1	0	0	0	0	0	1	
1500-1600	4	0	0	0	0	0	4	11	3	0	0	0	0	14	3	5	0	0	0	0	8	2	0	0	0	0	0	2	1	1	0	0	0	0	2	2	1	0	0	0	0	3	
1515-1615	5	0	0	0	0	0	5	13	3	0	0	0	0	16	2	6	0	0	0	0	8	0	2	0	0	0	0	2	1	1	0	0	0	0	2	3	2	0	0	0	0	5	
1530-1630	1	0	0	0	0	0	1	10	3	0	0	0	0	13	3	3	0	0	0	0	6	1	2	0	0	0	0	3	1	1	0	0	0	0	2	2	2	0	0	0	0	4	
1545-1645	1	0	0	0	0	0	1	9	2	0	0	0	0	11	5	2	0	0	0	0	7	1	3	0	0	0	0	4	1	1	0	0	0	0	2	3	2	0	0	0	0	5	
1600-1700	1	0	0	0	0	0	1	7	2	0	0	0	0	9	6	2	0	0	0	0	8	1	3	0	0	0	0	4	0	1	0	0	0	0	1	2	1	0	0	0	0	3	
1615-1715	0	0	0	0	0	0	0	5	2	0	0	0	0	7	8	1	0	0	0	0	9	2	1	0	0	0	0	3	0	1	0	0	0	0	1	1	0	0	0	0	0	1	
1630-1730	0	0	0	0	0	0	0	2	1	0	0	0	0	3	9	1	0	0	0	0	10	1	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
1645-1745	0	0	0	0	0	0	0	2	0	0	0	0	0	2	6	1	0	0	0	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700-1800	0	1	0	0	0	0	1	2	0	0	0	0	0	2	5	0	0	0	0	0	5	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715-1815	1	1	0	0	0	0	2	2	1	0	0																																

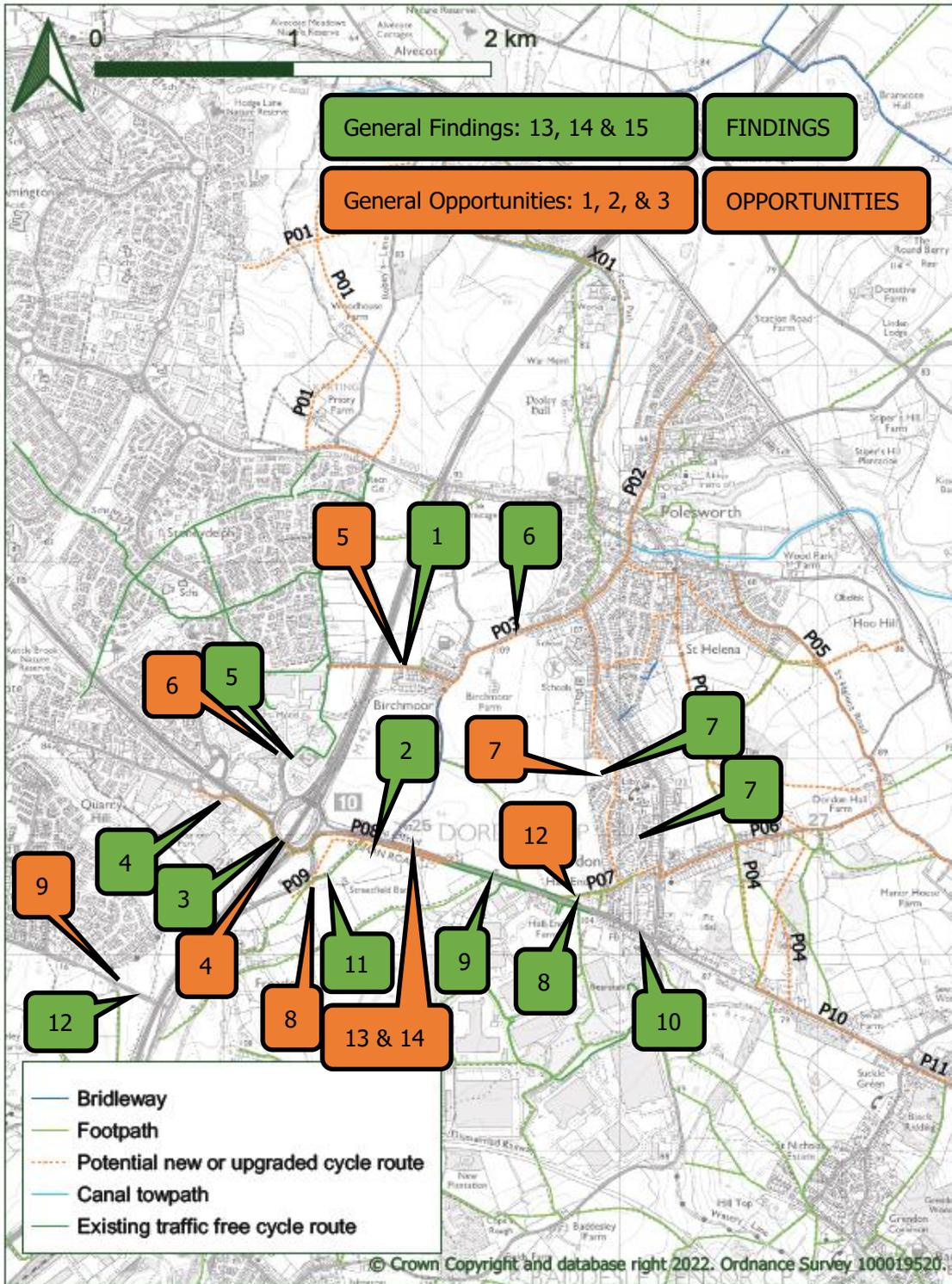


Appendix C – Collision Data





Appendix D – Findings and Opportunities Location Plan



DRAFT LCWIP

Polesworth cycle network and Rights of Way

Date: 25/05/2022 Contact: 01926 413950 alisonkennedy@warwickshire.gov.uk



Note: The general findings/ opportunities are area wide and do not have an arrow on the map.

drummondblack.co.uk