

Tetra Tech

Proposed Employment Land North East of J10 M42, North Warwickshire

Walking, Cycling & Horse-Riding Assessment

Report No. D000157 - WCHAR

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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). 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 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.

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- 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 facilitates 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 detailed 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).
- 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).



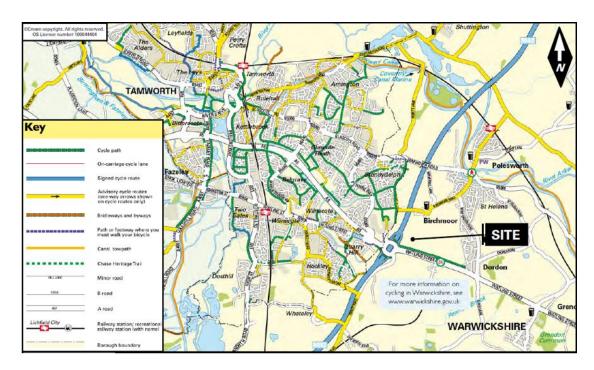


Figure 1 - Existing Cycle Facilities

- 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.

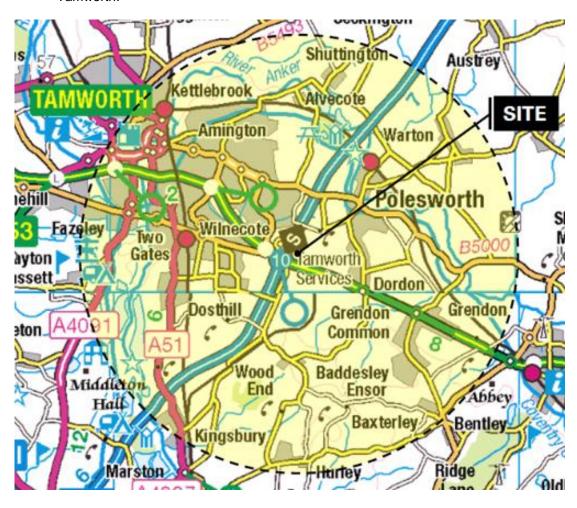


Figure 2 – Study Area



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 NPFF 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

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- 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	Туре
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

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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.
- 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/	Severity	Description
			Weather		
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.
- 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.
- 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	Atherstone - Grendon - Dordon - Tamworth
(Stagecoach)	Tamworth - Dordon - Grendon - Atherstone
785/ 786	Tamworth - Amington - Polesworth - Dordon - Amington - Tamworth
Stagecoach	
785/786	Tamworth - Amington - Polesworth - Dordon - Amington - Tamworth
(Arriva)	

- 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)

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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

- 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:
 - 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 have not been received at this stage. 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

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: 25th July 2022

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

Row Jan

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: 25th July 2022



Appendix A – Preliminary Design Layouts



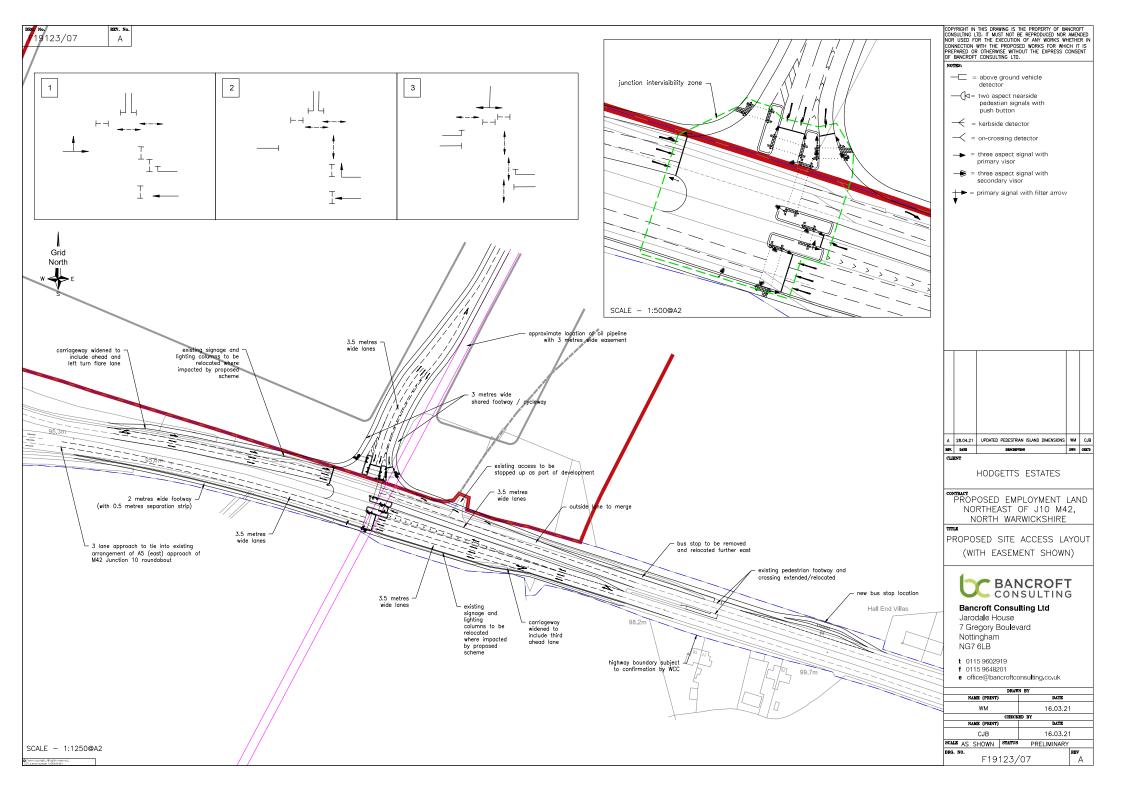


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Parameter Boundary

Unit Demise Boundary

Public bridleway (to be diverted where necessary)

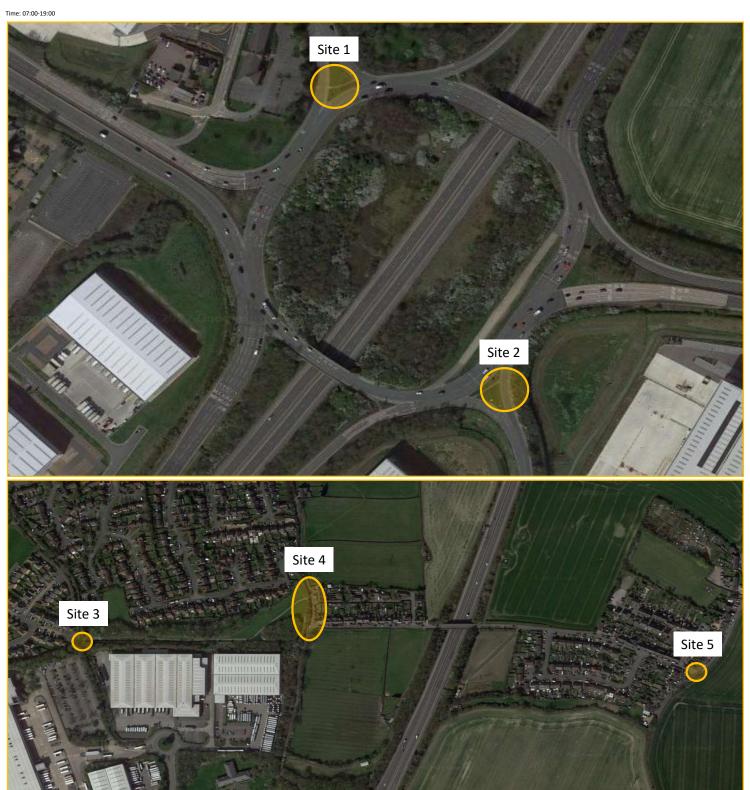


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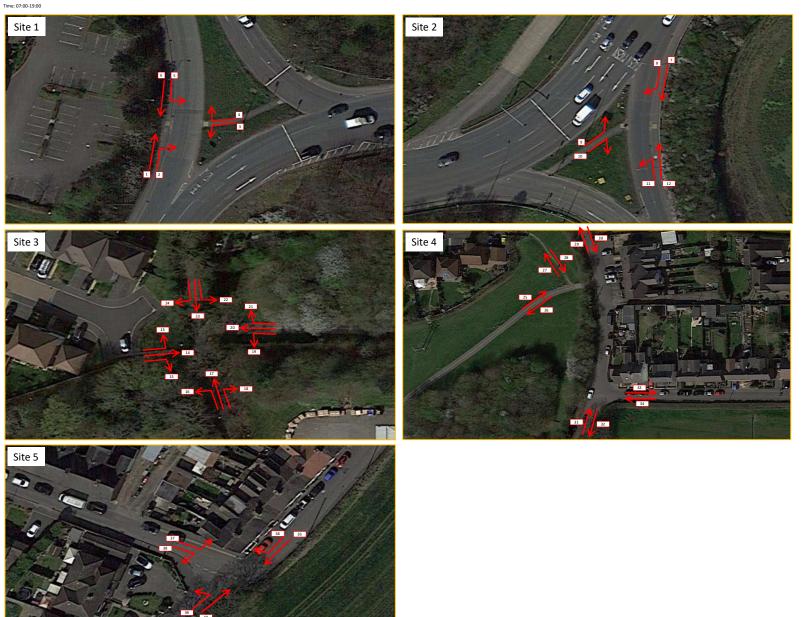
Appendix B - NMU Count Data

Date: Wednesday 8th June 2022





Date: Wednesday 8th June 2022





Date: Wednesday 8th June 2022

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Date: Wednesday 8th June 2022

Time: 07:00-19:00

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

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	_	FROM		MOVEM		FII (0.01)	TID.	╢	FROM		OVEME		L/COLITI					VEMEN				<u> </u>			VEMENT			┩╟			OVEME		I (NODTI			FDOM O		VEMENT		7TID	-
	'				OOTPA	•	II H)		FROM		GHT TUR		(SOUTH	"		۲		T TURN	OOTPATI	н					AND FOO			Ш	F	ROM GREEN	EFT TUR		H (NORTH	1)					PATH (NOF		
					TPATH (١				AND FOO					GREE			ATH (SO	штн)			GRE		FOOTPA		TH)	Ш				OTPATH							TH (SOUTH		
		OKL	LINEA	12100			1	╢		1017	410100	_	i	=	-	OKEL	IN LANE	10011		701111,	=		OKL	LITEANL		_	1	╣╟		1012	1100					OKL	LIVEANE			1	ł
	PEDESTRIAN	PCYCLE	E-SCOOTER	<u> </u>			тота	PEDE		E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUE	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER		PEDE	EQUESTRIAN TOOL		PEDESTRIAN	PCYCLE E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER		PEDESTRIAN & BUGGY		-
0700-0800	0	0	0	0			0) 1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0 0	11 11	0	1 0	0	0	0	1 1	0	0	0	0	0 0	- 11 - 1	
0715-0815	0	0	0	0	0	0	0) 1	0	0	0	0	1	0	1	0	0	0	0	1 1	0	0	0	0	0	0 0	11 11	0	1 0	0	0	0		0	0	0	0	0 0	- 11 - 1	
0730-0830 0745-0845	١	0	0	0	0	0	0			4	0	0	0	2	"	0	0	0	0	0	0	,	0	0	0	0	0 0	11 11	0	1 0	0	0	0		0	0	0	0	0 0	- 11 - 1	
0800-0900	١	0	0	0	0	0	"			1	0	0	0	3	0	0	0	0	0	0		"	0	0	0	0	0 0	11 11	0	0 0	0	0	0	0	0	0	0	0	0 0	- 11 - 1	
0815-0915	١	0	0	0	0	0	0		3 0	1	0	0	0	4	1 0	0	0	0	0	0	。	1	0	0	0	0	0 1	Ш	0	0 0	0	0	0	١،	0	0	0	n	0 0		
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0900-1000	0	0	0	0	0	0		Ш ₁	1 0	0	0	0	0	1	0	0	0	0	0	0		1	0	0	0	0	0 1	Ш	0	0 0	0	0	0		0	0	0	0	0 0	- 11 - 1	
0915-1015	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 1	Ш	0	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	2	0	0	0	0 2	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0	0	
0945-1045	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	0 2	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0	0	
1000-1100	0	0	0	0	0	0	0		2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0 2	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0	0	
1015-1115	0	0	0	0	0	0	0		3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0 1	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0	0	
1030-1130	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	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0	- 11 - 1	
1045-1145	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	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0	0	
1100-1200	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	Ш	1	0 0	0	0	0	1	0	0	0	0	0 0		
1115-1215	1	0	0	0	0	0	1	°	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0 0	Ш	1	0 0	0	0	0	1	0	0	0	0	0 0		
1130-1230	1	0	0	0	0	0	1		0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0 1	Ш	1	0 0	0	0	0	1	0	0	0	0	0 0		
1145-1245	1	0	0	0	0	0	1) 0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	0	0	0	0 1	Ш	1	0 0	0	0	0	1	0	0	0	0	0 0		
1200-1300	1	0	0	0	0	0	1 0			0	0	0	0	0	'	1	0	0	0	0	2	0	1	0	0	0	0 1	Ш	0	1 0	0	0	0		2	0	0	0	0 0	- 11 - 1	
1215-1315 1230-1330	2	0	0	0	0	0	2	11 3) 0	0	0	0	0	١،	'	1	0	0	0	0	'	,		0	0	0	0 0	Ш	0	2 0	0	0	0	2	2	0	0	n	0 0		
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1300-1400	2	0	0	0	0	0	2) 1	1	0	0	0	2	0	1	0	0	0	0	1	0	1	0	0	0	0 1	Ш	0	1 0	0	0	0	1	0	0	0	0	0 0		
1315-1415	2	0	0	0	0	0	2) 1	1	0	0	0	2	0	1	0	0	0	0	1	0	2	0	0	0	0 2	Ш	0	2 0	0	0	0	2	0	0	0	0	0 0	0	
1330-1430	0	1	0	0	0	0	1) 1	1	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0 3	Ш	0	2 0	0	0	0	2	0	0	0	0	0 0	0	
1345-1445	0	1	0	0	0	0	1) 1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0 3	Ш	0	2 0	0	0	0	2	0	0	0	0	0 0	0	
1400-1500	0	1	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0 3	Ш	0	2 0	0	0	0	2	0	0	0	0	0 0	0	
1415-1515	0	1	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0 2	Ш	0	1 0	0	0	0	1	0	0	0	0	0 0	0	
1430-1530	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 2	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0	0	
1445-1545	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 1	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0		
1500-1600	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 1	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0		
1515-1615	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 1	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0	1	
1530-1630	0	0	0	0	0	0	0) 1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0 1	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0		
1545-1645	0	0	0	0	0	0	0) 1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0 1	Ш	0	0 0	0	0	0	0	0	0	0	0	0 0		
1600-1700	١	1	0	0	0	0	0	11 3		0	0	0	0	1 2	"	0	0	0	0	0	١،١		2	0	0	0	0 2 3	11 11	0	0 0	0	0	0	١،	0	0	0	0	0 0		
1615-1715 1630-1730	١	1	0	0	0	0	1) 2	0	0	0	0	3	0	0	0	0	0	0	١،		2	0	0	0	0 2	11 11	0	0 0	0	0	0	١	0	0	0	0	0 0		
1645-1745	١	1	0	0	0	0	1	11 3) 2	0	0	0	0	2	1 0	2	0	0	0	0	2	,	3	0	0	0	0 3	11 11	1	1 0	0	0	0	2	0	0	0	n	0 0		
1700-1800	ő	1	0	0	0	0	1		. 2	0	0	0	0	2	0	2	0	0	0	0	2		2	0	0	0	0 2	11 11	1	1 0	0	0	0	2	0	0	0	0	0 0		
1715-1815	0	0	0	0	0	0		11 6) 2	0	0	0	0	2	1	2	1	0	0	0	4	0	3	0	0	0	0 3	11 11	1	2 0	0	0	0	3	0	0	0	0	0 0		
1730-1830	0	0	0	0	0	0	0) 2	0	0	0	0	2	2	2	1	0	0	0	5	0	4	0	0	0	0 4	11 11	1	2 0	0	0	0	3	0	0	0	0	0 0		
1745-1845	0	0	0	0	0	0	0		3	0	0	0	0	3	3	0	1	0	0	0	4	0	3	0	0	0	0 3	11 11	0	1 0	0	0	0	1	0	0	0	0	0 0	0	
1800-1900	0	0	0	0	0	0	0	JIL 0	3	0	0	0	0	3	3	0	1	0	0	0	4	0	3	0	0	0	0 3	∭	0	1 0	0	0	0	1	0	0	0	0	0 0	0	
			HOU	IRLY	TOTAL	.s				HOU	RLY T	OTALS					HOUR	LYTO	TALS					HOUR	LY TOT	ALS				HOL	RLY T	OTALS	3				HOUR	LY TO	ALS		

Charge Surveys Ltd Site 1 - NMU Data Tamworth NMU Surveys - June 2022



Date: Wednesday 8th June 2022

Site 2 - M42 Junction 10 South - 07:00-19:00 - 15 Minute Intervals

F									—	Si			inction 10	South -	07:0	0-19:00																
	MOVEM					MOVEM			4			OVEMEN						/EMENT						/EMENT 11			<u> </u>			MENT 12		
	FROM UNNAMED ROAD		1)	FF	OM UNNAM		FOOTPATH (NORTH)					OOTPATH				FROM ISL					FROM UNNA			PATH (SOL	JTH)	FF				PATH (SOU	TH)
	TRAVELLING SO					RIGHT TU						FT TUR						IT TURN						T TURN TO						NORTHBO		
	UNNAMED ROAD FO	FOOTPATH (SOUTH)				ISLAND FO	ОТРАТН		41_	UNNA	MED RO	AD FOO	TPATH (NOR	H)		UNNA	MED ROAL	D FOOTP	PATH (SOUT	H)			ISLAND	D FOOTPATI	Н		ı	UNNAME	D ROAD	FOOTPAT	H (NORTH)	=
	PCYCLE E-SCOOTER MOBILITY SCOOTER	Δ.	TOTAL	PEDESTRIAN		E-SCOOTER MOBILITY SCOOTER	PEDE	TOT	PEDE	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY		PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER		TOTAL	PEDESTRIAN			MOBILITY SCOOTER		TOTAL
0700-0715 0715-0730	1 0 0 0	ll l	1 0	0		0 0		0 1 0 0		1 2	0	0	0 0		0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	0		0 0		0
0713-0730	0 0 0 0	ll l	0	0		0 0		0 0	11 0		0	0	0 0		0		0	0	0 0	0	1 0	-	0	0 0				0		0 0		
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0800-0815	0 0 0 0		0	0	0	0 0		0 0	$\mathbb{H}_{\overline{0}}$	2	0	0	0 0		0	0	0	0	0 0	1		0	0	0 0	0	1	0	0		0 0		
0815-0830	0 0 0 0	0 0 0	0	0	0	0 0	0	o o	0	1	1	0	0 0		o	0	0	0	0 0	0	0	0	0	0 0	0	0	0	0	0	0 0	0	0
0830-0845	0 0 0 0	ll l	0	0	0	0 0	0	o o	0	0	0	0	0 0		o	0	0	0	0 0	0	0	0	0	0 0	0	0	0	0	0	0 0	0	∥ ₀ ∥
0845-0900	0 0 0 0	0 0 0	0	0	0	0 0	0	o o	0	0	0	0	0 0	0	o	0	0	0	0 0	0	0	0	0	0 0	0	0	0	0	0	0 0	0	∥ ₀ ∥
0900-0915	0 0 0 0	0 0 0	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	1	0	0	0 0	0	1
0915-0930	0 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	0	0 0	0	0	0	0	0	0 0	0	0
0930-0945	0 0 0 0	0 0 0	0	0	0	0 0	0	o o	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
0945-1000	0 0 0 0	0 0 0	0	0	0	0 0	0	o o	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
1000-1015	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	0	0	0	0 0	0	0
1015-1030	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	1	0	0	0	0 0	0	0	0	1	0	0 0	0	1
1030-1045	0 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	0	0	0 0	0	0	0	0	0	0 0	0	0
1045-1100	0 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	1	0	0	0	0 0	0	0	0	0	0	0 0	0	0
1100-1115	0 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	1	0	0	0	0 0	0	0	0	0	0	0 0	0	0
1115-1130	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	0	0	0	0 0	0	0
1130-1145	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	0	0	0	0 0	0	0
1145-1200	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	0	0	0	0 0	0	0
1200-1215	0 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	0	0	0 0	0	0	0	0	0	0 0	0	0
1215-1230	0 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	0	0 0	0	0
1230-1245	0 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	0	0 0	0	0
1245-1300	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	0	0	0	0 0	0	0
1300-1315	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	0	0	0	0 0	0	0
1315-1330	0 0 0 0	0 0 0	0	0	1	0 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	0	0 0	0	0
1330-1345	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	0	0	0	0 0	0	0
1345-1400	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	0	0	0	0 0	0	0
1400-1415	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	0	0	0	0 0	0	0
1415-1430	0 0 0 0		0	0		0 0		0 0	0	1	0	0	0 0	1	0	1	0	0	0 0	1	0	0	0	0 0	0	0	0	0	-	0 0		0
1430-1445	0 0 0 0		0	0		0 0		0 1	0	2	1	0	0 0		0	0	0	0	0 0	0	0		0	0 0	0	0	0	0	0	0 0		0
1445-1500	2 0 0 0		2	0		0 0		0 4	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
1500-1515	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
1515-1530	0 0 0 0		0	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 0		0
1530-1545	0 0 0 0	ll l	0	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 0		0
1545-1600	0 0 0 0		0	1		0 0		0 4		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
1600-1615	0 0 0 0	ll l	0	0		0 0		0 2	11 11	1	0	0	0 0		0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	0		0 0		0
1615-1630	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
1630-1645	0 0 0 0		0	0		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		0
1645-1700	0 0 0 0		0	0		0 0		0 0	1 1	0	0	0	0 0		0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	0		0 0		0
1700-1715	0 0 0 0		0	0		0 0		0 2	11 11		0	0	0 0		0	1	0	0	0 0	1	0	0	0	0 0	0	0	0	0		0 0		0
1715-1730	0 0 0 0		0	1		0 0		0 2	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
1730-1745	0 0 0 0		0	0		0 0		0 1	0	2	0	0	0 0		0		0	0	0 0	0	0	0	0	0 0	-	0	0	0	-	0 0	- 1	0
1745-1800	0 0 0 0		0	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	0 0		0
1800-1815	0 0 0 0	ll l	0	0		0 0		0 1	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
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0700-1900	3 0 0 0	0 0 0	3	6	27	0 0	0	0 33	3	23	2	0	0 0	28	1	4	0	0	0 0	5	0	0	0	0 0	0	0	1	1	0	0 0	0	2



Date: Wednesday 8th June 2022

Time: 07:00-19:00

Site 2 - M42 Junction 10 South - 07:00-19:00 - Hourly Totals

	_									- 1 In									li .						n 10	Sou	h - 07	7:00-1			rly Tota	als		ri—							-						_
						IENT				4					MENT 8							MOVEM									ENT 10						OVEMENT				<u> </u>			OVEMENT			_
	'	FROM						H (NO	RTH)		FF	ROM UN				TPATH	(NORT	H)				ISLAND									D FOOTP	PATH		'	FROM UN		ROAD FO		TH (SOU	JTH)	F				OTPATH (1)
				VELLI					_						URN T							EFT TU									URNTO						FT TURN								HBOUND T		
	_	UN	NNAMI	D RO	AD F	DOTP	ATH (SOUTH	1)	4			ISL	AND F	OOTPA	тн			<u></u>	UNNA	MED R	DAD FO	ОТРА	ATH (NO	RTH)	_		UNN	IAMED F	OAD F	OOTPATI	H (SOUT	H)	<u> </u>		ISLA	ND FOOT	PATH		1	<u> </u>	UNNA	MED RO	AD FOOT	PATH (NO	RTH)	_
2702 2002	PEDESTRIAN		PCYCLE	o E-SCOOTER	MOBILITY SCOOTER		O PEDESTRIAN & BUGGY	o EQUESTRIAN	тотл	AL	PEDESTRIAN	PCYCLE	e-SCOOTER	THOO CO VE HOOM			o EQUESTRIAN	TOTAL	o PEDESTRIAN	PCYCLE	e-SCOOTER	MOBILITY SCOOTER		EDE	o EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	ш	MOBILITY SCOOTER	Δ.		TOTAL	PEDESTRIAN	PCYCLE	e-SCOOTER	o MOBILITY SCOOTER	PEDESTRIAN & BUGGY	o EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	o E-SCOOTER	MOBILITY SCOOTER	PED	EQUE	TOTAL 0
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0845-0945	0		0	0	0)	0	0	0		1	0	0		0	0	0	1	0	1	0	0		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
0900-1000	0		0	0	0)	0	0	0		1	0	0		0	0	0	1	0	1	0	0		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
0915-1015	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	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	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0945-1045	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	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1000-1100	0		0	0	0)	0	0	0		1	1	0		0	0	0	2	0	0	0	0		0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1015-1115	0		0	0	0)	0	0	0		1	1	0		0	0	0	2	0	0	0	0		0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1030-1130	0		0	0	0)	0	0	0		1	1	0		0	0	0	2	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
1045-1145	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	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1345-1445	0		0	0	0)	0	0	0		0	1	0		0	0	0	1	0	3	1	0		0	0	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400-1500	2		0	0	0)	0	0	2		0	5	0		0	0	0	5	0	4	1	0		0	0	5	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415-1515	2		0	0	0)	0	0	2		0	5	0		0	0	0	5	0	4	1	0		0	0	5	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430-1530	2		0	0	0)	0	0	2		0	7	0		0	0	0	7	0	3	1	0		0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445-1545	2		0	0	0)	0	0	2		0	7	0)	0	0	7	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
1500-1600	0		0	0	0)	0	0	0		1	6	0)	0	0	7	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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1730-1830	0		0	0	0)	0	0	0		0	4	0		0	0	0	4	0	5	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
1745-1845	0		0	0	0)	0	0	0		0	4	0		0	0	0	4	0	4	0	0		0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800-1900	0		0	0	0		0	0	0		0	4	0		0	0	0	4	0	4	0	0		0	0	4	0	0		0			0	0	0	0	0	0	0	0	0	0	0	0		0	0
				HOU	RLY	TOT	ALS						НО	URLY	TOT	ALS					HOL	JRLY 1	TOT	ALS					НО	URLY	TOTAL	LS				HOU	RLY TO	TALS	3				HOU	RLY TO	TALS		

Charge Surveys Ltd Site 2 - NMU Data Tamworth NMU Surveys - June 2022

Date: Wednesday 8th June 2022

Time: 07:00-19:00

Site 3 - Footpath Crossroads off Wensleydale - 07:00-19:00 - 15 Minute Intervals

														Site	3 - Fc	otpat	h Cros	sroad	s off \	<u>Wensle</u>	eydale	e - 07:	00-19:0	<u>00 - 15</u>	Minute	ntervals													
			М	OVEME	NT 13					МС	VEMENT	14				М	OVEMEN	IT 15					MC	OVEMENT	16				М	OVEMENT	17					MOVE	MENT 18		
			FROM I	OOTPA	ATH (W	EST)				FROM F	OOTPATE	(WEST)				FROM F	OOTPAT	H (WES	Γ)				FROM FO	OOTPATH	(SOUTH)				FROM F	OOTPATH	(SOUTH)				FRO	M FOOT	PATH (SO	UTH)	
			LI	EFT TU	RN TO					STRAI	GHT AHE	AD TO				RI	SHT TUR	N TO					LE	FT TURN	то				STRA	IGHT AHE	AD TO					RIGHT	TURN TO		
			F00	TPATH	(NORTI	H)				F00	TPATH (E	AST)				FOO	FPATH (S	SOUTH)					F00	TPATH (V	VEST)				F001	PATH (NC	RTH)					FOOTPA	TH (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	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	1	0	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	0 0	0	0
0715-0730	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	o 0	o	0	0	0	0	0	0	1	0	0	0 0	0	1
0730-0745	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	1	o	0	0	0	0	0	0	0	0	0	0 0	0	0
0745-0800	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	o 0	o	0	0	0	0	0	0	0	0	0	0 0	0	0
0800-0815	0	0	0	0	0	0	0	1	2	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	0 0	0	0
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0845-0900	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	0	0		0	0	1	0	0	0 0	0	1
0900-0915	0	0	0	0	0		0	0	1	0	0	0 0	1	1	0	0	0	1	0	2	0	0	0	0		0 0	0	0	0	0		0	0	1	0		0 0		1
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0945-1000	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	0		0	0	0	0		0 0		0
1000-1015	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	- 11 - 1	0	-	0	0		0	0	0	0		0 0		0
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1100-1115	0	0	0	0	0		0	1	0	0	0	0 0	1 1	0	0	0	0	0	0	0	1	0	0	0	0	- 11 - 1	0		0	0		0	0	0	0		0 0		0
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1130-1145	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		1	0	0	0		0	1	1	0		0 0		1
1145-1200	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		2	0	0	0		0	2	0	0		0 0		0
1200-1215	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	º	0	0	0		0	0	0	0		0 0		0
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1245-1300	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	1	0		0 0		1
1300-1315	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	5	0		0 0		5
1315-1330	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		1	0	0	0		0	1	2	0		0 0		2
1330-1345	0	0	0	0	0		0	2	0	0	0	0 0	2	5	1	0	0	0	0	6	0	0	0	0	0		°	1	0	0		0	1	2	0		0 0		2
1345-1400	0	0	0	0	0		0	1	0	0	0	0 0	1	1	0	0	0	0	0	1	1	1	0	0		2	0	0	0	0		0	0	1	0		0 0		1
1400-1415	0	0	0	0	0		0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	2	0	0		2	4	- 8	0	0		0	12	1	0		0 0		1
1415-1430	0	0	0	0	0		0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0		0	0	0		2	2	0	0		0	4	0			0 0		0
1430-1445	0	0	0	0	0		0	0	1	0	0	0 0	1 1	0	0	0	0	0	0	0	0		0	0	0	- 11 - 1	1	1	0	0		0	2	1	0		0 0		1 1
1445-1500	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	1	-	0 0		1
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1515-1530	0	0	0	0	0		0		0	0	0	0 0	1 1	0	0	0	0	0	0	2	0	0	0	0	0	- 11 - 1	°	1 0	0	0		0	1	0	0		0 0		0
1530-1545	0	0	U	0	0		0	"	4	0	0	0 0	2 2	0	0	0	0	0	0	0	0	0	0	0	0		III	0	0	0		0	0	0	0		0 0		0
1545-1600	2	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		
1600-1615	2	0	0				2	0	0		-		1 1	0	0						"	-	-	0			III	-	0			. 1	0	-	0				0
1615-1630	0	0	0	0	0		1 1	"	0	0	0		0	0	0	0	0	0	0		III :	0	0	0	0	- 11 - 1	║ᇲ	0	0	0		0		0	0		0 0		0
1630-1645	"	0	0	0	0		0		0	0	0	0 0	1 0	1	0	0	0	0	0	0	0 2	0	0	0	0	- 11 - 1	"	. 0	0	0		0	4 2	0	0		0 0		0
1645-1700	0	0	0	0	0		0		0	0	0	0 0		0	0	0	0	0	_	┈╢	4	0	0	0	0			0	0	0		0		1	1	-	0 0		
1700-1715	,	0	0	0	0		0		0	0	0	0 0	0	1	0	0	0	0	0	0 1		-	0	0				0	0	0		0	0		0		0 0		2
1715-1730	"	0	0	0	0		0	4	3	0	0	0 0	7	0	0	0	0	0	0	0	"	0	0	0	0	- 11 - 1			0	0		0	3	'	0		0 0		1
1730-1745	,	0	0	0	0		0		0	0	0	0 0	6	1	1	0	0	0	0	2	;	0	0	0	0		1	4	0	0		0	2	0	0		0 0		0
1745-1800	2	0	0	0	0		2	3	0	0	0	0 0	3	0	0	0	0	0	0	0		0	0	0	0			3	0	0		0	3	1	0		0 0		1
1800-1815		0	0	0	0		0	4	0	0	0		4	1	0	0	0	0	0	1	"	0	0	0			ll ő		0	0		0	1	0	0	-			0
1815-1830	0	0	0	0				4	0	0	0	0 0		0	0	0	0	0	0	0	0		0	0	0	- 11 - 1	°		0	0		0	0	3	-		0 0		11 11
1830-1845	"	0	0	0	0		0	"	0	0	0	0 0	0	1		0	0	0	0	1 1	"	0	0	0	0		۱I ۵		0	0		0	0	0			0 0		3 0
1845-1900	0	0	_				0	ت ا						_	0			U		1	ف ا						Ľ					-							
0700-1900	6	- 1	0	0	0	0	7	38	11	0	0	0 0	49	19	4	0	0	1	0	24	11	5	0	0	0	16	23	3 21	0	0	0	0	44	24	3	0	0 0	0	27

Date: Wednesday 8th June 2022

Time: 07:00-19:00

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

														S	ite 3 -				ads c	ff Wer	sleyda	le - 0			Hourly	Totals														
				OVEME						МО	VEMENT	14				МО	VEMEN	IT 15					MO	VEMENT	16				N	MOVEM	ENT 17						VEMENT '			
					TH (WES	ST)			F		OOTPATH				- 1	FROM FO			Γ)			F			(SOUTH)		Ш				ATH (SOU				F		OTPATH (
				EFT TUR							GHT AHE			Ш			HT TUR							T TURN							AHEAD TO						HT TURN			
			F00	TPATH (NORTH)					F001	PATH (E	AST)		<u> </u>		FOOTI	PATH (S	SOUTH)					FOOT	PATH (W	(EST)		↓ ∟		FOO	TPATE	(NORTH)					FOOT	PATH (EA	.ST)		_
0700 0000	PEDESTRIAN	PCYCLE	o E-SCOOTER	MOBILITY SCOOTER	○ PEDESTRIAN & BUGGY	o EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	o E-SCOOTER	MOBILITY SCOOTER	PEDE	TOTAL	o PEDESTRIAN	PCYCLE	e-SCOOTER	MOBILITY SCOOTER	○ PEDESTRIAN & BUGGY	o EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	e-SCOOTER	o MOBILITY SCOOTER	o PEDESTRIAN & BUGGY	EQUESTRIAN O 1		PEDESTRIAN	o PCYCLE	MOBILITY SCOOTER		o EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	e-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY EQUESTRIAN		DTAL 1
0700-0800 0715-0815	0	0	0	0	0	0		5	2	0	0		0 7	"	0	0	0	0	0	Ö		0	0	0	0	0 1		0	0 0	0		0	0	'	0	0	0	0 0		1
0730-0830	0	0	0	0	0	0		8	2	0	0		0 10	"	0	0	0	0	0	0	1	0	0	0	0	0 1		0	0 0	0		0	0	,	0	0	0	0 0	- 11	
0745-0845	1	0	0	0	0	0	1	9	2	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	0	0	0	0 0	ll l	
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	0	1	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	0	2	0	0	0	0 0	o	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		1	0 0	0	0	0	1	2	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	1	2	0	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	1	0	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	1	0	0	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	0	0	1	0	0	0 0	· II	1
0945-1045	0	0	0	0	0	0	0	3	0	0	0	0	0 3	0	0	0	0	0	0	0	1	1	0	0	0	0 2		0	0 0	0	0	0	0	0	1	0	0	0 0	- 11	1
1000-1100	0	0	0	0	0	0	0	1	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	0	0	1	0	0	0 0		1
1015-1115	0	0	0	0	0	0	0	2	0	0	0	-	0 2	°	0	0	0	0	0	0	2	0	0	0	0	0 2		0	0 0	0	0	0	0	0	1	0	0	0 0	- 11	1
1030-1130	0	0	0	0	0	0	0		0	0	0		0 2		0	0	0	0	0	1 1	1	0	0	0	0	0 1		0	0 0	0	0	0	0	0	0	0	0	0 0		0
1045-1145	0	0	0	0	0	0	l ° l	'	0	0	0		0 1	;	0	0	0	0	0	1		0	0	0	0	0 1		2	0 0	0		0	3	'	0	0	0	0 0		1
1100-1200 1115-1215	0	0	0	0	0	0		'	0	0	0	-	° '	;	0	0	0	0	0	1	,	0	0	0	0	0 0		3	0 0	0	0	0	3	'	0	0	0	0 0		; I
1130-1230	0	0	0	0	0	0	0	,	0	0	0	-	0		0	0	0	0	0	١	1	0	0	0	0	0 1		4	1 0	0	0	0	5	1	0	0	0	0 0		. I
1145-1245	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		3	1 0	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	o o	0	0	0	0	0	0	0	1	0	0	0	0	0 1		1	1 0	0	0	0	2	1	0	0	0	0 0	0	1
1215-1315	0	0	0	0	0	0	0	0	0	0	0	0	o o	0	0	0	0	0	0	0	2	0	0	0	0	0 2		1	1 0	0	0	0	2	6	0	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		1	0 0	0	0	0	1	8	0	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	0	0	0	0	0 1		1	1 0	0	0	0	2	10	0	0	0	0 0	o ·	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	0 3		1	1 0	0	0	0	2	10	0	0	0	0 0	o ·	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	0 4		5	9 0	0	0	0	14	6	0	0	0	0 0		6
1330-1430	0	0	0	0	0	0	0	3	0	0	0		0 3	6	1	0	0	0	0	7	1	3	0	0	0	0 4		6	11 0	0	0	0	17	4	0	0	0	0 0		4
1345-1445	0	0	0	0	0	0	0	1	1	0	0	-	0 2	1	0	0	0	0	0	1	1	3	0	0	0	0 4		7	11 0	0	-	0	18	3	0	0	0	0 0		3
1400-1500	0	0	0	0	0	0	0	0	1	0	0	-	0 1	0	0	0	0	0	0	0	0	2	0	0	0	0 2		7	11 0	0	-	0	18	2	1	0	0	0 0		3
1415-1515	0	0	0	0	0	0	0	2	1	0	0		0 3	2	1	0	0	0	0	5	1	0	0	0	0	0 1		4	3 0	0	-	0	7 4	1	1	0	0	0 0	- 11	2
1430-1530 1445-1545	0	0	0	0	0	0] 3	2	0	0		0 5		1	0	0	0	0	5	'	0	0	0	0	0 1		1	1 0	0	0	0	2	,	1	0	0	0 0	- 11	1
1500-1600	0	0	0	0	0	0		4	3	0	0		0 7	4	1	0	0	0	0	5	1	0	0	0	0	0 1		1	1 0	0	-	0	2	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		0	1 0	0	0	0	1	0	0	0	0	0 0	- 11	
1530-1630	2	1	0	0	0	0	3	1	4	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	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	0 0		4	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	0 2		5	1 0	0	0	0	6	0	0	0	0	0 0	o	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	0 3	Ш	5	1 0	0	0	0	6	1	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	0 3	Ш	6	1 0	0	0	0	7	2	1	0	0	0 0	0	3
1645-1745	0	0	0	0	0	0	0	4	3	0	0	-	0 7	2	0	0	0	0	0	2	4	0	0	0	0	0 4	Ш	4	2 0	0	0	0	6	3	1	0	0	0 0		4
1700-1800	0	0	0	0	0	0	0	4	3	0	0		0 7	2	1	0	0	0	0	3	2	0	0	0	0	0 2		4	2 0	0	0	0	6	3	1	0	0	0 0		4
1715-1815	2	0	0	0	0	0	2	7	3	0	0		0 10	2	1	0	0	0	0	3	1	0	0	0	0	0 1		4	5 0	0		0	9	3	0	0	0	0 0		3
1730-1830	2	0	0	0	0	0	2	11	3	0	0		0 14	2	1	0	0	0	0	3	1	0	0	0	0	0 1		3	6 0	0	-	0	9	2	0	0	0	0 0	- 11	2
1745-1845	2	0	0	0	0	0	2	7	0	0	0	-	0 7	2	1	0	0	0	0	3	0	0	0	0	0	0 0	Ш	1	5 0	0	-	0	6	4	0	0	0	0 0	ll l	4
1800-1900	2	0	0	0 DIVT	OTALS	0	2	7	0	0	O RLY TO		0 7	2	0	0	0	OTALS	0	2	0	0	0	LY TO	TALC	0 0	IJL	0	4 0	IDI V	TOTALS	0	4	4	0	0	O RLY TOT	0 0	J _	4
			пои	KLT I	UTAL	•				HUUF	LT 10	IALO				HUUR	LTIC	JIALS					HOUR	LT 10	IALO				пО	JKLÍ	TOTAL	•				HOUR	L1 101	ALO		

Date: Wednesday 8th June 2022

Time: 07:00-19:00

Site 3 - Footpath Crossroads off Wensleydale - 07:00-19:00 - 15 Minute Intervals

	r.													Site	3 - Fo	otpati	n Cros	sroad	s off \	Nensle	ydale	- 07:0			Minute Ir	tervals	r====											
			M	OVEME	NT 19					МС	VEMENT	20				МС	OVEMEN	T 21					MO	/EMENT	22				MC	VEMENT 2	3				MO	VEMENT	24	
			FROM F	OOTPA	TH (EA	ST)				FROM F	OOTPATE	(EAST)				FROM F	OOTPAT	H (EAST)			F	FROM FO	OTPATH	(NORTH)				FROM FO	OTPATH (N	NORTH)			FF	ROM FO	OTPATH (NORTH)	
				FT TUR							GHT AHE						HT TUR							T TURN						GHT AHEAD						HT TURN		
			F001	PATH (SOUTH)		l		F00	TPATH (W	EST)				FOOT	PATH (N	IORTH)					FOOT	PATH (E/	AST)				FOOT	PATH (SOU	ITH)				FOOT	PATH (WI	EST)	
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY		PEDESTRIAN	PCYCLE	E-SCOOTER		PEDESTRIAN & BUGGY		PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	
0700-0715	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 0	- 11 - 1	0	0	0		0 0	0	0	0	0	0	0 0	
0715-0730	0	0	0	0	0	0	1	"	1	0	0	0 0		1	0	0	0	0	0	1	1	2	0	0	0 0		1	2	0		0 0		0	0	0	0	0 0	ll l
0730-0745 0745-0800	0	0	0	0	0	0	0	1	0	0	0	0 0	- 11 1	2	0	0	0	0	0	2	5	0	0	0	0 0		,	1	0		0 0		0	0	0	0	0 0	
0800-0815	0	0	0	0	0	0	0	 	0	0	0	0 0		2	0	0	0	0	0	2	1	0	0	0	0 0			1	0		0 0	1	0	0	0	0	0 0	
0815-0830	1	0	0	0	0	0	1		0	0	0	0 0		0	0	0	0	0	0	0	1	0	0	0	0 0	1 1	1	1	0		0 0		٥	0	0	0	0 0	
0830-0845	1	0	0	0	0	0	1	1	0	0	0	0 0	- 11 1	0	0	0	0	0	0	0	0	0	0	0	0 0	- 11 - 1	1	1	0		0 0		0	0	0	0	0 0	
0845-0900	0	0	0	0	0	0	0	₀	0	0	0	0 0	- 11 1	1	0	0	0	0	0	1	0	0	0	0	0 0			0	0	0	0 0			0	0	0	0 0	ll l
0900-0915	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	1	0	0	0	0 0	1	0	0	0	0	0 0	_
0915-0930	2	0	0	0	0	0	2	1	0	0	0	0 0	- 11 1	1	0	0	0	0	0	1	2	0	0	0	0 0		1	0	0		0 0	1	0	0	0	0	0 0	ll l
0930-0945	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	2	0	0	0	0 0	2	0	0	0	0	0 0	o o
0945-1000	0	0	0	0	0	0	0	2	0	0	0	1 0	3	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	o o
1000-1015	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	1	0	0	1	0 0	2	0	0	0	0	0 0	0	0	0	0	0	0 0	0
1015-1030	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	1	0	0	0	0	0 0	0	0	0	0	0	0 0) 0
1030-1045	0	0	0	0	0	0	0	3	0	0	0	1 0	4	1	1	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	o o
1045-1100	0	0	0	0	0	0	0	1	0	0	0	0 0	1	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	⊃ o
1100-1115	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	1	0	1	0	0	0 0	1	0	0	0	0	0 0	0
1115-1130	0	0	0	0	0	0	0	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
1130-1145	0	0	0	0	0	0	0	2	1	0	0	0 0	3	5	0	0	0	0	0	5	1	0	0	0	0 0	1	2	0	0	0	0 0	2	0	0	0	0	0 0) 0
1145-1200	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	0	0	0	0 0	0	0	0	0	0	0 0) 0
1200-1215	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	2	0	0	2	0	0	0	0	0 0	0	0	0	0	0	0 0	0	0	0	0	0	0 0	0
1215-1230	2	0	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	2	0	0	0	0 0	2	0	0	0	0	0 0) 0
1230-1245	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	0	1	0	0	0 0	1	0	0	0	0	0 0) 0
1245-1300	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	1	0	0	0	0 0	1	0	0	0	0	0 0	0
1300-1315	1	0	0	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	1	0	0	0	0 0	1	0	0	0	0	0 0	0
1315-1330	2	1	0	0	0	0	3	0	0	0	0	0 0	0	1	0	0	0	0	0	1	1	1	0	0	0 0	2	1	0	0	0	0 0	1	0	0	0	0	0 0) 0
1330-1345	3	0	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	3	1	0	0	0 0	4	0	0	0	0	0 0) 0
1345-1400	3	0	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	1	1	0	0	0 0	2	0	0	0	0	0 0	0
1400-1415	1	0	0	0	0	0	1	4	1	0	0	0 0	5	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	1	0	0	0 0	1	0	0	0	0	0 0	0
1415-1430	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	2	0	0	0	0 0	2	0	0	0	0	0 0) 0
1430-1445	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	1	0	0 0	1	0	0	0	0	0 0) 0
1445-1500	1	0	0	0	0	0	1	0	1	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	0	0	0 0	_
1500-1515	0	0	0	0	0	0	0	8	2	0	0	0 0	- 11 1	5	0	0	0	0	0	5	0	1	0	0	0 0	- 11 - 1	0	0	0	0	0 0	0	0	1	0	0	0 0	ll l
1515-1530	1	0	0	0	0	0	1	2	0	0	0	1 0		2	1	0	0	0	0	3	0	1	0	0	0 0		0	0	0	-	0 0	0	0	0	0	0	0 0	ll l
1530-1545	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	1	0	0	0	0 0	1	0	0	0	0	0 0	⊃ o
1545-1600	0	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	0	0	0 0	0
1600-1615	0	0	0	0	0	0	0	1	0	0	0	0 0	- 11 1	0	0	0	0	0	0	0	3	0	0	0	0 0		0	0	0		0 0	0	0	0	0	0	0 0	○ 0
1615-1630	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		2	-	0		0 0		0	0	0	0	0 0	
1630-1645	0	0	0	0	0	0	0	0	0	0	0	0 0	- 11 1	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
1645-1700	0	0	0	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	0	0	0	0	0	0 0	_
1700-1715	0	0	0	0	0	0	0	0	0	0	0	0 0	- 11	3	0	0	0	0	0	3	0	0	0	0	0 0		2		0		0 0		0	0	0	0	0 0	
1715-1730	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	- 11 - 1	2	-	2		0 0		0	0	0	0	0 0	ll l
1730-1745	0	0	0	0	0	0	0	5	0	0	0	0 0		1	0	0	0	0	0	1	0	0	0	0	0 0		0	1	0	-	0 0	1	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	1	1	0	0	0 0	——	0	1	1		0 0		0	0	0	0	0 0	
1800-1815	0	0	0	0	0	0	0	3	0	0	0	0 0	- 11	0	0	0	0	0	0	0	0	0	0	0	0 0		0	-	0		0 0		0	0	0	0	0 0	
1815-1830	1	0	0	0	0	0	1	4	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	
1830-1845	0	0	0	0	0	0	0	0	0	0	0	0 0	- 11	0	0	0	0	0	0	0	0	0	0	0	0 0		4	-	0		0 0		0	0	0	0	0 0	
1845-1900	0	0	0	0	0	0	0	4	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	0	0 0	
0700-1900	20	2	0	0	0	0	22	53	6	1	0	3 0	63	32	4	0	2	0	0	38	26	6	0	1	0 0	33	32	18	4	0	0 0	54	0	1	0	0	0 0	0 1

Date: Wednesday 8th June 2022

Time: 07:00-19:00

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

								_						ı i .	te 3 -				ads c	ff Wer	ısleyda	ile - 0		9:00 - H		otals	r-												
				OVEME				_			VEMENT			<u> </u>			VEMEN				<u> </u>			/EMENT 22			<u></u>			VEMENT 23				<u> </u>			EMENT 2		
					TH (EAS	T)			F		OTPATH							H (EAST	r)			F		OTPATH (N				F		OTPATH (N				1	FR		TPATH (I		
				FT TUR	SOUTH)						HT AHEA						HT TUR! PATH (N							T TURN TO PATH (EAS						GHT AHEAD PATH (SOU				1			T TURN T PATH (WE		
			FUU	IPAIH (FUUTI	PATH (WI		-	-		FUUTI	AIH (N			=			FUUI				-		FUUTI				_	<u> </u>		FUUTF			-
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY EQUESTRIAN	TOTAL	PEDE	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER		PEDESTRIAN & BUGGT		PEDESTRIAN	PCYCLE	E-SCOOTER		7	EQUE	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER		PEDESTRIAN & BUGGY EQUESTRIAN	
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	9	2	4	0			0	6 5	0	0	0	0	0 0	
0715-0815	1	0	0	0	0	0	1 1	2 3	1	0	0	0 0	3 4	5	0	0	0	0	0	5 5	8	2	0	0	0 0	10 10	1	4	0	0	-	0	7	1 0	0	0	0	0 0	
0730-0830 0745-0845	,	0	0	0	0	0	2	3	0	0	0	0 0	4		0	0	0	0	0	4	°	0	0	0	0 0	7		3	0	0			6		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	,	0	0	0	0 0	2	2	3	0	-	-	0	5		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	0	2	0	0	0	0 0	2	3	2	0		-	0	5		0	0	n	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 0	3	3	1	0	-	-	0	4	0	0	0	0	0 0	
0845-0945	2	0	0	0	0	0	2	1	0	0	0	0 0	1 1	5	0	0	0	0	0	5	3	0	0	0	0 0	3	4	0	0	0	0	0	4	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 0	4	4	0	0	0	0	0	4	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 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 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 0	4	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 0	3	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 0	2	0	1	0	0	0	0	1	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 0	1	0	1	0	0	0	0	1	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 0	2	2	1	0	0	0	0	3	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 0	2	2	1	0	0	0	0	3	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 0	1	2	0	0	-	-	0	2	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 0	1	4	0	0	-	-	0	4	0	0	0	0	0 0	0
1145-1245	2	0	0	0	0	0	2	1	0	0	0	0 0	1 1	0	0	0	2	0	0	2	1	0	0	0	0 0	1 1	2	1	0	-	-	0	3	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 0	1 1	3	1	0	-	-	0	4	0	0	0	0	0 0	0
1215-1315	3	0	0	0	0	0	3 4	1	0	0	0	0 0	1 1	2	0	0	0	0	0	2 3	1	0	0	0	0 0	1 3	4	1	0		-	0	5	1 0	0	0	0	0 0	0
1230-1330	3	1	0	0	0	0	7	,	0	0	0	0 0	2	3	0	0	0	0	0	3	1	1	0	0	0 0	2	3	1	0	-	-	0	7		0	0	0	0 0	"
1245-1345 1300-1400	0	1	0	0	0	0	10	2	0	0	0	0 0	2	3	0	0	0	0	0		'	1	0	0	0 0	2	6	2	0	0	0	,	8		0	0	0	0 0	;
1315-1415	٩	1	0	0	0	0	10	5	1	0	0	0 0	6	;	0	0	0	0	0	;		1	0	0	0 0	2	5	3	0	0	0	0	8	1 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		6	3	0	0	0	0	9	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		3	2	1	0	0	0	6	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	0	2	1	1	0	0	0	4	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 0	1	2	0	1	0	0	0	3	0	1	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 0	2	0	0	1	0	0	0	1	0	1	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 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 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 0	4	1	0	0	0	0	0	1	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	0	3	0	0	0	0 0	3	3	0	0	0	0	0	3	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 0	3	2	0	0	0	-	0	2	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 0	3	2	0	0		0	0	2	0	0	0	0	0 0	0
1615-1715	0	0	0	0	0	0	0	1	0	0	0	0 0	1 1	3	0	0	0	0	0	3	0	0	0	0	0 0	0	4	1	0	0	0	0	5	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 0	2	4	1	2	0	0	0	7	0	0	0	0	0 0	0
1645-1745	0	0	0	0	0	0	0	6	0	0	0	0 0	6 5	4	0	0	0	0	0	4	2	0	0	0	0 0	2 4	4	2	2	0	0	ŭ	8	^	0	0	0	0 0	0
1700-1800	,	0	0	0	0	0	0	°	0	0	0	0 0	8	"	0	0	0	0	0	1	,	1	0	0	0 0	4 4	1 4	ى د	3	0	0	0	10 10	"	0	0	0	0 0	;
1715-1815	1	0	0	n	0	0	1 1	12	n	0	0	0 0	12	¦	0	0	0	0	0		1	1	0	0	0 0	2	0	5	1	-	-	0	6	0	0	0	0	0 0	;
1730-1830 1745-1845	'	0	0	0	0	0	1	7	0	0	0	0 0	7		0	0	0	0	0			1	0	-	0 0	- 11 11	4	4	1	-	-		9	0	0	0	0	0 0	1 1
1800-1900	'	0	0	0	0	0		11	0	0	0	0 0	11		0	0	0	0	0			0	0		0 0	- 11 11	4	3	0			0	7	0	0	0	0	0 0	
1000-1800	<u> </u>				OTALS		اـــــــــــــــــــــــــــــــــــــ				LY TO			تًا ا				TALS		الـــــــا	<u> </u>			LY TOTA		النسال				LY TOTA				ـــّـــ			LY TOT		



Date: Wednesday 8th June 2022

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

F	_																G	Site				Greer	Lane	- 07	7:00-1	9:00 -			ntervals		ri====													
	느			MO	/EMEN	T 25			 			MOV	EMENT	26					м	OVEMEN	NT 27			╟			MOVE	MENT 28	3		_		М	OVEMENT	7 29					МО	VEMENT	30		
		USER	TRAVE		NORT		TBOUND	OON		USER	TRAVE		SOUTH- OTPATH	WESTBO	UND O)N	US	SER TRA		NG NORT		TBOUND	ON		USER	TRAVE		OUTH-E	ASTBOUN	D ON	USE	R TRAV	ELLING N	ORTHBO	UND ON	GREE	N LANE	USER '	TRAVEL	LING SO	OUTHBO	UND ON G	REEN	LANE
	PEDESTRIAN		PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN		5	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUE	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL		PEDESTRIAN	PCYCLE	E-SOC	2	PEDES I KIAN & 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 0715-0730 0730-0745 0745-0800 0800-0815 0815-0830	1 4 1 9	ļ 0	1 0 2 2 3 0	0 0 0 0	0 0 0 0 0 0 0	0 0 0 0	0 0 0 0 0 0	3 1 6 12 12 3	1 3 7 3 1 3	:	2 0 2	0 0 0 0	0 0 0 0 0	0 0	0 0 0 0	1 3 9 3 3	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 0 3 0		0 0 5	0 0 1	0 0 0	0 0 0	0 0 0 0 0 0 0 0 0 0	2 0 0 6	1 1 3 1	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	2 1 1 3 2 1	1 2 11 6 0 3	0 0 1 5	0 0 0 1	0 0 0 0	0 0 0	0 0 0 0	1 2 12 12 2 3
0830-0845 0845-0900 0900-0915	3		1 0 2	0 0	0 0	0	0	2 3 7	1 1 6		1	0	0 0	0	0 0	1 2 7	1 0	0 0	0	0 0	0	0 0	1 0 1		1	0	0	0	0 0 0 0 0 0	0 1 1	0 2 4	0	0 0	0 0	0 0	0 0	0 2 4	0 2 5	0 0	0 0	0 0	0	0 0	0 2 5
0915-0930 0930-0945 0945-1000	2	!	0 0 1	0 0	0 0	0 0 1	0 0	4 2 6	3 2 3		0	0 0	0 0	1 0	0 0 0	3 3 3	3 0 0	0 0	0 0	0 0	0 0 1	0 0	3 0 1		0	0	0	0	0 0 0 0 0 0	1 0 2	3 2	0 0	0 0	0 0	0 0	0 0	2 3 2	4 2 3	0 0	0 0	0 0	1 0	0 0 0	4 3 3
1000-1015 1015-1030 1030-1045 1045-1100	1 2		0 2 1 0	0 0 0 0	1 0 0 0	0 0 0	0 0 0	2 2 2 2	2 4 3 3		0	0 0 0 0	0 0 0 0	1 0	0 0 0 0	2 5 4 4	0 1 0 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 1 0 1		0	0	0	0	0 0 0 0 0 0	0 0 1 2	1 1 1 2	0 0 1 0	0 0 0	1 0 0 0	0 0 0	0 0 0	2 1 2 2	0 2 2 3	1 0 1 1	0 0 0	0 0 0	0	0 0 0 0	1 2 3 4
1100-1115 1115-1130 1130-1145 1145-1200	0 0)	0 0 1 0	0 0 0	0 0 0	0 0 0	0 0 0	3 0 1	1 11 4 2		2 1	0 0 0 0	0 0 0 2	0	0 0 0	1 13 5 4	0 2 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	4 4 1 0	1 0 1 0	0 0 0	0 0 0	0 0 0	0 0 0	5 4 2 0	0 1 2 3	0 0 0	0 0 0	0 0 0 2	0	0 0 0	0 1 2 5
1200-1215 1215-1230 1230-1245	2		0 0 0	0 0 0	0 0	0 0	0 0	3 2 1	0 1		1	0 0 0	0 0 0	1	0 0 0	0 3	1 1 1	0 0	0 0	0 0	0 0	0 0	1 1 1		1	0	0	0	0 0 0 0 0 0	1 1 1	1 1 3	0 0	0 0	0 0 0	0 0 0	0 0	1 1 3	4 0 0 3	0 0 1	0 0 0	0 0 0	0	0 0 0	4 0 1
1245-1300 1300-1315 1315-1330 1330-1345	1 8	3	0 0 1 0	0 0 0	0 0 0	0 0 0	0 0 0	1 1 9 3	1 1		0	0 0 0 0	0 0 0	0	0 0 0	1 4 1 1	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	1 0 1	3 2 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	3 2 2	2 0 3	0 0 0	0 0 0	0 0 0	1 0	0 0 0 0	3 0 3
1345-1400 1400-1415 1415-1430 1430-1445	4		0 0 0 1	0 0 0	0 0 0	0 0 0	0 0 0	3 4 0 4	10 1 1		2	0 0 0	0 0 0	0	0 0 0 0	12 1 1	1 0 2	1 0 0	0 0 0	0 0 0	0 0 0	0 0 0	3 2 0 2		1	0	0	0	0 0 0 0 0 0	1 1 2	6 1 2 2	1 0 1 0	0 0 0	0 0 0	0 0 0	0 0 0	7 1 3 2	4 4 1 0	0 0 0	0 0 0	0 0 0	0	0 0 0 0	4 1 0
1445-1500 1500-1515 1515-1530	1 3	 	1 1 1	0 0 0	0 0	0 0	0	2 2 4	5 25 6	5 :	3 2 1	0 0	0 0	0 1 0	0 0 0	9 28 7	1 8 5	0 0	0 0	0 0	0 0	0	1 8 5		0	0 0	0 0	0 0	0 0 0 0 0 0	1 0 1	4 24 4	2	0 0	0 0	0 0	0 0 0	7 24 4	3 0	0 0 1	0 0	0 0	0 1 0	0 0 0	2 4 1
1530-1545 1545-1600 1600-1615 1615-1630	2 2	<u>!</u>	2 1 2 0	0 0 0	0 0 0	0 0 0	0 0 0	3 3 4 6	3 5 1		0	0 1 0 0	0 0 0	0	0 0 0	6 6 1 2	1 1 0 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	3 1 0 1		1	1	0	0	0 0 0 0 0 0	2 1 2 1	7 0	0 1	0 0 0	0 0 0	0 0 0	0 0 0	2 2 7 1	1 3 0 2	1 0 1 0	0 0 0	0 0 0	0	0 0 0 0	2 3 1 2
1630-1645 1645-1700 1700-1715	5	i	1 1 1	0 0	0	0	0 0	5 6 2	2 2 5		0	0	0 0	0 0	0 0	2 2 6	2 2 1	0 0	0	0 0	0	0 0	2 2 2		3	0	0	0 0	0 0 0 0 0 0	2 3 1	4 3 5	0 1 4	0 0	0 0	0 0	0 0	4 4 9	6 3 6	0 0	0 0	0 0	0 0	0 0	6 3 6
1715-1730 1730-1745 1745-1800 1800-1815	0)	0 0 3 0	0 0 0	0 0 0	0 0 0	0 0 0	4 0 3 4	3 6 7 0		0 0	0 0 0	0 0 0	0	0 0	3 6 7	1 4 1 3	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	1 4 1 3		0	0	0	0	0 0 0 0 0 0	0 0 3 0	1 1 1	0 0 2	0 0 0	0 0 0	0 0 0	0 0 0	8 1 3	1 5 4 1	0 0 1	0 0 1	0 0 0	0	0 0 0	1 5 6
1815-1830 1830-1845 1845-1900	1		0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	3 1 1	3 2 6		0 0	0 0 0	0 0 0	0 0 0	0 0 0	3 2 6	1 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	1 0 0		0 2	0	0	0 0	0 0 0 0 0 0	2 0 2	5 3 0	2 0 1	0 0 0	0 0 0	0 0 0	0 0 0	7 3 1	3 3 4	0 1 6	0 0 0	0 0 0	0 0	0 0 0	3 4 10
0700-1900	12	3	32	1	1	1	0	158	17	1 2	26	2	2	4	0	205	53	5	0	0	1	0	59	11.	46	3	0	0	0 0	49	13	3 20	1	1	0	0	155	120	23	2	2	3	0	150



Date: Wednesday 8th June 2022

Time: 07:00-19:00

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L					MO	VEM	ENT	25				4 -				N	IOVE	MENT	26			4				М	IOVE	MENT	27							N	IOVE	MENT	28			<u> </u>			МО	VEME	NT 29							MOVEN	MENT 3	0		
		USEF	RTR	AVE			RTH	-EAS	твоц	JND	ON		U	SER	TRA			OUTH		TBOUN	D ON		'	JSER	TRAV		NG NO			TBOL	JND O	ON		USI	R TR	AVELL		OUTH		BOUN	D ON	USE	R TRA	VELLI	NG N	ORTHB	OUND	ON GR	EEN	LANE	USER	TRAV	ELLING	SOUT	HBOU	ND ON	GREE	LANE
	PEDESTRIAN		PCYCLE	1	E-SCOOLER	MOBILITY SCOOTER		PEDESTRIAN & BUGGY	T C L	EQUESTRIAN	тота	AL.	PEDESTRIAN	0	PCYCLE	E-SCOOTER		MOBILII Y SCOOTEK	PEDESTRIAN & BUGGY	EQUESTRIAN	то	TAL	PEDESTRIAN	L	PCICLE	E-SCOOTER	GTT COOK STEEL	MOBILII Y SCOOTER	PEDESTRIAN & BUGGY	MAIGH	NIN IN	TOTAL		PEDESTRIAN	PCYCLE	E-SCOOTER		MOBILII Y SCOOTEK	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	L	1000	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	Neighborn	NEW COLOR	FOTAL	PEDESTRIAN	PCYCLE	E-SOOOTER	GET COCK VTI HOOM	MOBILII 1 SCOOLER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL
00-0800 15-0815 15-0815 15-0815 15-0815 15-0845 15-0915 15-0915 15-0915 15-0915 15-0915 15-0915 15-1015 15-1015 15-1015 15-1015 15-1015 15-115 15-115 15-115 15-115 15-115 15-115 15-115 15-	17 24 25 22 15 11 13 14 15 11 7 6 6 6 6 5 4 4 6 6 7 7 5 11 13 15 18 10 10 8 5 8 6 7 8 11 14 17 16 14 10		5 7 7 6 4 3 3 2 3 1 3 4 3 3 3 1 1 1 1 0 0 0 0 1 1 1 1 0 1 2 3 4 4 5 5 6 5 4 4 3 3 2		0 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0						222 311 333 299 200 156 166 199 14 12 12 8 8 9 7 7 7 5 5 12 14 161 191 100 111 112 114 116 117 117 117 118 119 119 119 119 119 119 119 119 119		14 14 14 8 6 11 11 12 14 10 11 11 12 11 18 19 8 5 4 6 7 7 9 15 15 15 17 33 39 15 10 10 10 10 10 10 10 10 10 10 10 10 10		2 4 4 2 3 2 2 2 1 0 0 1 2 2 4 4 3 3 1 1 1 1 1 1 0 1 3 3 3 5 5 6 9 6 4 4 1 1 2 1 1			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 2 2 2 0	0 0 0 0 0 0 1 1 1 1 1 0 0 0 0 0 1 1 1 1			16	3 3 4 4 3 3 1 1 1 2 2 2 3 3 3 2 2 3 3 3 2 2 3 3 5 4 4 111 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							3 4 2 2 2 3 3 2 3 3 2 1 0 3 5 5 7 5 11 16 17 7 9		7 6 8 8 4 4 3 3 4 3 2 3 3 3 2 2 0 1 2 3 3 3 2 2 2 2 3 4 5 4 4 4 5 7 7 6 4	1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						8 7 9 9 4 4 3 3 3 4 4 3 3 2 2 3 3 3 3 2 2 2 2 2	7 7 6 6 6 5 5 4 4 7 7 7 8 8 1111 1111 111 111 111 111 111		0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					7	20 19 9 5 10 11 13 14 4 9 7 7 7 6 6 6 6 10 9 9 7 7 7 5 5 8 9 9 11 11 12 9 9 7 7 7 7 7 8 8 9 9 9 1 9 1 9 1 9 1 9 1 9 1 1 1 1 1	6 8 8 8 7 2 2 0 0 0 0 1 1 1 2 2 3 3 2 2 1 1 0 0 0 0 0 1 1 1 1 1 2 2 3 3 2 2 1 1 1 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		27 28 29 17 7 10 11 14 15 11 10 8 7 7 8 12 11 10 8 7 7 9 10 11 11 12 9 7 7 9 10 11 11 11 11 11 11 11 11 11 11 11 11
00-1800 5-1815 80-1830 5-1845 00-1900	5 8 7 8 9		4 3 3 3 0		0 0 0 0	0 0		0 0 0 0		0 0 0 0	9 11 10 11 9	Ш	21 16 16 12 11		1 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	0 0 0 0		22 16 16 12 11	7 9 9 5 4		1 0 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	(0 0 0 0	8 9 9 5 4		4 3 5 5	0 0 0 0	0 0 0		0 0 0 0	0 0 0 0	0 0 0	4 3 5 5 4	15 11 8 10 9		6 2 4 4 3	0 0 0 0	0 0 0 0	0 0 0 0 OTAL		0 0 0 0	21 13 12 14 12	16 11 13 11 11	1 1 1 2 7	1 1		0 0 0 0	0 0 0 0	0 0 0	18 13 15 14 18

Charge Surveys Ltd Site 4 - NMU Data Tamworth NMU Surveys - June 2022

DRUMMOND BLACK CONSULTING LTD



Appendix C - Collision Data



Date: Wednesday 8th June 2022

									Site		_		Green	Lane	- <u>07:00</u>	-19:00				vals								
			МО	VEMEN	IT 31					МО	VEMEN	T 32					МО	VEMEN	T 33					МС	OVEMEN.	Т 34		
	USER '	TRAVEL	LING NO	ORTHBO		N GREEI	N LANE	USER '	TRAVEL		OUTHBO OOTPAT		I GREEI	N LANE	USER	TRAVE	LLING E	ASTBO	UND ON	GREEN	LANE	USER	TRAVE	LLING V	VESTBO	UND ON	I 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
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
0715-0730	1	0	0	0	0	0	1	3 2	0	0	0	0	0	3	1 11	0 2	0	0	0	0	1 1	5	0	0	0	0	0	5
0730-0745 0745-0800	5	0	0	0	0	0	5 2	1	1	0	0	0	0	3 2	16	6	1	0	0	0	13 23	2	0	0	0	0	0	4 4
0800-0815	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9	3	0	0	0	0	12	2	1	0	0	0	0	3
0815-0830	o	0	0	0	0	0	0	1	0	0	0	0	0		2	0	1	0	0	0	3	0	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	1	2	0	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	2	2	1	0	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	4	3	1	0	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	9	4	0	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	2	0	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	6	5	0	0	0	0	0	5
1000-1015	1 2	0	0	0	0	0	1 3	0	0	0	0	0	0	0	1	1 2	0	0	0	0	2 3	2 2	0	0	0	0	0	2 2
1015-1030 1030-1045	3	0	0	0	0	0	3	1	0	0	0	0	0	1	2	0	0	0	0	0	2	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0		0	0	0	0	0	0	;	1	0	0	0	0	0	1 1	1	0	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	2	1	0	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	2	13	2	0	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	1	4	1	0	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	1	1	0	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	3	1	0	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	1	0	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	2	1	0	0	0	1	0	2
1245-1300	1	0	0	0	0	0	1	3	0	0	0	0	0	3 1	1	0	0	0	1	0	2	5	0	0	0	0	0	5
1300-1315 1315-1330	3	0	0	0	0	0	3	9	0	0	0	0	0	9	1	1	0	0	0	0	2	2	0	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	1	1	0	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	6	2	2	0	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	2	7	2	0	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	1	3	0	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	3	6	5	2	0	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	1	53	2	0	0	0	0	55
1515-1530	2 4	0	0	0	0	0	2	5 0	0	0	0	0	0	5 1	1 3	2	0	0	0	0	3	12 0	1	0	0	0	0	13
1530-1545	0	0	0	0	0	0	6	1	0	0	0	0	0	1 1	0	1	0	0	0	0	6	3	0	1	0	0	0	3 4
1545-1600 1600-1615	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	3	7	0	0	0	0	0	7
1615-1630	0	0	0	0	0	0		6	0	0	0	0	0	6	4	0	0	0	0	0	4	3	2	0	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	3	2	0	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	5	3	1	0	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	3	2	0	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	2	2	0	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	2	0	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	3	1	0	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	2	0	0	0	0	0	0	0
1815-1830	3 0	0	0	0	0	0	3	1 0	0	0	0	0	0	1	2 2	0	0	0	0	0	2	3	2	0	0	0	0	5
1830-1845	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	3	0	1	0	0	0	0	1 1
1845-1900 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
0100-1900	00	U	U	v		U	30	91				v	U	101	113	33		v		-	100		32	-	-		U	210



Date: Wednesday 8th June 2022

Time: 07:00-19:00

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

									S				& Gre	en La	<u>1e - 07:</u>	00-19				ls								
			МС	OVEMEN.	T 31					МО	VEMEN	T 32					MO	VEMEN	T 33					МО	VEMEN	Т 34		
	USER	TRAVEL		ORTHBO OOTPAT		N GREE	N LANE	USER	TRAVEL		OUTHBO	OUND ON	GREEN	LANE	USER	TRAVE	LLING E	ASTBO	UND ON	GREEN	LANE	USER	TRAVE	LLING W	/ESTBO	UND 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
0700-0800	8	0	0	0	0	0	8	6	2	0	0	0	0	8	28	9	1	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	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	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	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	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	10	7	2	0	0	0	0	9
0830-0930	5	0	0	0	0	0	5 8	5	0	0	0	0	0	7	12	4	0	0	0	0	16 17	11 9	2	0	0	0	0	13
0845-0945	8	0	0	0	0	0	9	8	0	0	0	0	0	8	14 17	4	0	0	0	0	21	12	2	0	0	0	0	11 13
0900-1000 0915-1015	10	0	0	0	0	0	10	°	0	0	0	0	0		16	3	0	0	0	0	19	11	1	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	13	9	0	0	0	0	0	9
0930-1030	7	0	0	0	1	0	8	4	0	0	0	0	0	4	9	4	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	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	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	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	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	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	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	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	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	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	7	8	0	0	0	1	0	9
1230-1330	9	0	0	0	0	0	9 6	13 17	0	0	0	0	0	13 17	6 5	1	0	0	1	0	8 7	10	0	0	0	1	0	11
1245-1345	6 13	0	0	0	0	0	13	14	0	0	0	0	0	14	9	1	0	0	1	0	11	10 10	2	0	0	0	0	10 12
1300-1400	13	0	0	0	0	0	13	17	0	0	0	0	0	17	10	1	0	0	0	0	11	12	4	0	0	0	0	16
1315-1415 1330-1430	12	1	0	0	0	0	13	9	0	0	0	0	0	9	9	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	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	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	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	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	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	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	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	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	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	15	15	3	0	0	0	0	18
1615-1715	12 17	3	0	0	0	0	15	22 18	0	0	0	0	0	22 18	9 7	3	0	0	0	0	12 10	11	5	0	0	0	0	16
1630-1730	17	2	0	0	0	0	20 19	18	0	0	0	0	0	18	8	1	0	0	0	0	9	10 8	3	0	0	0	0	13 11
1645-1745 1700-1800	16	2	0	0	0	0	18	9	0	1	0	0	0	10	5	2	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	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	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	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	8	4	3	0	0	0	0	7
			HOUR	RLY TO	TALS	;				HOUF	RLY TO	DTALS					HOUR	RLY TO	OTALS					HOUR	LY TO	TALS		

Charge Surveys Ltd Site 4 - NMU Data Tamworth NMU Surveys - June 2022

Date: Wednesday 8th June 2022

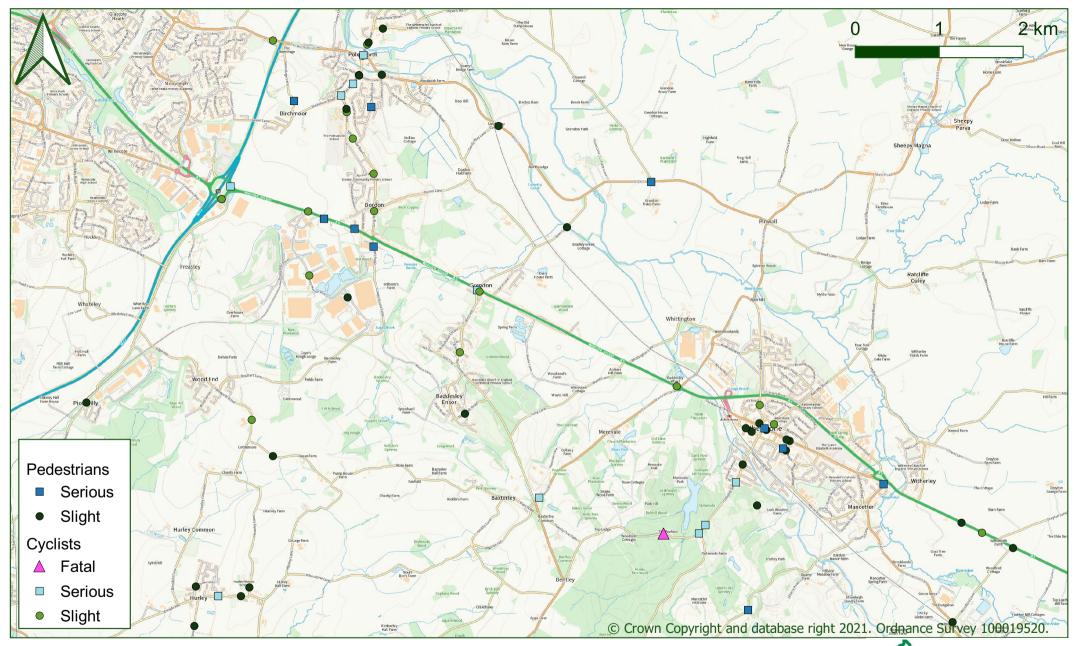
Site 5 - Cockspur Street / Green Lane - 07:00-19:00 - 15 Minute Intervals

	[Site 5 - Cockspur Street / Green Lane - 0													e - 07:																	1							
	MOVEMENT 35									MOVEMENT 36									MOVEMENT 37							MOVEMENT 38								MOVEMENT 39								MOVEMENT 40							
	FROM COCKSPUR STREET (NORTHEAST)									FROM COCKSPUR STREET (NORTHEAST)								FROM GREEN LANE							Ш	FROM GREEN LANE							FROM COCKSPUR STREET (SOUTHWEST)									FROM COCKSPUR STREET (SOUTHWEST)							
		STRAIGHT AHEAD TO COCKSPUR STREET (SOUTHWEST)							RIGHT TURN TO							LEFT TURN TO								RIGHT TURN TO								LEFT TURN TO									STRAIGHT AHEAD TO								
	느	C	OCKSI	PUR S	TREET	(SOU	THWES	T)		GREEN LANE							<u></u>	COCKSPUR STREET (NORTHEAST)							COCKSPUR STREET (SOUTHWEST)							<u> </u>	GREEN LANE								COCKSPUR STREET (NORTHEAST)								
	PEDESTRIAN			E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY			OTAL	PEDESTRIAN	PCYCLE	E-SCOOTER		MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SOOOTER			PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	_	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY		TOTAL	PEDESTRIAN		ш —			PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	2 2		E-SCOOTER		PEDE	EQUE	FOTAL
0700-0715	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	2	0	(0	0	0	0	2 0			0	0		0	2
0715-0730 0730-0745			0	0	0	0				0	1	0		0	0	0	1	2	1			0	0	0	3		0	0	0	0	0	0	0						0	0	0	"			0	0		0	١
0730-0745	,		0	0	0	0		- 11	0	1	0	0		0	0	0		10	3			0	0	0	13		0	0	0	0	0	0	0	ll ő	,			0	0	0	0	1	-	0	0	0	0	0	1
0800-0815			0	0	0	0		_	2	0	1	0		0	0	0	1	5	5	1		0	0	0	11	╫	2	0	0	0	0	0	2	0				0	0	0	0	1 7			0	0	0	0	7
0815-0830	c)	0	0	0	0		- 11	0	0	0	0)	0	0	0	0	4	0	1		0	0	0	5		0	0	0	0	0	0	0	0	(0			0	0	0	0)	0	0	0		0	0
0830-0845	c)	0	0	0	0	0		0	0	0	0)	0	0	0	0	1	0	C)	0	0	0	1	Ш	0	0	0	0	0	0	0	2	(0		0	0	0	2	0)	0	0	0	0	0	0
0845-0900	1		0	0	0	0	0		1	2	1	0)	0	0	0	3	0	1	C)	0	0	0	1	Ш	1	0	0	0	0	0	1	o	(0		0	0	0	0	C)	0	0	0	0	0	0
0900-0915	1		0	0	0	0		- 11	1	1	1	0		0	0	0	2	1	1	C		0	0	0	2		0	0	0	0	0	0	0	1	(0	0	0	1	C	-	-	0	0	0	0	0
0915-0930	1		0	0	0	0		- 11	1	1	0	0		0	0	0	1	3	0	C		0	0	0	3		0	0	0	0	0	0	0	º	(0	0	0	0	0		0	0	0	0	0	0
0930-0945	0		0	0	0	0			0	1	0	0		0	0	0	1	3 2	0	0		0 0	0	0	3	Ш	0	0	0	0	0	0	0	°	(0	0	0	1 1		-	0	0		0	1
0945-1000 1000-1015	2		0	0	0	0		—⊩	2	0	0	0		0	0	0	0	1	1			0	0	0	2	╢	1	0	0	0	0	0	0	1				0	0	0	0	11-			0	0		0	0
1015-1015	6		0	0	0	0	-	- 11	0	1	0	0		0	0	0		2	0			0	1	0	3	Ш	1	0	0	0	0	0	'	ll ő				0	0	0	0		-	-	0	0		0	1
1030-1045			0	0	0	0		- 11	0	,	0	0		0	0	0		1	1			0	0	0	2		0	1	0	0	0	0	1	ll ő				0	0	0	0	;		-	0	0		0	
1045-1100	d)	0	0	0	0			0	1	1	0)	0	0	0	2	1	0			0	0	0	1	Ш	0	0	0	0	0	0	0	1	() 0		0	0	0	1	c)	0	0	0	0	0	0
1100-1115	0)	0	0	0	0		╅	0	1	0	0)	0	0	0	1	0	0)	0	0	0	0	11	0	0	0	0	0	0	0	2	() 0		0	0	0	2	0		0	0	0	0	0	0
1115-1130	c)	0	0	0	0			0	12	1	0)	0	0	0	13	1	0	C)	0	0	0	1	Ш	0	0	0	0	0	0	0			1 0		0	0	0	3	0)	0	0	0	0	0	0
1130-1145	c)	0	0	0	0	0		0	0	1	0)	0	0	0	1	0	0	C)	0	0	0	0		1	0	0	0	0	0	1	o	(0		0	0	0	0	o)	0	0	0	0	0	0
1145-1200	3	3	0	0	0	0	0		3	1	0	0)	0	0	0	1	0	0	C)	0	0	0	0	Ш	0	0	0	0	0	0	0	o	(0		0	0	0	0	2	ž	0	0	0	0	0	2
1200-1215	C)	0	0	0	0	0	П	0	0	0	0)	0	0	0	0	0	0	C)	0	0	0	0	11	1	0	0	0	0	0	1	0	() 0		0	0	0	0	2	2	0	0	0	0	0	2
1215-1230	C)	0	0	0	0		- 11	0	1	0	0)	0	0	0	1	2	0	C		0	0	0	2	Ш	0	0	0	0	0	0	0	1	(0			0	0	1	0)	1	0	0		0	1
1230-1245	1		0	0	0	0			1	0	0	0		0	0	0	0	0	0	0		0	0	0	0	Ш	0	0	0	0	0	0	0	0		, ,			0	0	0	1 1		-	0	0		0	1
1245-1300			0	0	0	0			0	1	0	0		0	0	0	1	3	0			0	0	0	3	╢	0	0	0	0	0	0	0	0					0	0	0	∭			0	0		0	0
1300-1315	2		0	0	0	0		- 11	2	3	0	0		0	0	0	3	2 2	0	0		0	0	0	2	Ш	0	0	0	0	0	0	0	1	(0	0	0	1	2	_	0	0	0	0	0	2
1315-1330 1330-1345			0	٥	0	0		- 11	1 0	0	1	0		0	0	0	2	1	0			0	0	0	3	Ш	0	0	0	0	0	0	0	Ⅱ ′,					0	0	1 0				0	0		0	0
1345-1400	1		0	0	0	0		- 11	1	1	1	0		0	0	0	5	,	0			0	0	0	,		0	0	0	0	0	0	0	ll ů				0	0	0	0				0	0	0	0	2
1400-1415	<u> </u>		0	0	0	0		—⊩	0	5	0	0		0	0	0	5	1	0			0	0	0	1	╫	0	0	0	0	0	0	0	ll ö		, ,		0	0	0	0	11-6		-	0	0	0	0	0
1415-1430)	0	0	0	0		- 11	0	1	0	0)	0	0	0	1	0	0			0	0	0	Ö	Ш	0	0	0	0	0	0	0	II .	() 0			0	0	0	c)	0	0	0		0	0
1430-1445	c)	0	0	0	0			0	0	0	0)	0	0	0	0	2	1	C)	0	0	0	3	Ш	0	0	0	0	0	0	0	o	(0		0	0	0	0	o)	0	0	0	0	0	0
1445-1500	_ 3	3	0	0	0	0	0		3	26	4	2	2	0	0	0	32	2	1)	0	0	0	3		1	0	0	0	0	0	1	<u> </u> o	(00		0	0	0	0	Lo)	0	0	0	0	0	0
1500-1515	C)	0	0	0	0	0		0	0	0	0)	0	0	0	0	1	0	C)	0	0	0	1		2	0	0	0	0	0	2	0	(0		0	0	0	0	0)	0	0	0	0	0	0
1515-1530	4		0	0	0	0			4	8	1	0		0	0	0	9	0	3	C		0	0	0	3	Ш	0	0	0	0	0	0	0	0		1 0			0	0	1	1			0	0		0	1
1530-1545	C		0	0	0	0			0	1	2	0		0	0	0	3	1	1	C		0	0	0	2		0	0	0	0	0	0	0	0					0	0	0	0)	-	0	0		0	0
1545-1600	C		0	0	0	0		—	0	2	0	0		0	0	0	2	1	1	C		0	0	0	2	411	0	0	0	0	0	0	0	1	(0	0	1	1 1		1	0	0	0	0	2
1600-1615	1		0	0	0	0		- 11	1	2	0	0		0	0	0	2	0	1			0	0	0	1	Ш	0	2	0	0	0	0	2	0	(0		0	0	0	0			1	0	0	0	0	2
1615-1630			0	0	0	0		- 11	0	5	1	0		0	0	0	6	1	0	(0	0	0	1	Ш	1	0	0	0	0	0	1	II º		1 0		0	0	0	1	0		0	0	0	0	0	0
1630-1645 1645-1700	0		0	0	0	0			0	0	0	0		0	0	0	1 0	3	0	0		0 0	0	0	3	Ш	0	0	0	0	0	0	1 0	°				0	0	0	0			-	0	0		0	1
1700-1715	-		0	0	0	0		—	0	0	0)	0	0	0		2	0			0	0	0	2	╢	1	0	0	0	0	0	1	1		, ,		0	0	0	0	11-0	_	0	0	0		0	0
1715-1730	0		0	0	0	0	-	- 11	0	2	0	0)	0	0	0	2	2	0			0	0	0	2		0	0	0	0	0	0	'	ŏ				-	0	0	0	C)	0	0	0		0	0
1730-1745)	0	0	0	0		- 11	ō	0	0	0		0	0	0		0	0	Ċ		0	0	0	0		0	0	0	0	0	0	0	ŏ				0	0	0	0	c	-	-	0	0		0	ō
1745-1800	0)	1	0	0	0		- 11	1	0	0	0)	0	0	0	0	1	0	C)	0	0	0	1		1	1	0	0	0	0	2	0	(0		0	0	0	0	0)	0	0	0		0	0
1800-1815	1		0	0	0	0	0	┪	1	0	1	0)	0	0	0	1	2	0	C)	0	0	0	2	11	0	0	0	0	0	0	0	0	(0		0	0	0	0	3	3	0	0	0	0	0	3
1815-1830	c)	0	0	0	0	0		0	3	1	0)	0	0	0	4	0	0	C)	0	0	0	0		0	0	0	0	0	0	0		(0		0	0	0	0	o)	0	0	0	0	0	0
1830-1845	c		0	0	0	0		- 11	0	0	0	0		0	0	0	0	2	0	C		0	0	0	2		0	0	0	0	0	0	0	0					0	0	0	0)	0	0	0		0	0
1845-1900	_ 1		0	0	0	0		_	1	0	1	0		0	0	0	1	0	0	(0	0	0	0		0	1	0	0	0	0	1	0					0	0	0	0			0	0		0	0
0700-1900	2	6	2	0	0	0	0		28	90	21	2	2	0	1	0	114	70	24	2	2	0	1	0	97	П	15	7	0	0	0	0	22	13	3 ;	3 0		0	0	0	16	30	0	3	0	0	0	0	33

Date: Wednesday 8th June 2022

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

ı										Site 5 - Cockspur Street / Green Lane - I													- 07:0			_	als		r 														
	MOVEMENT 35 MOVEMENT FROM COCKSPUR STREET (NORTHEAST) FROM COCKSPUR STREE												MOVEMENT 37										OVEMENT							MENT 39			╝	MOVEMENT 40									
	F	FROM C					ST)		FROM COCKSPUR STREET (NORTHEAST)								FROM GREEN LANE								FROM GREEN LANE								TREET (S	OUTHW	EST)		FROM COCKSPUR STREET (SOUTHWEST)						
				AIGHT A								IT TURN							FT TUR							SHT TURN							TURN TO				STRAIGHT AHEAD TO						
		coc	KSPUR	STREE	T (SOU	THWEST)	┦┞			GR	EEN LA	NE				COCKSPUR STREET (NORTHEAST)								COCKSPUR STREET (SOUTHWEST)							GREE	N LANE			┦┞	COCKSPUR STREET (NORTHEAST)						
	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	L	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	FOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDESTRIAN	PCYCLE	E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	DTAL	PEDESTRIAN	PCYCLE	E-SCOOTEK	MOBILITY SCOOTER PEDESTRIAN & BUGGY	EQUESTRIAN	TOTAL	PEDEST		E-SCOOTER	MOBILITY SCOOTER	PEDESTRIAN & BUGGY	EQUESTRIAN	FOTAL	
0700-0800	2	0	0	0	0	0	2	٦E	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	16	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		в (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		В (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		В (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	Ш	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	0	7	1	0	0	0	0	0	1	3	0	0	0 0	0	3	ш	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	0	9	1	0	0	0	0	0	1	1	0	0	0 0	0	1	11	1	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	1	0	0	0 0	0	1	:	2	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	- 11	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	l II	2	0	0	0	0 0	0	0	:	3	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		3	0	0	0	0 0	0	0	111 3	2 1	0 0	0	0	0	2	
1000-1100	2	0	0	0	0	0	0		2	1	0	0	1	0	4	5	2	0	0	1	0	8 6	2	1	0	0	0		3 2	1	0	0	0 0	0	3		1 .	0 0	0	0	0	1	
1015-1115	0	0	0	0	0	0		Ш.	14	1	0	0	0	0	16	3	1	0	0	0	0	4		1	0	0	0	· II	1	,	4	0	0 0	0	6	11 .			0	0			
1030-1130	0	0	0	0	0	0	0		14	2	0	0	0	0	17	1 3	0	0	0	0	0	2	"	1	0	0	0	0	: III	2	4	0	0 0	0	,		,		0	0		0	
1045-1145 1100-1200	3	0	0	0	0	0	3	Ш.	14	2	0	0	0	0	16	1	0	0	0	0	0	1	'	0	0	0	0	·	; III	1	1	0	0 0	0	5		2		0	0	- 11	2	
1115-1215	3	0	0	0	0	0	3	11 11	13	2	0	0	0	0	15	'	0	0	0	0	0			0	0	0	0		2	2	1		0 0	0	3		1	0	0	0		4	
1130-1230	3	0	0	0	0	0	3		2	1	0	0	0	0	3	,	0	n	0	0	0	2		0	0	0	0		2	1	0	-	0 0	0	1		1	1 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	- III	1	0	0	0 0	0	1		5	1 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	. II	1	0	0	0 0	0	1		3	1 0	0	0	- 11	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	2	0	0	0 0	0	2		3	1 0	0	0	- 11	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	2	0	0	0 0	0	2	:	3	0 0	0	0	- 11	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	- 11	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	11	5	0 0	0	0	0	5	
1315-1415	1	1	0	0	0	0	2	11	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	11	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	11	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	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	Ш	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	ш	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	11	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	11	1 (0 0	0	0		1	
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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	· II	2	1	1	0	0 0	0	2	:	3	2 0	0	0		5	
1530-1630	1	0	0	0	0	0	1	11	10	3	0	0	0	0	13	3	3	0	0	0	0	6	1	2	0	0	0		3	1	1	0	0 0	0	2	:	2 :	2 0	0	0	- 11	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	· II	4	1	1	0	0 0	0	2	11 3	3	2 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	·	4	0	1	0	0 0	0	1	11 :	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		3	0	1	0	0 0	0	1		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		2	0	0	0	0 0	0	0		1 1	n 0	0	0		1	
1645-1745	0	0	0	0	0	0	0		2	0	U	U	U	0	2	6	1	0	0	0	0	7 5	1	0	0	0	0	0	1 3	0	0	U	0 0	0	0			n 0	0	0		0	
1700-1800	1	1	Û	0	0	0	- 11		2	1	0	0	0	0	2	ء ا	0	0	0	0	0	5	1	1	0	0	0		2	"	0	0	0 0	0	"			0 0	0	0		0	
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1730-1830 1745-1845	1	1	0	0	0	0	2		3	2	0	0	0	0	5	5	0	0	0	0	0	5	¦	1	0	0	-		2	0	-	-	0 0	0		11	3	0 0	0	0	l II	3	
1800-1900	2	0	0	0	0		2		3	3	0	0	0	0	6	4	0	0	0	0	0	4	'	1	0	0	0	l II	, III	0			0 0	0	ll l	11 11	3		0	0	l II	3	
1000-1900				IRLY 1								LY TO								OTALS			ئــــا ا			RLY TO						-	Y TOTAL			نكا ك	-		RLY TO				
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North Warwickshire (A5 corridor) Road traffic collisions 2016-2020

Date: 22/03/2021 Contact: 01926 413950

alisonkennedy@warwickshire.gov.uk



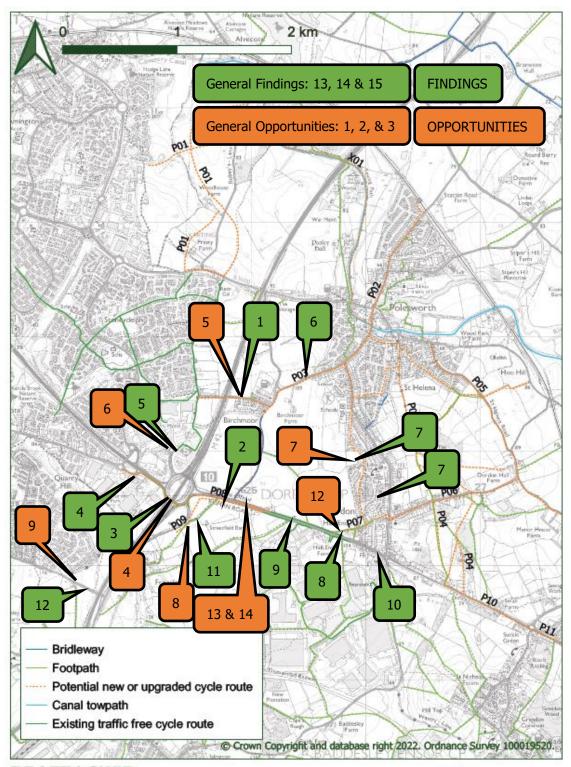
DRUMMOND BLACK CONSULTING LTD



Appendix D – Findings and Opportunities Location Plan

DRUMMOND BLACK CONSULTING LTD





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.





D:\DBC Projects\D00157 - M42 WCHAR\Reports\Proposed Employment Land M42 J10 WCHAR (Final Report).docx Date: 25^{th} July 2022