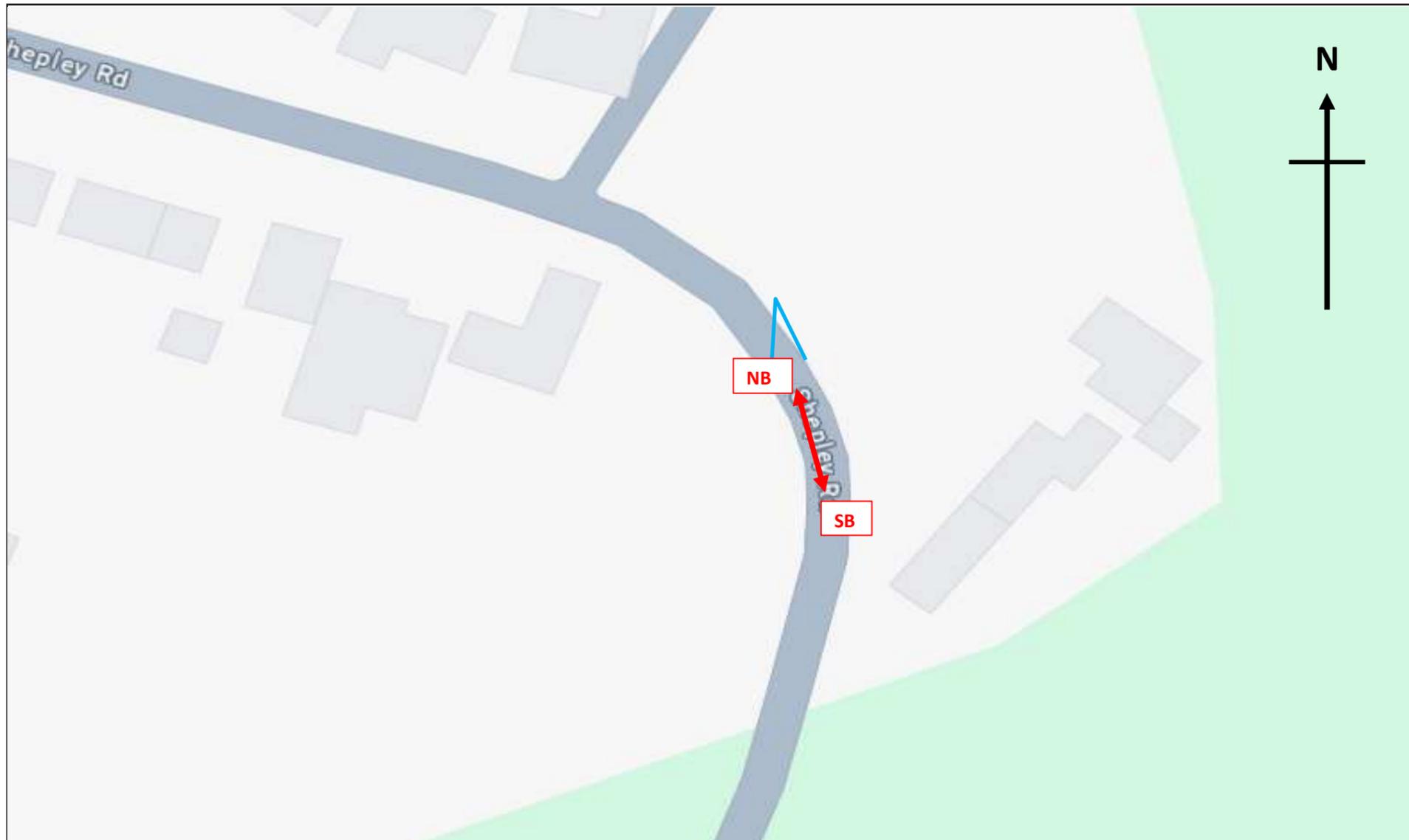


Appendix C – Ped/Cycle/Equine Surveys on Shepley Road/Stone Wood Lane Corridor (Optima Sep/Oct 2025 Data)





	Site / Location: Site 1 – Shepley Road	Project No: 17248	Drawing No: 17248 - 01	Drawn By: MN
	Survey Date: Wednesday 24th and Saturday 27th September 2025	Project Name: Stocksmoor		
	Survey Times: 07:00 to 19:00	Drawing Title: Site Layout and Observed Movements		



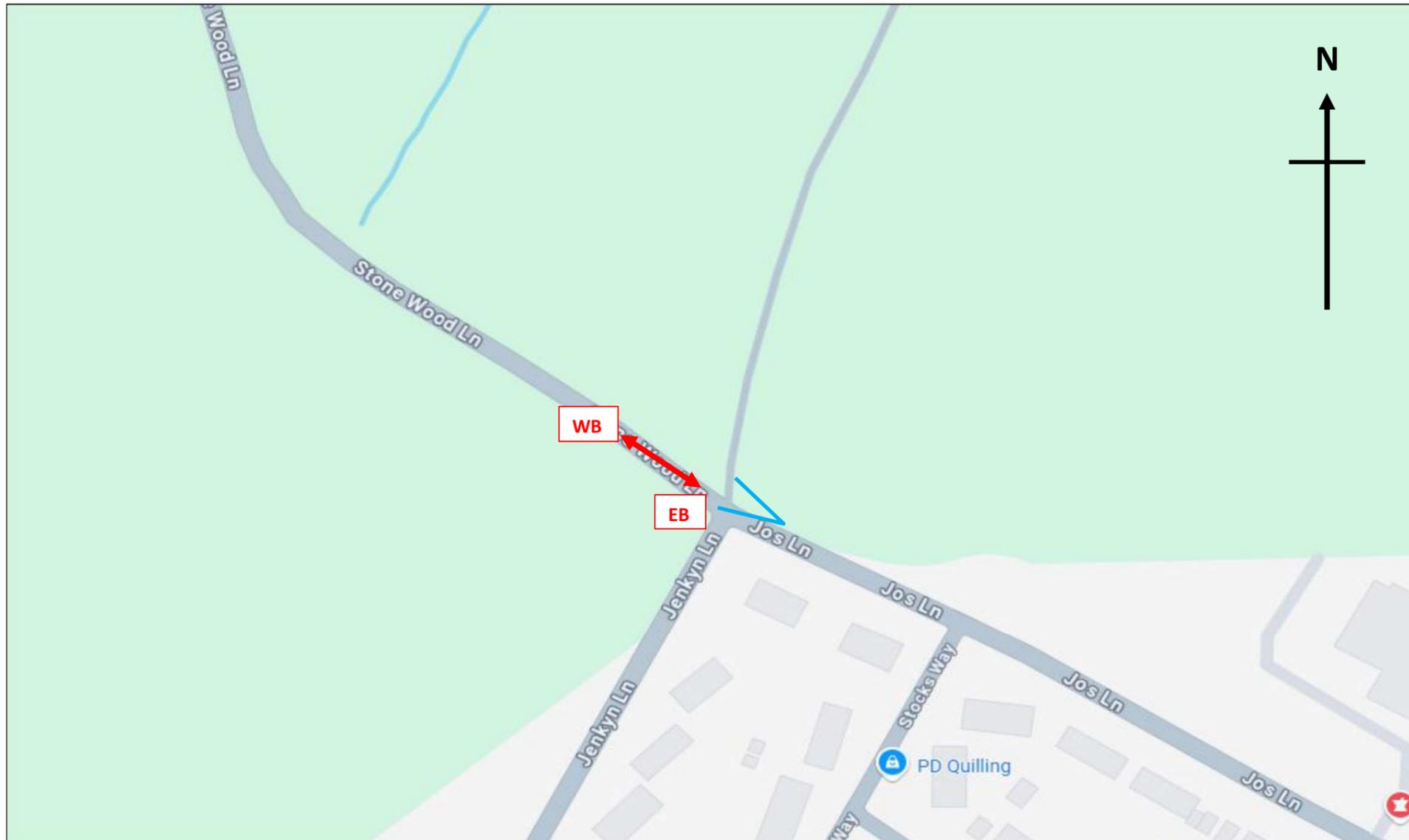
SITE: 1 Weather: Dry and sunny all day DATE: 24/09/2025
 LOCATION: Shepley Road DAY: Wednesday

TIME	Northbound			TOT	Southbound			TOT
	PED	PCL	Equestrian		PED	PCL	Equestrian	
07:00	0	0	0	0	0	1	0	1
07:15	1	0	0	1	0	0	0	0
07:30	0	1	0	1	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	1	1	0	2	0	1	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	1	0	0	1	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	0
09:00	1	0	0	1	1	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	1	0	0	1
09:45	0	0	0	0	1	0	0	1
H/TOT	1	0	0	1	3	0	0	3
10:00	1	0	0	1	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	1	0	0	1	0	0	0	0
10:45	0	0	0	0	0	1	0	1
H/TOT	2	0	0	2	0	1	0	1
11:00	0	0	0	0	0	1	0	1
11:15	0	0	0	0	0	0	0	0
11:30	0	1	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	1	0	1
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	1	0	0	1
12:30	0	1	0	1	3	0	0	3
12:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	4	0	0	4
13:00	0	0	0	0	1	0	0	1
13:15	0	0	1	1	1	0	0	1
13:30	1	0	0	1	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	1	0	1	2	2	0	0	2
14:00	0	0	0	0	1	0	0	1
14:15	0	0	0	0	0	0	0	0
14:30	2	0	0	2	1	0	0	1
14:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	2	2	0	0	2
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	1	1	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	2	0	0	2	0	0	0	0
H/TOT	2	0	1	3	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	2	0	0	2
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	2	0	0	2
P/TOT	10	3	2	15	13	3	0	16



SITE: 1 Weather: Dry and sunny all day DATE: 27/09/2025
 LOCATION: Shepley Road DAY: Saturday

TIME	Northbound			TOT	Southbound			TOT
	PED	PCL	Equestrian		PED	PCL	Equestrian	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	2	0	0	2
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	2	0	0	2
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	2	0	0	2
09:15	0	0	0	0	0	0	0	0
09:30	1	1	0	2	1	2	0	3
09:45	0	0	0	0	1	1	0	2
H/TOT	1	1	0	2	4	3	0	7
10:00	0	0	0	0	1	1	0	2
10:15	1	1	0	2	0	0	0	0
10:30	1	0	0	1	0	1	0	1
10:45	1	1	0	2	0	0	0	0
H/TOT	3	2	0	5	1	2	0	3
11:00	2	0	0	2	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	1	0	0	1	0	0	0	0
11:45	0	0	0	0	0	1	0	1
H/TOT	3	0	0	3	0	1	0	1
12:00	5	0	0	5	0	0	0	0
12:15	0	1	0	1	0	0	0	0
12:30	0	1	0	1	0	0	0	0
12:45	0	1	0	1	1	0	0	1
H/TOT	5	3	0	8	1	0	0	1
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	1	0	1
13:30	2	0	0	2	6	0	0	6
13:45	0	1	0	1	0	0	0	0
H/TOT	2	1	0	3	6	1	0	7
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	4	0	0	4
H/TOT	0	0	0	0	4	0	0	4
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	1	0	1
H/TOT	0	0	0	0	0	1	0	1
16:00	0	0	0	0	0	0	0	0
16:15	0	1	0	1	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	1	0	1	0	0	0	0
H/TOT	0	2	0	2	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	1	0	1	1	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	1	0	0	0	0
H/TOT	1	1	0	2	1	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	15	10	0	25	19	8	0	27



	Site / Location: Site 2 – Stone Wood Lane	Project No: 17248	Drawing No: 17248 - 02	Drawn By: MN
	Survey Date: Wednesday 24th and Saturday 04th October 2025	Project Name: Stocksmoor		
	Survey Times: 07:00 to 19:00	Drawing Title: Site Layout and Observed Movements		



SITE: 2 Weather: Dry and sunny all day DATE: 24/09/2025
 LOCATION: Stone Wood Lane DAY: Wednesday

TIME	Eastbound			TOT	Westbound			TOT
	PED	PCL	Equestrian		PED	PCL	Equestrian	
07:00	0	1	0	1	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	1	0	1
07:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	1	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	1	0	0	0	0
09:45	0	0	0	0	2	0	0	2
H/TOT	1	0	0	1	2	0	0	2
10:00	1	0	0	1	1	0	0	1
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	1	0	0	1
11:00	0	1	0	1	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	1	0	1
11:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	1	0	1
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	1	0	1
12:45	3	0	0	3	0	0	0	0
H/TOT	3	0	0	3	0	1	0	1
13:00	0	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	1	0	0	1
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	1	2
14:00	0	0	0	0	0	0	0	0
14:15	1	0	0	1	2	0	0	2
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	2	0	0	2
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	1
H/TOT	0	0	0	0	1	0	0	1
16:00	0	0	0	0	0	0	1	1
16:15	0	3	0	3	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	3	0	3	0	0	1	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	1	0	0	0	0
H/TOT	1	0	0	1	0	0	0	0
P/TOT	7	5	0	12	7	3	2	12



SITE: 2 Weather: Wet and Rainy AM
Dry and Sunny PM DATE: 04/10/2025
 LOCATION: Stone Wood Lane DAY: Saturday

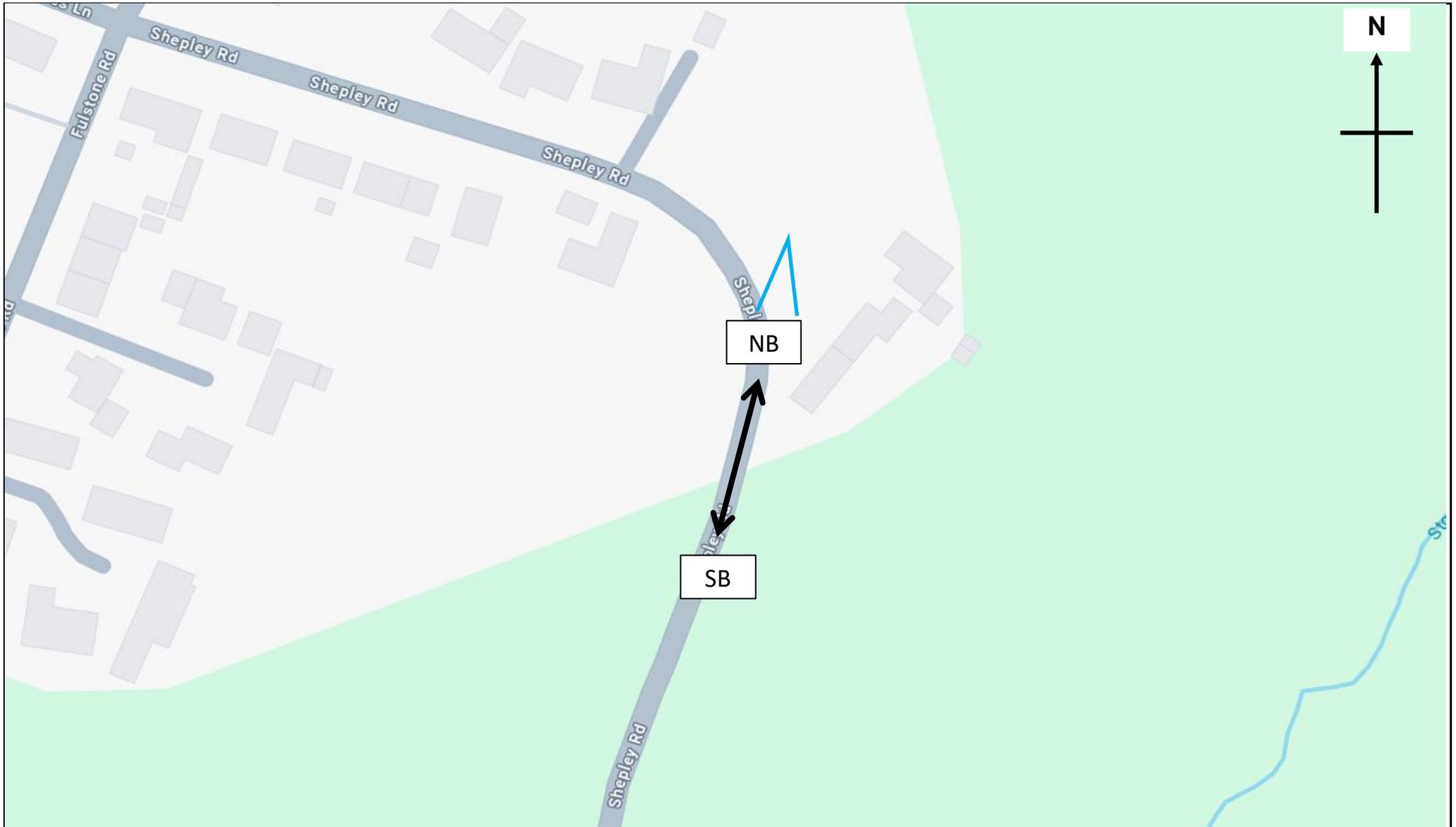
TIME	Eastbound			TOT	Westbound			TOT
	PED	PCL	Equestrian		PED	PCL	Equestrian	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	1	0	0	1	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	0
10:00	1	0	0	1	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	1	0	0	1
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	1
12:00	1	0	0	1	0	0	0	0
12:15	0	0	0	0	1	0	0	1
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	1	0	0	1
13:00	0	0	0	0	1	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	1	0	0	1	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	1	0	0	1
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	1	0	0	1	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	5	0	0	5	3	0	0	3

Appendix D – Ped/Cycle/Equine Surveys on Shepley Road/Stone Wood Lane Corridor (TPS June 2025 Data)



Appendix A

Site 1 and 2 NMU Surveys



	Site / Location: Site 1 – Shepley Rd	Project No: 16823	Drawing No: 16823-01	Drawn By: MN
	Survey Date: Tuesday 3rd to Monday 9th June 2025	Project Name: Stone Wood Lane		
	Survey Times: 0700 – 1900	Drawing Title: Site Layout and Observed Movements		



SITE: 1

DATE: 03/06/2025

LOCATION: Shepley Rd

DAY: Tuesday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	2	0	0	0	0	0
07:30	0	1	0	0	1	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	3	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	1	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	1	0	0	0	0	0
09:45	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	0	0	1	1	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	1	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	1	2	0	0	3	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	1	0	0	0	0	0
H/TOT	2	2	0	0	4	0	0	0	0	0
13:00	1	0	0	0	1	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	0	1	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	2	0	0	0	0	0
14:00	0	0	0	0	0	0	1	0	0	1
14:15	1	0	0	0	1	0	0	0	0	0
14:30	0	0	0	0	0	1	0	0	0	1
14:45	1	0	0	0	1	0	0	0	0	0
H/TOT	2	0	0	0	2	1	1	0	0	2
15:00	1	0	0	0	1	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	0	0	1	1	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	1
H/TOT	1	0	0	0	1	0	1	0	0	1
17:00	0	0	0	0	0	1	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	1
18:00	1	0	0	0	1	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	0
P/TOT	11	4	0	0	15	6	2	0	0	8



SITE: 1

DATE: 04/06/2025

LOCATION: Shepley Rd

DAY: Wednesday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	1	0	0	0	1	0	0	1	0	1
07:15	0	1	0	0	1	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	1	0	0	0	0	0
H/TOT	2	1	0	0	3	0	0	1	0	1
08:00	0	0	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	3	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	1	0	0	0	0	0
09:30	1	0	0	0	1	0	0	0	0	0
09:45	1	0	0	0	1	0	0	0	0	0
H/TOT	3	0	0	0	3	0	0	0	0	0
10:00	0	0	0	0	0	1	0	0	0	1
10:15	1	0	0	0	1	0	0	0	0	0
10:30	0	0	0	0	0	1	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	2	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	2	0	0	2	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	2	0	0	2	1	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	2	0	0	0	2
12:45	1	1	0	0	2	0	0	0	0	0
H/TOT	1	1	0	0	2	2	0	0	0	2
13:00	1	0	0	0	1	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	1	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	0	0	0	1
14:00	1	0	0	0	1	0	0	0	0	0
14:15	1	0	0	0	1	1	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	2	1	0	0	0	1
15:00	1	0	0	0	1	0	0	0	0	0
15:15	2	0	0	0	2	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	3	0	0	0	0	0
16:00	1	0	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	0	0	1
16:45	0	1	0	0	1	1	0	0	0	1
H/TOT	1	1	0	0	2	1	1	0	0	2
17:00	0	0	0	0	0	0	2	0	0	2
17:15	0	1	0	0	1	0	2	0	0	2
17:30	1	2	0	0	3	1	0	0	0	1
17:45	1	0	0	0	1	0	0	0	0	0
H/TOT	2	3	0	0	5	1	4	0	0	5
18:00	0	0	0	0	0	0	1	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	0	0	1
P/TOT	16	8	0	0	24	12	6	1	0	19



SITE: 1

DATE: 05/06/2025

LOCATION: Shepley Rd

DAY: Thursday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	1	0	0	0	1	1	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	0	0	0	1
08:00	0	0	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	2	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	3	0	0	0	3
09:00	2	0	0	0	2	0	0	0	0	0
09:15	1	0	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	1	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	3	1	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	1	0	0	0	1	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	0
13:00	1	0	0	0	1	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	0	0	1	1	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	1	0	0	1
16:30	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	1	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	2	0	0	0	2
17:30	0	0	0	0	0	1	0	0	0	1
17:45	2	0	0	0	2	0	0	0	0	0
H/TOT	2	0	0	0	2	3	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
P/TOT	9	0	0	0	9	10	2	0	0	12



SITE: 1

DATE: 06/06/2025

LOCATION: Shepley Rd

DAY: Friday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	1	0	0	0	1	1	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	1	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	2	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	1	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	0
09:00	3	0	0	0	3	1	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	1	0	1	0	0	1
09:45	1	0	0	0	1	0	2	0	0	2
H/TOT	5	0	0	0	5	1	3	0	0	4
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	1	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	2	0	0	2	0	0	0	0	0
12:15	2	0	0	0	2	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	2	0	0	4	1	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	1	0	0	1	0	0	0	0	0
H/TOT	0	1	0	0	1	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	1	0	0	0	0	0
14:45	1	0	0	0	1	1	0	0	0	1
H/TOT	2	0	0	0	2	1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	1	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	1	0	0	0	0	0
16:45	3	0	0	0	3	0	0	0	0	0
H/TOT	3	1	0	0	4	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	2	0	0	0	0	0
17:45	2	2	0	0	4	0	0	0	0	0
H/TOT	4	2	0	0	6	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	3	0	0	0	3
18:30	0	1	0	0	1	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	1	3	0	0	0	3
P/TOT	18	7	0	0	25	10	3	0	0	13



SITE: 1

DATE: 07/06/2025

LOCATION: Shepley Rd

DAY: Saturday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	0	0	0	1
08:30	1	0	0	0	1	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	0	0	0	1
09:00	2	0	0	0	2	1	0	0	0	1
09:15	5	1	0	0	6	1	0	0	0	1
09:30	2	0	0	0	2	0	0	0	0	0
09:45	2	0	0	0	2	3	0	0	0	3
H/TOT	11	1	0	0	12	5	0	0	0	5
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	0	1	0	0	0	0	0
10:30	1	0	0	0	1	0	2	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	2	0	2	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	0	1
11:30	0	0	0	0	0	1	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	1	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	1	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	1	1	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	0	0	0	1
15:00	0	0	0	0	0	1	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	2	1	0	0	3
H/TOT	0	0	0	0	0	3	1	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	0	0	1	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	1	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
P/TOT	16	2	0	0	18	13	4	0	0	17



SITE: 1

DATE: 08/06/2025

LOCATION: Shepley Rd

DAY: Sunday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	1	1	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	1	0	0	2
08:00	0	0	0	0	0	2	0	0	0	2
08:15	1	0	0	0	1	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1
08:45	2	0	0	0	2	0	0	0	0	0
H/TOT	3	0	0	0	3	3	0	0	0	3
09:00	2	1	0	0	3	1	0	0	0	1
09:15	0	1	0	0	1	1	0	0	0	1
09:30	2	0	0	0	2	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	4	2	0	0	6	2	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	1	0	0	0	1
10:30	1	0	0	0	1	0	0	0	0	0
10:45	0	0	0	0	0	0	2	0	0	2
H/TOT	1	0	0	0	1	1	2	0	0	3
11:00	2	0	0	0	2	3	1	0	0	4
11:15	0	0	0	0	0	2	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	1	0	0	0	0	0
H/TOT	3	0	0	0	3	5	1	0	0	6
12:00	0	0	0	0	0	0	0	0	0	0
12:15	2	0	0	0	2	0	0	0	0	0
12:30	0	1	0	0	1	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	3	0	0	0	0	0
13:00	0	0	0	0	0	0	1	0	0	1
13:15	0	0	0	0	0	2	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	2	1	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0
14:15	3	0	0	0	3	0	0	0	0	0
14:30	0	0	0	0	0	4	0	0	0	4
14:45	0	0	0	0	0	1	0	0	0	1
H/TOT	3	0	0	0	3	5	0	0	0	5
15:00	0	0	0	0	0	0	0	0	0	0
15:15	3	0	0	0	3	0	0	0	0	0
15:30	3	1	0	0	4	1	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	7	1	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	0	0	0
16:30	1	0	0	0	1	1	1	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	2	1	1	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
P/TOT	24	4	0	0	28	21	6	0	0	27



SITE: 1

DATE: 09/06/2025

LOCATION: Shepley Rd

DAY: Monday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	1	1	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	1	1	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	2	0	0	0	2
09:00	1	0	0	0	1	2	0	0	0	2
09:15	0	1	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	0	1	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	2	2	1	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	1	1	0	0	0	1
10:30	0	2	0	0	2	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	2	0	0	3	1	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	1	0	0	0	0	0
11:30	1	0	0	0	1	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	2	0	0	0	0	0
12:00	1	0	0	0	1	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	1	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	1	1	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	1	0	0	0	1
14:45	0	0	0	0	0	2	0	0	0	2
H/TOT	1	0	0	0	1	4	0	0	0	4
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	1	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	1	0	1	0	0	0	0	0
H/TOT	0	0	2	0	2	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	1
17:00	1	0	0	0	1	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	0
18:00	1	0	0	0	1	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	1	0	0	0	0	0
18:45	0	2	0	0	2	1	0	0	0	1
H/TOT	2	2	0	0	4	1	0	0	0	1
P/TOT	8	7	2	0	17	13	1	0	0	14



	Site / Location: Site 2 – Stone Wood Lane	Project No: 16823	Drawing No: 16823-02	Drawn By: MN
	Survey Date: Tuesday 3rd to Monday 9th June 2025	Project Name: Stone Wood Lane		
	Survey Times: 0700 – 1900	Drawing Title: Site Layout and Observed Movements		



SITE: 2

DATE: 03/06/2025

LOCATION: Stone Wood Lane

DAY: Tuesday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	1	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	1	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	1	0	0	0	1
09:15	1	0	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	1	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	1	0	0	0	0	0
H/TOT	0	1	0	0	1	0	0	0	0	0
12:00	0	1	0	0	1	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	1	0	0	0	0	0
H/TOT	1	1	0	0	2	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	1	1	0	0	2	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	2	0	0	0	0	0
14:00	0	0	0	0	0	0	1	0	0	1
14:15	1	0	0	0	1	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	0	0	1	1	1	0	0	2
15:00	1	0	0	0	1	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	1	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	0	0	0	1
16:00	0	0	0	0	0	1	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	1	0	0	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	1	1	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	1	0	0	2
P/TOT	6	4	0	0	10	6	2	0	0	8



SITE: 2

DATE: 04/06/2025

LOCATION: Stone Wood Lane

DAY: Wednesday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	1	0	0	1	0	1
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	1	0	0	1	0	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	1	0	0	0	1
09:00	1	0	0	0	1	2	0	0	0	2
09:15	1	0	0	0	1	0	0	0	0	0
09:30	1	0	0	0	1	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	3	2	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	1	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	2	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	2	0	0	2	2	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	2	2	0	0	0	2
12:00	0	0	0	0	0	0	1	0	0	1
12:15	0	0	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	1	2	0	0	0	2
H/TOT	0	1	0	0	1	3	1	0	0	4
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	0	1	1	0	0	0	1
H/TOT	1	0	0	0	1	1	0	0	0	1
14:00	1	0	0	0	1	1	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	0	0	0	1
15:00	2	0	0	0	2	1	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	1	0	0	0	1
H/TOT	2	0	0	0	2	2	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	1	0	1	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	1	0	1	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	2	0	0	2	0	1	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	1	1	0	0	0	1
H/TOT	1	2	0	0	3	1	1	0	0	2
18:00	0	0	0	0	0	0	1	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	1	0	0	0	0	0
H/TOT	1	0	0	0	1	0	1	0	0	1
P/TOT	9	7	0	0	16	15	4	1	0	20



SITE: 2

DATE: 05/06/2025

LOCATION: Stone Wood Lane

DAY: Thursday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	1	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	2	0	0	0	2
H/TOT	0	0	0	0	0	3	0	0	0	3
09:00	1	0	0	0	1	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	0	0	1	1	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	1	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	1	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	0
14:00	1	0	0	0	1	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	0	1	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	1	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	0	0	1	1	1	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	1	0	0	0	1
17:30	1	0	0	0	1	1	0	0	0	1
17:45	1	0	0	0	1	0	0	0	0	0
H/TOT	2	0	0	0	2	2	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
P/TOT	6	0	0	0	6	9	2	0	0	11



SITE: 2

DATE: 06/06/2025

LOCATION: Stone Wood Lane

DAY: Friday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	1	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	2	0	0	0	2	0	0	0	0	0
H/TOT	2	0	0	0	2	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	1	1	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	3	0	0	3
H/TOT	1	0	0	0	1	1	3	0	0	4
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	2	0	0	2	0	0	0	0	0
12:15	1	0	0	0	1	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	2	0	0	3	0	0	0	0	0
13:00	0	0	0	0	0	2	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	2	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	1	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	2	1	0	0	3	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	3	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	1	0	0	0	0	0
17:45	0	2	0	0	2	0	0	0	0	0
H/TOT	1	2	0	0	3	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	1	0	0	0	1
18:30	1	0	0	0	1	0	1	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	1	1	0	0	2
P/TOT	8	5	0	0	13	6	4	0	0	10



SITE: 2

DATE: 07/06/2025

LOCATION: Stone Wood Lane

DAY: Saturday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	1	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1
08:45	1	0	0	0	1	0	0	0	0	0
H/TOT	2	0	0	0	2	1	0	0	0	1
09:00	1	0	0	0	1	1	0	0	0	1
09:15	2	1	0	0	3	0	0	0	0	0
09:30	0	0	0	0	0	2	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	4	3	0	0	0	3
10:00	0	1	0	0	1	1	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	1	1	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	1	1	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	2	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	2	0	0	0	2
14:00	1	0	0	0	1	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	1	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	2	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	1	0	0	0	1
15:30	0	0	0	0	0	1	0	0	0	1
15:45	0	0	0	0	0	0	1	0	0	1
H/TOT	0	0	0	0	0	2	1	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	2	0	0	2	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	2	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	1	2	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	2	0	0	3
P/TOT	7	4	0	0	11	11	4	0	0	15



SITE: 2

DATE: 08/06/2025

LOCATION: Stone Wood Lane

DAY: Sunday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	1
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	2	0	0	0	2
08:30	2	0	0	0	2	1	0	0	0	1
08:45	1	0	0	0	1	0	0	0	0	0
H/TOT	3	0	0	0	3	3	0	0	0	3
09:00	1	1	0	0	2	0	0	0	0	0
09:15	0	1	0	0	1	1	0	0	0	1
09:30	0	0	0	0	0	1	0	0	0	1
09:45	0	0	0	0	0	1	0	0	0	1
H/TOT	1	2	0	0	3	3	0	0	0	3
10:00	0	0	0	0	0	1	0	0	0	1
10:15	3	0	0	0	3	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	2	0	0	0	2	0	2	0	0	2
H/TOT	5	0	0	0	5	1	2	0	0	3
11:00	0	0	0	0	0	0	1	0	0	1
11:15	0	0	0	0	0	3	0	0	0	3
11:30	1	0	0	0	1	2	0	0	0	2
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	5	1	0	0	6
12:00	0	0	0	0	0	0	2	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	1	0	0	1	0	0	0	0	0
12:45	2	0	0	0	2	0	0	0	0	0
H/TOT	2	1	0	0	3	0	2	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	2	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	2	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	3	0	0	0	3	0	0	0	0	0
15:15	0	0	0	0	0	2	0	0	0	2
15:30	0	1	0	0	1	0	0	0	0	0
15:45	0	0	0	0	0	1	0	0	0	1
H/TOT	3	1	0	0	4	3	0	0	0	3
16:00	1	0	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	4	0	0	0	4	0	1	0	0	1
16:45	0	0	0	0	0	1	0	0	0	1
H/TOT	5	0	0	0	5	1	1	0	0	2
17:00	0	0	0	0	0	2	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	1	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	3	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
P/TOT	20	4	0	0	24	21	7	0	0	28



SITE: 2

DATE: 09/06/2025

LOCATION: Stone Wood Lane

DAY: Monday

TIME	Northbound					Southbound				
	Ped	Pcl	Horse	Other	TOT	Ped	Pcl	Horse	Other	TOT
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	1	0	0	0	0	0
07:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	1	0	0	1	1	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1
08:45	1	0	0	0	1	1	0	0	0	1
H/TOT	1	0	0	0	1	2	0	0	0	2
09:00	0	0	0	0	0	1	0	0	0	1
09:15	0	1	0	0	1	1	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	0	0	1
H/TOT	0	1	0	0	1	2	1	0	0	3
10:00	0	0	0	0	0	1	0	0	0	1
10:15	0	2	0	0	2	0	0	0	0	0
10:30	0	0	0	0	0	1	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	2	2	0	0	0	2
11:00	1	0	0	0	1	0	0	0	0	0
11:15	0	1	0	0	1	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	2	0	0	0	2	0	0	0	0	0
H/TOT	3	1	0	0	4	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	1	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	2	0	0	0	2	0	0	0	0	0
H/TOT	2	0	0	0	2	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	2	0	0	0	2	2	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	2	2	0	0	0	2
15:00	0	0	1	0	1	2	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	1	0	1	0	0	0	0	0
H/TOT	0	0	2	0	2	2	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	2	0	0	0	2
17:15	1	0	0	0	1	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	1	0	0	0	0	0
H/TOT	2	0	0	0	2	2	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	2	0	0	2	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	2	0	0	0	0	0
P/TOT	10	7	2	0	19	14	1	0	0	15

Appendix B

Sites 3 and 4 NMU Surveys

Site 1: Stone Wood Lane East/PROW

A: Stone Wood Ln (Sth East)

Day: Tuesday

B: PROW (South West)

Date: 3 June 2025

C: Stone Wood Lane (West)

Weather: Please see E mail with this data

D: PROW (North East)

Time	A - B					A - C					A - D				
	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0

Time	A - B					A - C					A - D				
	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
13:45	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	4	0	1	0	5	0	0	0	0	0

Total	1	0	0	0	1	5	0	4	0	9	0	0	0	0	0
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B - A

B - C

B - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3

B - A

B - C

B - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	0	3	0	0	0	3									
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C - A

C - B

C - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0

C - A

C - B

C - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.				
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	2	0	2	0	4	0	0	0	0	0	0	0	0	1	0	1

Total	4	0	2	0	6	0	1	0	1							
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D - A

D - B

D - C

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
11:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
11:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0

D - A

D - B

D - C

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	7	0	1	0	8	0	0	0	0	0

Total	2	0	0	0	2	12	0	1	0	13	0	0	0	0	0
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Summary

Site 1:	Stone Wood Lane East/PROW	A:	Stone Wood Lane (South East)
Day:	Tuesday	B:	PROW Crossing (South West)
Date:	3 June 2025	C:	Stone Wood Lane (West)
Weather:	Please see E mail with this data	D:	PROW Crossing (North East)

From A

From B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	1	0	0	0	0	0
07:45	0	0	0	0	0	1	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	2	0	2	0	0	0	0	0
12:15	0	0	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	3	0	4	3	0	0	0	3

Summary

From A

From B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	1	0	0	0	0	0
13:45	2	0	0	0	2	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	1	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	1	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	5	0	1	0	6	0	0	0	0	0

Total	6	0	4	0	10	3	0	0	0	3
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Summary

From C

From D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	1	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	1	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	1	0	0	0	1
11:15	0	0	0	0	0	1	0	0	0	1
11:30	0	0	0	0	0	1	0	0	0	1
11:45	0	0	0	0	0	1	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	5	0	0	0	5

Summary

From C

From D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	1	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	1	0	1	0	0	0	0	0
14:15	0	0	0	0	0	0	0	1	0	1
14:30	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	1	1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	2	0	0	0	2
16:15	0	0	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	2	0	2	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	3	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	1	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	3	0	5	9	0	1	0	10

Total	4	0	3	0	7	14	0	1	0	15
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Summary

To A

To B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	1	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	1	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	1	0	0	0	1
11:15	0	0	0	0	0	1	0	0	0	1
11:30	0	0	0	0	0	1	0	0	0	1
11:45	0	0	0	0	0	1	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	5	0	0	0	5

Summary

To A

To B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	1	0	0	0	1
13:45	0	0	0	0	0	1	0	0	0	1
14:00	0	0	1	0	1	0	0	0	0	0
14:15	0	0	0	0	0	0	0	1	0	1
14:30	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	1	1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	1	1	0	0	0	1
16:15	0	0	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	1	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	3	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	1	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	4	0	2	0	6	8	0	1	0	9

Total	6	0	2	0	8	13	0	1	0	14
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Summary

To C

To D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	1	0	0	0	0	0
07:45	0	0	0	0	0	1	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	2	0	2	0	0	0	0	0
12:15	0	0	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	3	0	4	3	0	0	0	3

Summary

To C

To D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	1	0	0	0	0	0
13:45	1	0	0	0	1	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	1	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	1
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	1	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	4	0	1	0	5	0	0	1	0	1

Total	5	0	4	0	9	3	0	1	0	4
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STONE WOOD LANE EAST, SHEPLEY NON-MOTORISED SURVEY - TUES. 3 JUNE 2025

FROM A

Time	No.	Move.	Ad./Ch.	Mode
07:30	1	C	Adult	P/C
09:25	1	C	Adult	Ped
12:01	1	C	Adult	P/C
12:02	1	C	Adult	P/C
13:00	1	C	Adult	Ped
13:36	1	C	Adult	P/C
13:51	1	B	Adult	Ped
14:28	1	D	Adult	Ped
15:06	1	C	Adult	Ped
18:05	1	C	Adult	Ped

FROM B

Time	No.	Move.	Ad./Ch.	Mode
07:56	1	D	Adult	D/W
08:36	1	D	Adult	D/W
12:23	1	D	Adult	D/W

FROM C

Time	No.	Move.	Ad./Ch.	Mode
08:59	1	A	Adult	Ped
10:40	1	A	Adult	Ped
14:03	1	A	Adult	P/C
14:48	1	A	Adult	Ped
15:35	1	A	Adult	Ped
16:55	1	D	Adult	P/C
18:37	1	A	Adult	P/C

FROM D

Time	No.	Move.	Ad./Ch.	Mode
08:12	1	B	Adult	D/W
11:04	1	B	Adult	D/W
11:21	1	B	Adult	D/W
11:38	1	B	Adult	D/W
11:51	1	B	Adult	Jogger
13:37	1	B	Adult	Jogger
14:18	1	B	Adult	P/C
14:46	1	B	Adult	Jog/DW
16:07	1	A	Adult	Ped
16:07	1	B	Adult	D/W
16:19	1	B	Adult	D/W
18:01	1	B	Adult	D/W
18:09	2	B	Adult	Ped
18:33	1	A	Adult	Jog/DW

Site 1: Stone Wood Lane East/PROW

A: Stone Wood Ln (Sth East)

Day: Thursday

B: PROW (South West)

Date: 5 June 2025

C: Stone Wood Lane (West)

Weather: Please see E mail with this data

D: PROW (North East)

A - B

A - C

A - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0

Time	A - B					A - C					A - D				
	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0

Total	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0
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B - A

B - C

B - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5

B - A

B - C

B - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5
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C - A

C - B

C - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0

Time	C - A					C - B					C - D				
	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	4	0	0	0	0	0	1	0	0	0	1

Total	7	0	2	0	9	0	0	0	0	0	1	0	0	0	1
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D - A

D - B

D - C

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
09:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0

D - A

D - B

D - C

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0

Total	1	0	0	0	1	13	0	0	0	13	0	0	0	0	0
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Summary

Site 1:	Stone Wood Lane East/PROW	A:	Stone Wood Lane (South East)
Day:	Thursday	B:	PROW Crossing (South West)
Date:	5 June 2025	C:	Stone Wood Lane (West)
Weather:	Please see E mail with this data	D:	PROW Crossing (North East)

Time	From A					From B				
	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	2	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	1	0	0	0	1
09:00	1	0	0	0	1	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	1	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	1	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	6	0	0	0	6

Summary

From A

From B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	1	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	1	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	1	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	4	0	0	0	0	0

Total	5	0	0	0	5	6	0	0	0	6
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Summary

From C

From D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	1	0	0	0	1	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	1	0	0	0	1
08:15	1	0	0	0	1	0	0	0	0	0
08:30	1	0	0	0	1	0	0	0	0	0
08:45	1	0	0	0	1	2	0	0	0	2
09:00	0	0	0	0	0	1	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	1	3	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	1	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	0	5	8	0	0	0	8

Summary

From C

From D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	1	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	1	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	1	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	1	0	0	0	1
16:15	0	0	1	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	1	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	0	0	0
17:30	1	0	0	0	1	0	0	0	0	0
17:45	0	0	0	0	0	2	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	3	0	2	0	5	6	0	0	0	6

Total	8	0	2	0	10	14	0	0	0	14
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Summary

To A

To B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	1	0	0	0	1	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	1	0	0	0	1
08:15	1	0	0	0	1	0	0	0	0	0
08:30	1	0	0	0	1	0	0	0	0	0
08:45	1	0	0	0	1	2	0	0	0	2
09:00	0	0	0	0	0	1	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	1	3	0	0	0	3
10:00	1	0	0	0	1	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	1	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	6	0	0	0	6	8	0	0	0	8

Summary

To A

To B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	1	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	2	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	1	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	1	0	0	0	1
16:15	0	0	1	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	1	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	0	0	0
17:30	1	0	0	0	1	0	0	0	0	0
17:45	0	0	0	0	0	2	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	3	0	2	0	5	6	0	0	0	6

Total	9	0	2	0	11	14	0	0	0	14
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Summary

To C

To D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	2	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	1	0	0	0	1
09:00	1	0	0	0	1	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	1	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	5	0	0	0	5

Summary

To C

To D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	1	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	1	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	3	1	0	0	0	1

Total	4	0	0	0	4	6	0	0	0	6
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STONE WOOD LANE EAST, SHEPLEY NON-MOTORISED SURVEY - THURS. 5 JUNE 2025

FROM A

Time	No.	Move.	Ad./Ch.	Mode
09:07	1	C	Adult	Ped
13:26	1	D	Adult	D/W
14:10	1	B	Adult	Ped
16:22	1	C	Adult	Ped
17:50	1	C	Adult	Ped

FROM B

Time	No.	Move.	Ad./Ch.	Mode
08:00	1	D	Adult	D/W
08:29	2	D	Adult	D/W
09:03	1	D	Adult	D/W
10:08	1	A	Adult	D/W
12:08	1	D	Adult	Ped

FROM C

Time	No.	Move.	Ad./Ch.	Mode
07:14	1	A	Adult	Ped
08:20	1	A	Adult	Ped
08:40	1	A	Adult	Ped
08:47	1	A	Adult	Ped
09:49	1	A	Adult	D/W
14:34	1	A	Adult	P/C
16:25	1	A	Adult	P/C
16:45	1	D	Adult	Ped
17:24	1	A	Adult	Jogger
17:30	1	A	Adult	Ped

FROM D

Time	No.	Move.	Ad./Ch.	Mode
08:11	1	B	Adult	D/W
08:46	1	B	Adult	D/W
08:48	1	B	Adult	D/W
09:13	1	B	Adult	D/W
09:53	1	B	Adult	D/W
09:58	2	B	Adult	D/W
12:10	1	B	Adult	D/W
13:32	1	B	Adult	D/W
14:02	1	B	Adult	Ped
16:13	1	B	Adult	D/W
16:49	1	A	Adult	Ped
17:57	2	B	Adult	Ped

Site 2: Stone Wood Lane West/PROW

A: Stone Wood Lane (East)

Day: Tuesday

B: PROW Crossing (South)

Date: 3 June 2025

C: Stone Wood Lane (North)

Weather: Please see E mail with this data

D: PROW Crossing (North)

A - B

A - C

A - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0

Time	A - B					A - C					A - D				
	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0

Total	0	0	0	0	0	4	0	4	0	8	0	0	0	0	0
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B - A

B - C

B - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1

B - A

B - C

B - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2

Total	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3
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C - A

C - B

C - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1

Time	C - A					C - B					C - D				
	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	2	0	3	0	5	1	0	0	0	1	3	0	0	0	3

Total	5	0	3	0	8	2	0	0	0	2	4	0	0	0	4
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D - A

D - B

D - C

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	3	11	0	0	14	0	0	0	0	0
11:30	0	0	0	0	0	3	11	0	0	14	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	9	22	0	0	31	2	0	0	0	2

D - A

D - B

D - C

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	5	21	0	0	26	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	6	21	0	0	27	2	0	0	0	2

Total	0	0	0	0	0	15	43	0	0	58	4	0	0	0	4
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Summary

Site 2:	Stone Wood Lane West/PROW	A:	Stone Wood Lane (East)
Day:	Tuesday	B:	PROW Crossing (South)
Date:	3 June 2025	C:	Stone Wood Lane (North)
Weather:	Please see E mail with this data	D:	PROW Crossing (North)

From A

From B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	1	1	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	2	0	2	1	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	1	0	0	0	1
Total	1	0	3	0	4	3	0	0	0	3

Summary

From A

From B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	1	0	0	0	1	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	1	2	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	1	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	1	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	3	0	1	0	4	2	0	0	0	2

Total	4	0	4	0	8	5	0	0	0	5
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Summary

Time	From C					From D				
	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	2	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	1	1	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	1	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	1	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	1	3	11	0	0	14
11:30	0	0	0	0	0	3	11	0	0	14
11:45	0	0	0	0	0	1	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	1	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	0	5	11	22	0	0	33

Summary

From C

From D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	1	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	1	0	1	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	1	0	0	0	0	0
14:45	0	0	0	0	0	1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	5	21	0	0	26
15:45	1	0	0	0	1	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	1	0	0	0	1
16:45	0	0	1	0	1	0	0	0	0	0
17:00	1	0	0	0	1	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	1	0	1	0	0	0	0	0
18:45	2	0	0	0	2	0	0	0	0	0
Total	6	0	3	0	9	8	21	0	0	29

Total	11	0	3	0	14	19	43	0	0	62
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Summary

To A

To B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	1	1	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	1	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	4	11	0	0	15
11:30	0	0	0	0	0	3	11	0	0	14
11:45	0	0	0	0	0	1	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	1	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	3	10	22	0	0	32

Summary

To A

To B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	1	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	1	0	1	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	1	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	5	21	0	0	26
15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	1	0	0	0	0	0
17:00	0	0	0	0	0	1	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	1	0	1	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	3	0	5	7	21	0	0	28

Total	5	0	3	0	8	17	43	0	0	60
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Summary

To C

To D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	2	0	0	0	0	0
07:30	0	0	1	0	1	1	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	1	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	1	0	2	0	3	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	1	0	0	0	0	0
Total	5	0	3	0	8	2	0	0	0	2

Summary

To C

To D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	1	0	0	0	1	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	1	2	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	1	0	0	0	0	0
15:00	1	0	0	0	1	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	1	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	1	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	2	0	0	0	2
Total	5	0	1	0	6	5	0	0	0	5

Total	10	0	4	0	14	7	0	0	0	7
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STONE WOOD LANE WEST, SHEPLEY NON-MOTORISED SURVEY - TUES. 3 JUNE 2025

FROM A

Time	No.	Move.	Ad./Ch.	Mode
07:30	1	To C	Adult	P/C
09:27	1	To C	Adult	Ped
12:02	1	To C	Adult	P/C
12:03	1	To C	Adult	P/C
13:05	1	To C	Adult	Ped
13:36	1	To C	Adult	P/C
15:08	1	To C	Adult	Ped
18:08	1	To C	Adult	Ped

FROM B

Time	No.	Move.	Ad./Ch.	Mode
07:28	1	D	Adult	D/W
12:01	1	C	Adult	D/W
12:47	1	C	Adult	Ped
13:30	2	D	Adult	Ped

FROM C

Time	No.	Move.	Ad./Ch.	Mode
08:55	1	A	Adult	Ped
09:57	1	D	Adult	D/W
10:36	1	A	Adult	Ped
11:29	1	B	Adult	D/W
12:19	1	A	Adult	D/W
14:02	1	A	Adult	P/C
14:44	1	A	Adult	Ped
15:32	1	A	Adult	Ped
15:56	1	D	Adult	D/W
16:52	1	A	Adult	P/C
17:06	1	B	Adult	Ped
18:34	1	A	Adult	P/C
18:55	2	D	Adult	D/W

FROM D

Time	No.	Move.	Ad./Ch.	Mode
07:29	2	C	Adult	Jogger
08:08	1	B	Adult	D/W
08:52	1	B	Adult	D/W
11:17	3/11	B	Ad./Ch.	Ped
11:31	3/11	B	Ad./Ch.	Ped
11:55	1	B	Adult	D/W
13:06	1	B	Adult	D/W
14:56	1	C	Adult	Jogger
15:31	3/11	B	Ad./Ch.	Ped
15:32	2/10	B	Adult	Ped
16:30	1	C	Adult	Ped

Site 2: Stone Wood Lane West/PROW

A: Stone Wood Lane (East)

Day: Thursday

B: PROW Crossing (South)

Date: 5 June 2025

C: Stone Wood Lane (North)

Weather: Please see E mail with this data

D: PROW Crossing (North)

A - B

A - C

A - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0

Time	A - B					A - C					A - D				
	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0

Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
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B - A

B - C

B - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
09:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
09:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3

B - A

B - C

B - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1

Total	0	0	0	0	0	6	0	0	0	6	4	0	0	0	4
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C - A

C - B

C - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0

C - A

C - B

C - D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	2	0	5	0	0	0	0	0	3	0	0	0	3

Total	5	0	2	0	7	2	0	0	0	2	3	0	0	0	3
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D - A

D - B

D - C

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
08:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	4	12	0	0	16	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	6	12	0	0	18	1	0	0	0	1

D - A

D - B

D - C

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.		Ad.	Ch.			
13:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	6	23	0	0	29	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	8	23	0	0	31	2	0	0	0	2

Total	0	0	0	0	0	14	35	0	0	49	3	0	0	0	3
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Summary

Site 2:	Stone Wood Lane West/PROW	A:	Stone Wood Lane (East)
Day:	Thursday	B:	PROW Crossing (South)
Date:	5 June 2025	C:	Stone Wood Lane (North)
Weather:	Please see E mail with this data	D:	PROW Crossing (North)

Time	From A					From B				
	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	0	0	0	1
08:30	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	1	1	0	0	0	1
09:15	0	0	0	0	0	1	0	0	0	1
09:30	0	0	0	0	0	2	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	1	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	1	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	8	0	0	0	8

Summary

From A

From B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	1	0	0	0	1
13:15	0	0	0	0	0	1	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	1	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	2	0	0	0	2

Total	3	0	0	0	3	10	0	0	0	10
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Summary

From C

From D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	1	0	0	0	1	1	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1
08:45	2	0	0	0	2	1	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	1	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	4	12	0	0	16
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	4	7	12	0	0	19

Summary

From C

From D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	2	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	1	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	6	23	0	0	29
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	1	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	2	0	0	0	2	0	0	0	0	0
17:30	1	0	0	0	1	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	2	0	0	0	2	0	0	0	0	0
18:15	0	0	0	0	0	2	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	6	0	2	0	8	10	23	0	0	33

Total	10	0	2	0	12	17	35	0	0	52
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Summary

To A

To B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	1	0	0	0	1	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	3	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	1	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	4	12	0	0	16
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	8	12	0	0	20

Summary

To A

To B

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	0	0	0	0	0	2	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	1	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	6	23	0	0	29
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	1	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	2	0	0	0	2	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	3	0	2	0	5	8	23	0	0	31

Total	5	0	2	0	7	16	35	0	0	51
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Summary

To C

To D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
07:00	1	0	0	0	1	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	0	0	0	1
08:30	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0
09:00	2	0	0	0	2	0	0	0	0	0
09:15	1	0	0	0	1	0	0	0	0	0
09:30	2	0	0	0	2	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	1	0	0	0	1	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	1	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0
Total	7	0	0	0	7	3	0	0	0	3

Summary

To C

To D

Time	Pedestrian		Pedal Cycle		Total	Pedestrian		Pedal Cycle		Total
	Ad.	Ch.	Ad.	Ch.		Ad.	Ch.	Ad.	Ch.	
13:00	1	0	0	0	1	0	0	0	0	0
13:15	0	0	0	0	0	1	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	1	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	1	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	2	0	0	0	2
18:15	2	0	0	0	2	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	0	5	4	0	0	0	4

Total	12	0	0	0	12	7	0	0	0	7
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STONE WOOD LANE WEST, SHEPLEY NON-MOTORISED SURVEY - THURS. 5 JUNE 2025

FROM A

Time	No.	Move.	Ad./Ch.	Mode
09:10	1	To C	Adult	Ped
16:25	1	To C	Adult	Ped
16:54	1	To C	Adult	Ped

FROM B

Time	No.	Move.	Ad./Ch.	Mode
08:25	1	D	Adult	D/W
08:38	1	D	Adult	D/W
09:10	1	C	Adult	D/W
09:25	1	C	Adult	Jog/DW
09:34	2	C	Adult	D/W
12:05	1	C	Adult	D/W
12:41	1	D	Adult	D/W
13:03	1	C	Adult	Ped
13:21	1	D	Adult	D/W

FROM C

Time	No.	Move.	Ad./Ch.	Mode
07:10	1	A	Adult	Ped
08:47	2	B	Adult	D/W
09:45	1	A	Adult	D/W
14:31	1	A	Adult	P/C
16:22	1	A	Adult	P/C
16:42	1	A	Adult	Ped
17:22	1	A	Adult	Jogger
17:26	1	A	Adult	Ped
17:38	1	D	Adult	D/W
18:00	2	D	Adult	D/W

FROM D

Time	No.	Move.	Ad./Ch.	Mode
07:11	1	C	Adult	Jog/DW
08:34	1	B	Adult	D/W
08:48	1	B	Adult	D/W
11:38	4/12	B	Ad./Ch.	Ped
13:00	1	B	Adult	D/W
13:08	1	B	Adult	D/W
15:48	3/11	B	Ad./Ch.	Ped
15:58	3/12	B	Ad./Ch.	Ped
18:27	2	C	Adult	D/W

Appendix E – Bankfield Drive, Holmebridge (Ref: 2023/91212) Kirklees Council Pre-app Advice Dated 5/7/22



Enquiries to: Ellie Worth

Candy Day
Land off
Bankfield Drive
Holmebridge
Holmfirth
HD9 2PH

Kirklees Direct
Tel: 01484 414746
Email: Ellie.Worth@kirklees.gov.uk

Date: 05-Jul-2022
Our Ref: 2022/20239

Dear Madam,

Pre-application advice for residential development at land off, Bankfield Drive, Holmebridge, Holmfirth, HD9 2PH

I acknowledge receipt of your recent application for pre-application advice submitted on for the above location. Firstly, I would like to apologise for the delay in this response.

1. Summary of location

This enquiry seeks advice from the Local Planning Authority for the proposed residential development. The enquiry is supported by a location plan, site plan and indicative elevations and floor plans for each house type.

The indicative site layout proposes 25 units on a housing allocation site. The scheme would provide 5 x 2 bed units, 14 x 3 bed units and 6 x 4 bed units. The 2 bed units would all be affordable (a total of 5).

2. Relevant Planning History

Enquiry Site

The site has no planning history within the last ten years. An older application relates to outline permission for residential development (92/04281), which was refused and dismissed at appeal.

Surrounding Area

None relevant to the current enquiry.

3. Land allocation and relevant planning policy

Planning policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27/02/2019).

The site is a designated housing allocation on the Kirklees Local Plan (site allocation: HS183). The site allocation carries full weight and sets out an indicative housing capacity of 23 dwellings.

Site allocation HS183 identifies the following constraints relevant to the site:

- Public right of way to the south of this site
- Proximity to Special Protection Area / Special Area of Conservation
- Proximity to a Local Wildlife Site

The relevant policies are as follows:

- **LP1** – Presumption in favour of sustainable development
- **LP2** – Place shaping
- **LP3** – Location of new development
- **LP7** – Efficient and effective use of land and buildings
- **LP11** – Housing mix and affordable housing
- **LP20** – Sustainable travel
- **LP21** – Highways and access
- **LP22** – Parking
- **LP24** – Design
- **LP26** – Renewable and low carbon energy
- **LP28** – Drainage
- **LP30** – Biodiversity and geodiversity
- **LP32** – Landscape
- **LP33** – Trees
- **LP34** – Conserving and enhancing the water environment
- **LP35** – Historic environment
- **LP47** – Healthy, active and safe lifestyles
- **LP51** – Protection and improvement of local air quality
- **LP52** – Protection and improvement of environmental quality
- **LP53** – Contaminated and unstable land
- **LP63** – New open space

Local Plan submission documents can be views on the following website:

<http://www.kirklees.gov.uk/beta/planning-policy/local-plan.aspx>

The following are relevant Supplementary Planning Documents or other guidance documents published by, or with, Kirklees Council.

Supplementary Planning Documents

- Housebuilders Design Guide SPD (2021)
- Highway Design Guide SPD (2019)

- Open Space SPD (2021)

Other relevant local and regional guidance and documents include:

- Kirklees Interim Affordable Housing Policy (2020)
- Biodiversity Net Gain Technical Advice Note (2021)
- Planning Applications Climate Change Guidance (2021)
- West Yorkshire Low Emissions Strategy and Air Quality and Emissions Technical Planning Guidance (2016)
- Waste Management Design Guide for New Developments (2020)
- Green Streets® Principles for the West Yorkshire Transport Fund

These documents may be found online.

Holme Valley Neighbourhood Development Plan (2020-2031)

The Holme Valley Neighbourhood Development Plan was adopted on 8th December 2021 and therefore forms part of the Development Plan.

Therefore, the policies most relevant are:

- Policy 1 – Protecting and Enhancing the Landscape Character of Holme Valley
- Policy 2 – Protecting and Enhancing the Built Character of the Holme Valley and Promoting High Quality Design
- Policy 6 – Building Homes for the Future
- Policy 11 – Improving Transport, Accessibility and Local Infrastructure.
- Policy 12 – Promoting Sustainability
- Policy 13 – Protecting Wildlife and Securing Biodiversity Net Gain

The application site is within Landscape Character Area 4 – River Holme Settled Valley Floor as identified with the neighbourhood plan.

Key landscape characteristic of the area are:

- Framed views from the settled valley floor to the upper valley sides and views across to opposing valley slopes and beyond towards the Peak District National Park.
- Boundary treatments comprised largely of millstone grit walling. The stone walling which runs parallel with Upperthong Lane is representative of local vernacular detailing.
- A network of Public Rights of Way (PRoW) including the Holme Valley Riverside Way which follows the River Holme from Holmbridge through Holmfirth and downstream. National Cycle Route no. 68 follows minor roads through Upperthong towards the centre of Holmfirth before climbing the opposing valley slopes.
- Mill ponds reflect industrial heritage and offer recreation facilities

Key built characteristic of the area are:

- Mill buildings, chimneys and ponds, including Ribbleden Mill with its chimney, associated mill worker houses and ashlar fronted villas link the area to its industrial and commercial heritage and are a legacy of the area's former textile industry.
- Terraced cottages and distinctive over and under dwellings feature on the steep hillsides with steep ginnels, often with stone setts and narrow roads.

- Narrow winding streets with stepped passageways, stone troughs and setts characterise the sloping hillsides above Holmfirth town centre.
- Small tight knit settlements on the upper slopes are characterised by their former agricultural and domestic textile heritage.
- There are mixed areas of historic and more recent residential and commercial developments

National Policies and Guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF), published 20th July 2021, and the Planning Practice Guidance Suite (PPGS), first launched 6th March 2014, together with Circulars, Ministerial Statements and associated technical guidance.

The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

- **Chapter 2** – Achieving sustainable development
- **Chapter 4** – Decision-making
- **Chapter 5** – Delivering a sufficient supply of homes
- **Chapter 8** – Promoting healthy and safe communities
- **Chapter 11** – Making effective use of land
- **Chapter 12** – Achieving well-designed places
- **Chapter 14** – Meeting the challenge of climate change, flooding and coastal change
- **Chapter 15** – Conserving and enhancing the natural environment
- **Chapter 16** – Conserving and enhancing the historic environment

The National Planning Policy Framework (NPPF) can be viewed at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60777/2116950.pdf

Other

- DCLG: Technical Housing Standards – Nationally Described Space Standard
- MHCLG: National Design Guide (2021)

4. Consultations undertaken

Internal consultees

The below lists the internal groups consulted as part of this pre-application enquiry. Their feedback is contained within the following commentary below.

- KC Waste Strategy
- KC Crime Prevention
- KC Ecology
- KC Education
- KC Environmental Health

- KC Highways Development Management
- KC Landscape
- KC Lead Local Flood Authority
- KC Mineral
- KC Footpaths
- KC Strategic Housing
- KC Trees

External consultees

Kirklees LPA do not consult external groups as part of the pre-application service. Based on the details held at this time, the following bodies would be consulted at full application stage:

- Yorkshire Water

Ward members

Local ward members were notified of the pre-application. The site falls within Holme Valley South Ward where the members are:

- Cllr Donald Firth
- Cllr Paul Davies
- Cllr Moses Crook

Comments have been provided raising concern regarding the overdevelopment of the site and the unsuitability of the highway.

5. Relevant matters for consideration

Principle of Development

Sustainable development and climate change

The planning system establishes a presumption in favour of sustainable development. At application stage you would need to submit supporting information to demonstrate that the proposed development would achieve net gains in respect of all three sustainable development objectives (economic, social and environmental).

Chapters 2, 9, 14 and 15 of the NPPF are particularly relevant to your proposals in relation to climate change, as are Local Plan policies LP1, LP20, LP21, LP24, LP26, LP27 and LP28, and the vision and strategic objectives set out in chapter 4 of the Local Plan. The council approved Climate Emergency measures at its meeting of full Council on 16th of January 2019, and you may also be aware of the West Yorkshire Combined Authority's pledge for the Leeds City Region to reach net zero carbon emissions by 2038.

Measures would be necessary to encourage the use of sustainable modes of transport. A development which was entirely reliant on users travelling by private car is unlikely to be considered sustainable. At application stage, adequate provision for pedestrians and cyclists should be demonstrated. Cycle storage, electric vehicle charging points, and other measures would be required. Drainage and flood risk minimisation measures would need to account for climate change. These points would be elaborated on where relevant within this response.

Your attention is drawn to the Council's Planning Applications Climate Change Guidance (June 2021). Appendix A of the document includes a templated 'climate change statement'. This allows for you to detail how climate change, its causes and impacts, have been considered and mitigated within your proposal. A completed climate change statement should be provided with any future application.

Quantum and density

The Local Plan sets out a minimum housing requirement of 31,140 homes between 2013 and 2031 to meet identified needs. This equates to 1,730 homes per annum.

Site allocation HS183 sets out an indicative capacity for 23 dwellings base on a net site area of 0.66 hectares and the 35 dwelling per hectare density figure referred to in the Local Plan Policy 7.

This is also supported within Principle 4 of the Housebuilders Design Guide SPD which states that *"Net development density is expected to achieve at least 35 dwellings per hectare, though higher densities are supported in areas in or adjacent to town centres which are well served by public transport and to secure more sustainable forms of development. Densities lower than 35 are only permitted in line with Local Plan Policy LP7. The location of the site is important in terms of the requirement for car parking provision, on-site open space provision and the type of housing required in the locality"*.

In this case, the proposal outlines 25 dwellings to be delivered on the site, which is slightly above the indicative capacity, providing a density of approximately 38 dwellings per hectare.

In this instance it is noted that the site is at the western edge of an existing settlement and adjoins an area that is predominantly rural in character. The site would also abut the Green Belt to the South. Therefore, Part c) of Policy LP7 states that lower densities may be acceptable if it is necessary to ensure the development is compatible with its surroundings.

In this case, the surrounding built form is considerably lower in density than the draft proposal and therefore, a lower capacity than what is proposed as part of this pre application is more desirable. For example, Principle 8 of the Housebuilders Design Guide SPD outlines that *"the transition from urban to open land should be carefully considered where development is located on the edge of the urban area. Proposals should demonstrate how the new development makes a positive contribution to the character and function of the landscape through sensitive siting and good design. For all sites in elevated*

areas, the appearance in the wider landscape should be considered and with applicants demonstrating how development respects the topography of the site and its surroundings”.

Alongside the above paragraph 4.5.16 (Policy 6) of the Holme Valley Neighbourhood Plan outlines that the “density of housing is a crucial consideration for the valley as this affects the number of dwellings on a site and the amount of land needed. The capacity of sites in the Local Plan was calculated at a standard density of 35 dwellings per hectare throughout the district, unless a scheme for a different density had already received planning permission or has site promoter evidence justifying a different capacity. However, based on the Local Plan’s identified size of the allocated sites and number of proposed houses, it is estimated that the housing density in the Holme Valley will be approximately 30 dwellings per hectare. Lower density housing suggests larger, more expensive houses and it is generally recognised that these generate more profit for builders and higher council taxes for the Council”.

Therefore, given that the southern edge of the site adjoining the green belt is particularly sensitive in this regard, it may be more appropriate if the dwellings along the southern edge are more in line with the dwellings on Laithe Avenue in terms of layout and spacing.

As such, significant concerns are raised regarding the quantum of housing in which is being proposed, and therefore officers feel that a better layout could be sought to seek a less dense, better quality of housing.

Safeguarded land

Local Plan Policy LP6 identifies land to be protected from development in order to ensure its long-term deliverability under a future Local Plan in order to meet housing targets.

The site lies to the east of land allocated as safeguarded land (ref: SLS15, Land to the south of, Dobb Top Road, Holmbridge) which has an indicative capacity of 40 dwellings.

In this instance it is considered, having liaised with colleagues in Highways, that the indicative layout would not provide adequate width road links so as to facilitate the future development of the safeguarded site, should it be put forward. It is unlikely suitable access to this safeguarded land site could be achieved elsewhere and as such this site is likely to rely on access through this site for any future development. As such the applicant should reconsider the layout to ensure adequate access can be achieved in future if required, as the scheme as proposed would fail to meet the aims of Policy 6 of the KLP.

Design matters

The following Principles within the Housebuilders’ Design Guide SPD (HDG) are highlighted as being particularly relevant for the purposes of this indicative development:

Principle 2 - New residential development proposals will be expected to respect and enhance the local character of the area by: Taking cues from the character of the built and natural environment within the locality; Creating a positive and coherent identity,

complementing the surrounding built form in terms of its height, shape, form and architectural details; Illustrating how landscape opportunities have been used and promote a responsive, appropriate approach to the local context.

Principle 5 - Buildings should be aligned and set-back to form a coherent building line and designed to front on to the street, including corner plots, to help create active frontages. The layout of the development should enable important views to be maintained to provide a sense of places and visual connections to surrounding areas and seek to enable interesting townscape and landscape features to be viewed at the end of streets, working with site topography.

Principle 8 – The transition from urban to open land should be carefully considered where development is located on the edge of the urban area. For all sites in elevated areas, the appearance in the wider landscape should be considered and with applicants demonstrating how development respects the topography of the site and its surroundings.

Principle 13 - Applicants should show how different materials which are prevalent in the vicinity of the site have been taken into account in the proposal. Consider the use of locally prevalent materials and finishing of buildings to reflect the character of the area.

Principle 14 -The design of windows and doors is expected to relate well to the street frontage and neighbouring properties and reflect local character in style and materials. Innovation for energy efficiency is encouraged, particularly for maximising solar gain to allow for passive solar construction.

Principle 15 -The design of the roofline should relate well to the site context, including topography, views, heights of buildings and the roof types. Consideration should be given to the pitch of roofs, the inclusion of dormer windows, provision of green/blue roofs, the role of roofs in providing outdoor space and ensuring that the design of roofs does not allow for easy climbing access to upper floor windows.

Alongside the above, policy LP24 (design) states that good design should be at the core of all proposals and should be considered at the outset of the development process. Proposals should promote good design by ensuring high levels of sustainability, to a degree proportionate to the proposal, through design that promotes behavioural change, promoting walkable neighbourhoods and making walking and cycling more attractive. There is a footpath to the southern boundary of the site which is a PROW. Careful consideration should be given to how the development proposal can seamlessly connect to the PROW to encourage and facilitate walking and cycling. In accordance with Policy LP31 (strategic green infrastructure network), development proposals shall seek to integrate into existing and proposed cycling and walking routes by providing connecting links where opportunities exist.

In this case, the site is identified as being within a sensitive location as it borders both the green belt and safeguarded land. As such, it retains its historic character and appearance as part of a collection of large pastoral fields.

The site has landscape sensitivity resulting from its location, surrounding topography, and visibility from nearby locations, including from across the Holme Valley.

The site is not within a conservation area and does not lie within a close proximity of any Listed Buildings. Consequently, the potential impact on the historic environment is considered to be negligible.

Nonetheless, it is considered that the sites development could provide an exemplar housing development, tailored to the topography and circumstances of the particular urban edge location.

The fundamental Planning requirement, defined by the NPPF, is that the proposed development will deliver a well-designed place which complements the quality of the local area. In this instance that means responding to both the site's constraints and the opportunities to define a high quality of design and provision for accessible green-space and biodiversity on site. The currently proposed layout has thus been considered in the context of the above and the requirements of: NPPF paragraphs 130,131,134 and 174, Local Plan policies LP7, LP24, LP30 and LP31, and the Kirklees Housebuilders Design Guidance SPD. The primary objective at this detailed design stage should be to ensure that the residential development functions well and would demonstrably add to the overall quality of this part of Holmebridge and the Holme Valley.

In this case, as highlighted above concern is raised regarding the layout of the site, as officers consider the proposal to overdevelop the site. The layout is broadly read as a logical extension of Bankfield Drive, however, the built form bears no resemblance to those that exists. The introduction of three storey dwellings with steep roof slopes are considered inappropriate within this context, as the sites constraints are topography, countryside edge location and its relationship with the safeguarded land. As such, officers are looking to seek two storey dwellings within this location of a similar height to those adjacent to the site.

Furthermore, the form, scale, layout and details of all development should respect and enhance the local character and townscape, and proposals should provide a high standard of amenity for all future and neighbouring occupiers. The site plan shows many of the units to have parking provision situated to the front of the property, which has the potential to bring detriment to local amenity. In accordance with LP22 (parking) criterion (f), new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off-street parking in accordance with current guidance.

The information set out in the Kirklees Housebuilders Design Guide SPD (2021) should be used to ensure the potential housing development is high quality, socially inclusive and built to high environmental standards. It can be viewed on the Councils website here <https://www.kirklees.gov.uk/beta/planning-policy/pdf/housebuilders-design-guide-spd.pdf>

In terms of materials, it is difficult to tell from the plans submitted to whether the new dwellings would be constructed from a buff brick or natural stone. However, I would recommend the use of natural stone to be appropriate for the development, as it would enhance and protect sites openness. This is also reinforced within the Holme Valley Neighbourhood Plan as the key characteristics of the area are “framed views from the settled valley floor to the upper valley sides and views across to opposing valley slopes”. Therefore, as outlined above the site would be readily visible across the landscape and from various public vantage points including the PROW to the rear of the site.

As such, officers would wish to see more of the following as part of any future planning application:

1. A tree lined avenue of street trees to design the new connection street (see NPPF paragraph 131)
2. Enhancement of the gateway points at Bankfield Drive and to the public footpath
3. The road layout to incorporate parking areas defined by build-outs and street trees to break up the surface parking areas.
4. Areas of green space along pedestrian routes.
5. The frontage landscaping, including railings and fences, should be defined in the materials schedule.

The house designs should demonstrate that units exceed National Space Standards and accommodate the following:

1. Two storey dwellings would be appropriate at this site.
2. The quality of the elevations to be confirmed within the submission of a detailed ‘materials schedule’ to define the:
 - palette of facing and roof materials,
 - rainwater goods,
 - window reveals to all openings (to ensure that the triple glazed windows retain some depth and movement within the façade), and
3. Maximise the potential for meeting zero carbon aspirations by integrating both full energy efficient insulation measures and orientation of the properties/roof-slopes to the south to accommodate integrated PV systems.
- 4.
5. Sufficient space should be defined for refuse storage within enclosed structures at the rear of the properties to avoid open storage of wheelie bins.
6. Accommodation for bird and bat boxes within gables.

In conclusion, concern is raised regarding the general layout and density, and therefore careful thought should be given to this as part of any forthcoming planning application. The site does however, have the potential to provide an appropriate response to the countryside edge and provide a positive response to Policies LP24, LP30 and LP31 of the Kirklees Local Plan and Paragraph 130, 131, 134 and 174 of the NPPF.

Impact on residential amenity

Local Plan policies LP11 and LP24 require all proposals for housing to be of a high quality and design, providing a high standard of amenity for future and neighbouring occupants. Local Plan policy LP52 is also relevant.

The following principles within the Housebuilder Design Guide are also of particular importance:

Principle 6 – Residential layouts must ensure privacy and avoid negative impacts on light. For two storey houses typical minimum separation distances are advised as:

- 21 metres between facing windows of habitable rooms at the backs of dwellings;
- 12 metres between windows of habitable rooms that face onto windows of a non-habitable room;
- 10.5 metres between a habitable room window and the boundary of adjacent undeveloped land; and
- for a new dwelling located in a regular street pattern that is two storeys or above, there should normally be a minimum of a 2 metres distance from the side wall of the new dwelling to a shared boundary.

It is to be noted that these are typically minimum distances and that longer distances between buildings may be necessary to fit in with local character, or to adequately protect the amenities of existing and future occupiers of dwellings.

Principle 17 – All new houses should have adequate access to private outdoor amenity space that is functional and proportionate to the size of the dwelling and the character and context of the site.

In this instance, the site surrounds existing residential properties and therefore appropriate separation distances should be achieved in line with Principle 6 highlighted above, within the site and to surrounding existing properties.

I have measured the internal floor space for each house type, whereby all apart from the Pastow house type, appear to exceed the Nationally Described Space Standards. Therefore, should this house type be put forward at a formal planning stage, the internal floor space for a two storey x 3 bedroom property should be at least 84 sq.m.

There is also concern regarding the outlook from the bedrooms within the ‘attics’ on the three storey dwellings, as they would not provide an adequate outlook. As such, this concern coupled with that raised from a visual perspective, means that such house types are unlikely to be supported, as they would appear incongruous within the street scene.

Noise disturbance

KC Environmental Health have been formally consulted as part of this advice, to consider whether the proposed development may be adversely affected by existing noise sources

and also whether noise from the proposed development may have an adverse impact on nearby noise sensitive receptors.

It is considered that existing noise in the area is unlikely to adversely affect the proposed development and that the proposed development is unlikely to cause noise that will adversely affect nearby noise sensitive receptors. Therefore, it is considered unlikely that noise will be an issue. This is in accord with Policy LP52 of the Kirklees Local Plan.

Notwithstanding the above, officers have also considered the potential impact on amenity of any construction activities that will be necessary for the development.

There is a potential for loss of amenity to the occupiers of nearby properties from noise and vibration from the construction phase of the development. It is therefore likely that Environmental Health would recommend a condition restricting the times when noisy construction activities (including deliveries) will be permitted to 07.30 to 18.30 hours Mondays to Fridays, 08.00 to 13.00 hours, Saturdays and with no noisy activities on Sundays or Public Holidays.

Impact on highway safety

The assessment of this proposal will have regard to the principles set out within the Highway Design Guide, especially:

Key Design Driver 20 – As an initial point of reference, 2- and 3-bedroom houses should have at least 2 parking spaces, 4-plus bedroom houses at least 3 parking spaces

Key Design Driver 27 – Careful consideration be given to the location of bin storage facilities having regard to the need to provide easy level access from the storage area to the collection point.

Alongside this, the following principles of the Housebuilders Design Guide SPD are also relevant:

Principle 12 – Any parking provision should not dominate street frontages... and should be accommodated at the side of buildings or to their rear.

Principle 19 Provision for waste storage and recycling must be incorporated into the design of new developments in such a way that it is convenient for both collection and use whilst having minimal visual impact on the development.

In this case, KC Highways DM have been formally consulted as part of this enquiry and a summary of the key points are as follows. Full comments will be attached to this pre-application advice letter.

Site access

Access to the site is to be gained via Laithe Avenue, which links to Dobb Top Road/Smithy Lane to the north via Bankfield Drive and Laithe Bank Drive, which are both residential estate roads that are c.5.5m wide with c.1.8m wide footways and street lighting.

On the approach to the Dobb Top Road/Smithy Lane junctions, both Bankfield Drive and Laithe Bank Drive have steep downhill gradients. At the Bankfield Drive/Dobb Top Road/Smithy Lane junction, there is also restricted visibility to the west along Smithy Lane, and Dobb Top Road forms a further junction on the west side.

To provide access to the site, it is proposed to extend Laithe Avenue to the west as a Local Residential Street (Type 2), with footways on both sides for the initial section, before transitioning to a shared space street. This arrangement is acceptable in principle. However, links to the safeguarded land have not been accommodated. Therefore, the layout should be amended to ensure that the initial section of Type 2 street extends up to the site boundary to provide this future link. It would also be beneficial if the shared space street also extends to the site boundary to allow for a loop road system to be introduced in future.

Site Layout/Servicing/Waste Collection:

- The initial section of Local Residential Street (Type 2) must be a minimum of 5.5m wide, with 2m wide footways on both sides, before transitioning to the shared space street. As previously stated, a minimum of 1 no. Local Residential Street (Type 2) link must be provided up to the site boundary to allow a future link to the safeguarded land, but two links would be preferred.
- In accordance with the Councils Highway Design Guide SPD, a maximum highway gradient of 1:20 should be provided. However, if it can be clearly demonstrated that this is not feasible, which may be the case given the sites topography, gradients of up to 1:12 could be considered for Local Residential Streets (Type 2). Should the shared space streets have a gradient in excess of 1:20, a separate 2m wide pedestrian route is required.
- A turning head is currently proposed at the end of the shared space street. However, it is not of sufficient size to accommodate the Councils Design Refuse Vehicle and must be enlarged. Swept Path Analysis (SPA) must be provided using the Councils Design Refuse Vehicle (for SPA design parameters – see Highway Design Guide SPD and S38 guidance notes), to confirm that the site layout can adequately accommodate refuse vehicles, taking into account the presence of any on-street parking that may occur.
- The extent of the proposed adopted highway has not been indicated on the plans. Therefore, this must be confirmed on the submission drawings, with all junction and forward visibility requirements incorporated into the adopted highway.

- Where private drives are proposed, turning space is still required for cars and light van deliveries. No such facilities appear to be provided and must be included. Swept Path Analysis (SWA) should be provided to demonstrate that these facilities are adequate. The extent of any shared private drives should be clearly indicated on plan, with details of the future maintenance arrangements provided.
- Bin presentation points are required for all dwellings, which confirm to the Councils latest 'Waste Management Design Guide for New Developments' guidance document, and should be clearly noted on the submission plans. For any roads (e.g. private drives) where a dedicated refuse vehicle turning head is not provided, suitably sized and located communal bin presentation points are required adjacent to the adopted highway. All bin presentation points should conform to the maximum carry distances and gradients set out in Council guidance.
- There are no pedestrian crossing facilities shown on the site plan drawing. These should be shown on plan. Where ramps are placed to demarcate different surfaces or road types, the footways should continue beyond the ramps to provide for level pedestrian access.
- No visitor parking spaces have currently been shown. These should ideally be provided in laybys so that on-street parking does not block access, specifically for the refuse collection vehicle.
- Street trees should be designed into the road layout so that all streets are tree lined, which will require the introduction of min. 2m wide verges. Careful consideration of tree locations is required to ensure that tree canopies do not obstruct movement and visibility within the highway.

Parking

The site plan does not confirm the level of parking proposed. However, it appears the parking provision is below guidance contained within the Councils Highway Design Guide SPD, which recommends that 2 spaces are provided for 2-3 bed dwellings and 3 spaces for 4+ bedroom dwellings. Reference should also be taken from the Councils Housebuilder SPD, which provides recommendations for the location of parking spaces to ensure high quality design (e.g. side parking is preferred to front parking). If integral garages are to be considered as contributing towards parking provision they must provide internal dimensions of 3m x 6m.

All dwellings must include at least 1 no. electric vehicle charging point (more are desirable). Secure cycle parking is required for all dwellings and should allow for electric cycle charging.

As previously stated, visitor parking should ideally be provided within laybys. Where laybys are not provided, additional carriageway widening may be necessary to accommodate refuse vehicle turning. Visitor parking should be provided at a ratio of 1:4 dwellings.

Full details of the parking provision should be confirmed in the Transport Statement required to support any future planning application, with clear justification should there be any shortfall in provision.

Public Right of Way (PROW)

PROW footpath HOL/91/20 runs along the southern boundary of the site. At present, no connection to this footpath has been included. This is considered to be a missed opportunity and should be provided to improve pedestrian connectivity. The layout of any footpath connection should confirm to 'Secured by Design' principles.

It would also be beneficial to provide a pedestrian / cycle link to the north of the site connecting onto Dobb Top Road. Therefore, this should be investigated and provided should levels permit.

Road safety

As previously stated, there is restricted junction visibility looking to the west from the Bankfield Drive junction on to Smithy Lane. Therefore, speed data should be obtained on Smithy Lane on approach to the junction, to confirm the visibility requirements. Consideration should then be given to improving the junction arrangements to maximise junction visibility. This may be possible by making the junction more compact (subject to Swept Path Analysis), encouraging drivers on Bankfield Drive to wait closer to the central lane markings, which will improve the available sight line to the west. Amendments to the boundary wall on the south side of Smithy Lane to the west of the junction should also be investigated to improve visibility.

The steep downhill approaches to Smithy Lane/Dobb Top Road from Bankfield Drive and Laithe Bank Drive are likely to result in high approach speeds and could result in junction overshoot type incidents, particularly in wet/icy conditions. Therefore, measures to reduce approach speeds should be investigated on approach to both junctions, which could include ramp type features (e.g. similar to those provided at the start of shared space type streets).

There is also evidence that the wall on the north side of Dobb Top Lane/Smithy Lane opposite the Bankfield Drive and Laithe Bank Drive junctions may have been struck by vehicles (either passing traffic or from the side roads), resulting in damage to the walls. HDM have consulted with the Councils Highway Structures team about this matter, who have advised that rain water that runs along and through boundary walls of this type (with no kerb or drainage channel), causes maintenance issues as fill material is washed from the wall, reducing it's strength over time. Therefore, whilst no additional vehicle restraint feature appears suitable in this location, measures should be investigated to address the drainage issue adjacent to the wall. This could involve the creation a 450-600mm wide hard margin with full height kerb to direct water to the drainage gully instead of through the wall.

The footway surfaces on the steep sections of both Bankfield Drive and Laithe Bank Drive are currently overgrown by moss, which is likely to be slippery in wet conditions. Therefore,

improvements to the footways surfacing should be investigated specifically in these areas, as well as along the full footway routes to the site.

Access to the wider highway network (e.g. the A6024 Woodhead Road) is via Dobb Top Road and Bank Lane to the west, and Dobb Top Road, Dobb Lane, Ford Gate and Co-op Lane to the east. These lanes are relatively narrow, have no footway provision and are a bus route. 'Rural School Route' signage on yellow backing boards are currently provided on this route to highlight the presence on pedestrians within the shared carriageway. Consideration should be given to whether any additional improvements could be provided to mitigate the impact of additional development traffic along these routes. To consider this matter further, speed and traffic flow data should be obtained along these routes, together with vehicle turning count data at the Bankfield Drive and Laithe Bank Drive junctions to consider the likely traffic distribution to/from the development site.

A package of highway improvement measures should be developed to address all of the above issues, which should be subject to a Stage 1 Road Safety Audit and submitted with the planning application alongside a Designers Response report.

The Transport Statement that is required to support any planning submission should include a review of Personal Injury Accident Data on the local highway network over the latest 5 year period. This should include all roads and junctions linking the site to the A6024 Woodhead Road (inclusive of the A6024 junctions and it's approaches).

Accessibility

A review of the sites accessibility by non-car modes should be provided in the Transport Statement. Where necessary, this should include improvements to ensure that the development is accessible to all users, including safe links to nearby public transport facilities and key destinations (e.g. local schools). *Traffic Impact/Network Assessment*

As the development would not generate more than 30 two-way vehicle trips during network peak hour periods, junction capacity assessments are not required. However, the supporting Transport Statement must include an assessment of the likely traffic distribution on the local network, up to the junction on to the A6024. The impact of development traffic should then be assessed and be informed by existing vehicle turning count data at the Bankfield Drive and Laithe Bank Drive junctions. The net impact of development traffic on the routes to/from the A6024 should be considered against baseline data (e.g. obtained from automatic traffic count data at a number of locations along the route).

Highway Adoption Issues

The internal road layout shall be built to adoptable standards, as set out in the Kirklees 'Highway Design Guide SPD' and 'Highways Guidance Note – Section 38 Agreements for Highway Adoptions' March 2019 (version 1) and associated documents.

Sufficient detail must be provided with the planning submission to check that the proposed highways are suitable for adoption, and should clearly show the extent of proposed

adoption and any areas that are to remain private (e.g. landscaping areas and PoS). The following information is required as a minimum:

- Long sections, cross-sections and contours;
 - Dimensioned plans, including visibility splays and forward visibility sight-lines;
 - Kerbing details and surface treatments;
 - Extent of proposed adoption and unadopted communal areas to be confirmed.
- Details regarding the maintenance of unadopted communal areas/facilities are also required.

Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. We would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to my colleague Farhad Khatibi (Team Leader) in the structures section at the earliest opportunity, who will be able to advise of the necessary requirements in more detail.

In relation to highways matters, the following information is required to support the planning submission:

- Proposed highway details;
- Stage 1 Road Safety Audit for both S278 & S38 works;
- Swept Path Analysis (SPA).

Flood risk and Drainage

The whole of the proposed site is located in Flood Zone 1 which means that it has a more than 1 in 1,000 annual likelihood of flooding due to the main river. The closest distance to a Flood Zone 2 area is approx. 55m north of the site. As such, given the above and the fact that the site does not exceed 1 hectare, a sequential test would not be necessary at the application stage.

Flood Incidents

In this instance, the Council's Lead Local Flood Authority have confirmed that there have been no previously reported flood incidents on the proposed site. However, this does not mean that the area hasn't flooded, just that it hasn't been reported. The closest reported incident was approx. 20m to the north of the site and caused flooding to an out-building.

Flood Routing/Site Layout

During intense rainfall events drainage systems can often become blocked or overwhelmed. We expect developers to understand where the flow of water will be in these circumstances and avoid unnecessary risk. Floodwater is expected to be routed along access roads/public open spaces where possible.

Any water which makes its way on site has the potential to flow downhill in a northerly direction towards the river Holme. As it does this the water will pass through gardens and go around houses.

The proposed site layout shows gaps between the houses in which water can escape, reducing the overall risk of ponding onsite.

Kirklees encourage culverted watercourse to be daylighted, as this reduces overall flood risk on site. All culverted watercourses onsite should have a minimum stand-off distance of at least 5m.

Surface Water Drainage Strategy

At Kirklees Council we aim to promote sustainable drainage throughout the district. In this case, the gradient of the site would preclude the use of soakaways due to the risk of groundwater re-emergence further down the hill or destabilising existing retaining walls.

Connecting to a Yorkshire Water surface sewer is a viable option. There is a 225mm dia surface water sewer located in Smithy Lane which outfalls to the river Holme. However, Yorkshire Water will not allow connection to their sewer network unless it can be proven all other drainage strategies are either not viable or not feasible.

Attenuation facilities should store the critical 1 in 30 year storm. Volumes generated by storms up to and including the critical 1 in 100 + climate change storm must also be stored on site. Opportunities to store the additional volume in safe areas on the surface can be explored however as the site is steeply sloping, this volume may need to be stored below ground.

If the attenuation structure's span is greater than 1500mm and positioned under highway, it is likely to preclude adoption by Kirklees Council. Please speak to our Structures department for more information. Storage in landscaped areas or non-adoptable highway is unaffected.

Please note the need for a Section 106 agreement at application stage to secure management and maintenance of drainage features prior to, or instead of, adoption by Yorkshire Water.

Other matters

Electricity substation

If an electricity substation would need to be provided as part of the proposed development, early thought should be given to its location. Too often this matter is overlooked at design and application stage, resulting in clumsy later provision in prominent locations, as the access and maintenance requirements of service providers has not been considered early enough.

Air Quality

KC Environmental Health Officers have considered whether the development will have a significant detrimental impact on local air quality and also whether it will introduce sensitive receptors into an area of existing poor air quality.

The site of the proposed development is not within or adjacent to an Air Quality Management Area or near to any roads of concern, and it would therefore not be introducing new receptors into an area of poor air quality. The development itself is unlikely to impact on local air quality. Therefore, we would have no comments to make regarding air quality.

Contamination

In accordance with LP53 any future application would require ground contamination investigation. A Phase I Desk Study would be required. Depending on the outcome of the Phase I study it may be necessary for a Phase II Report, including a full Remediation Strategy and Validation Report. This could be secured via a pre-commencement condition or submitted as part of an application to avoid a pre-commencement condition.

Please see the attached commentary from K.C. Environmental Health for more details.

External Artificial Lighting

KC Environmental Health have considered whether it is likely that external artificial lighting (other than for highways) will be required at the development such as at car parks, outdoor work areas / service yards and whether this needs to be controlled to minimise stray light and glare.

In this case, it appears unlikely that there will be any significant areas that will be lit by artificial lighting therefore this need not be considered in any future application.

Odours

KC Environmental Health have considered whether the development is likely to generate odours that may have an adverse impact or is likely to be adversely affected by possible odours in the vicinity such as from agricultural, industrial or cooking.

It is considered that the proposed development will not create any significant odours and also that there are no significant odours in the vicinity that will affect the development. Therefore, it is considered that odours do not need to be considered.

Foul Drainage

KC Environmental Health have considered whether or not the development requires a foul drainage system and if it does whether it is likely to have access to a mains sewer or whether a private treatment works is feasible.

It appears that the proposed development will be able to make a connection to the main foul sewer system therefore foul drainage would not need to be an issue.

Private Water Supply

KC Environmental Team have considered whether or not the development requires a drinking water supply and has access to a mains water supply and what would be required

if only a private water supply was available. We have also considered the potential impact of the development on existing private water supplies.

It appears that a mains water supply would be available to the proposed development therefore the supply of drinking water would not be an issue.

Crime prevention

K.C. Crime Prevention's recommendations, along with standing advice, can be found in the attached document. Please note that their advice focuses chiefly on mitigation and preventing crime and should be considered in the context of the wider pre-application response.

Trees and ecology

As can be expected with pre application, there has been little arboricultural information provided. However, the officers main concern with the initial design is that it does not include any new tree planting, this would be expected with any future application even if the number and position of houses are redesigned to allow space for trees.

The proposed site is an open field which is almost clear of trees except for an established thorn hedge and an oak tree growing along the north boundary with Dobb Top Road.

It is unclear at this point if the hedge/ tree is to be retained, although it would be straight forward do so and its retention would not only provide continued wildlife habitat but also keep the green screen from the lane and properties to the north. The only concern being the area marked as drainage easement will require further detail if level changes/excavation are to impact the root protection areas.

Any future application would need to be supported by a tree survey, arboricultural impact assessment and method statement in accordance with BS5837.

In terms of ecology, in the absence of baseline ecological information, the officer is unable to provide definitive comments on the proposals in relation to national and local policies. However, based on the information available, we would like to highlight below potential issues that are likely to influence the nature of an acceptable scheme. To assist the prospective applicant, further information on key elements of biodiversity policy is referenced below. An explanation of the standards for ecological assessment is also provided.

The following list is intended to draw your attention to likely ecological issues that are specific to the site, and which may affect assessment of an application against biodiversity policies. This list is not based on a comprehensive understanding of ecological constraints particular to the site, therefore it is essential that the prospective applicant engages a suitably qualified ecologist to advise on ecological issues.

- Semi-natural habitats are present on the site and there is a land-take associated with the proposals. The habitats on site will need to be accounted for in a

biodiversity metric calculation and a 10% net gain achieved post-development (see below)

- The site is located within the bat layer and the development proposals are likely to result in the loss of suitable foraging habitat. It is likely that bat activity surveys will be required as part of the impact assessment.

Therefore, as part of any future planning application we would wish to see a Preliminary Ecological Appraisal (PEA) in accordance with national guidelines, an Ecological Impact Assessment and a 10% biodiversity net gain on site using the DEFRA Biodiversity Metric 3.0. If 10% net gain cannot be demonstrated on site a financial contribution may be considered to offset the loss, to be spent on enhancing local ecology. This is to accord with Policy LP30 and Chapter 15 of the NPPF.

Public Health

Chapter 8 of the NPPF, Local Plan policy LP47 and the council's Joint Health and Wellbeing Strategy are of relevance to public health.

Development at this site would be required to assist in promoting healthy, active and safer lifestyles in accordance with the above planning policies. This can be achieved in many ways – inclusive design, cycle parking provision, careful construction management (including dust control) and other measures can be proposed by your team. Active travel is of particular relevance to sites where major residential development is proposed.

Pre-application Public Engagement

You are encouraged to carry out public consultation and engagement prior to submitting your planning application, in accordance with paragraph 40 of the NPPF. This should include the adjacent residential properties and school.

The results of your pre-application consultation would need to be included in a Statement of Community Involvement to be submitted with your forthcoming planning application.

Planning obligations / Heads of terms

Based upon the pre-application submission, the following would likely be necessary to be secured by means of S106 Agreement as part of any application should it be supported:

Affordable housing

LP11 requires proposals to include 20% of units as affordable housing. For 25 dwellings, this would equate to 5 units.

There's significant need for affordable 1 and 2 bedroom homes in Kirklees Rural West, along with 1/2 bed dwellings for older people specifically. Kirklees Rural- West has a large number of detached properties, compared to other areas in Kirklees and a high level of home ownership, with 75% of properties being owner-occupied. Around 15% of homes are private rented and around 10% are affordable housing.

Type

At the time in which Strategic Housing's comments were sought the development only featured 3 and 4 bedroom homes. As 1 and 2 beds are in need in particular in the area, the 5 affordable units now identified as being 2 beds are likely to be greatly welcomed.

Affordable homes should be indistinguishable from the market housing in a development, in terms of the quality of materials and finishing, design, space standards, landscaping and any other such features. The affordable dwellings should be dispersed throughout a site in smaller clusters, avoiding large groupings of affordable dwellings. Affordable dwellings should be well integrated within the site layout and not located at specific areas at the edges of sites.

The affordable units have been grouped in smaller clusters of 2 and 3 units together, but it's advised one of these clusters be moved further into the interior of the development, as currently all the affordable units are situated in one area, near to the entrance of the site.

Tenure

In terms of affordable tenure split, across the district Kirklees works on a split of 55% social or affordable rent to 45% intermediate housing (type of affordable housing including forms of affordable home ownership). In line with latest government guidance a minimum of 25% of the affordable homes must be First Homes – forming part of the intermediate allocation. The rest of the affordable homes should be delivered as affordable tenure advised in local policy, 55% of the affordable homes being social/affordable rent with any remainder as intermediate. For this development the following affordable tenure mix would be suitable:

- First homes = 2 homes
- Social Rent or Affordable Rent Homes = 3 homes

Ecological net gain

If on-site ecological enhancements are unable to achieve a 10% net gain based on the DEFRA Biodiversity Metric 3.0, dependant on the level of the deficit, an off-site contribution may be considered. This will be dependent upon your calculations and cannot be calculated at this time.

Education

The threshold for education contributions on residential schemes is 25 or more 2+-bed units. The proposal shows 25 2, 3 and 4 bed units and therefore meets this threshold.

Nonetheless, at the time in which the Council's Education department were consulted there is no need for a contribution to be required, as the indicative spaces can be achieved within the nearby schools.

However, please be aware that this is reviewed annually and therefore may change due to the cohort intake and the number of units provided at the application stage.

Public Open Space (POS)

In accordance with LP63 all residential schemes over 10 units (including those for 100% affordable dwellings) are required to contribute towards the provision of open space in their area. In this case, officers have consulted with KC Landscape, whereby the following comments have been sought.

Greenspace on site is welcome, however, there is none indicated on the initial layout, nor is there a landscape buffer for the greenbelt edge and along the existing PROW. The rear gardens of dwellings 1-7 provide opportunities for strengthening the landscape edge.

There are no street trees indicated on the layout. Please be reminded of the council's advice regarding Green Streets principles, as well as paragraph 131 of the recently-amended NPPF, which requires new streets to be tree-lined. In particular, the initial 4 properties have frontline parking. Some tree planting to front gardens would help visually break up and avoid dominance of hard surfaces/car parking to frontages on entering the new estate.

Tree planting and other landscaping and screen planting could additionally help the proposed development comply with policies and guidance regarding design, biodiversity, health and wellbeing and other relevant planning considerations.

In this case, based on the plans submitted, due to the limited POS proposed, an off-site contribution of £56,006 is likely to be required. Full comments regarding this can be found with the officers consultation response, attached alongside this pre application advice.

Management and maintenance

A S106 would be required to secure management and maintenance arrangements, for drainage attenuation features.

Plans and Validation checklist

A full set of detailed drawings, including plans and elevations, site sections, existing and proposed land levels, and street scene drawings, would be required to support any application.

Based on the details held at this time the following necessary supporting documents have been identified:

- Design and Access Statement
- Planning Statement, to include:
 - Statement of Community Involvement
 - Climate change statement
- Proposed highway details;
- Stage 1 Road Safety Audit for both S278 & S38 works;
- Swept Path Analysis (SPA).
- Drainage Strategy
 - To include a future management plan for the maintenance of the water area

- To include surface water flooding
- A landscape management plan
- Measured areas of any on site Public Open Space
- Contaminated Land reports
- Tree survey, Arboricultural impact assessment and Method Statement
- A Preliminary Ecological Appraisal (PEA), an Ecological Impact Assessment and a 10% biodiversity net gain
- Crime prevention plan

Conclusion

I trust this information is of use to you in formulating a scheme for the site. In summary, there are concerns regarding the proposed development. The overarching concern includes the number of units provided and the layout of the site, related to the need to ensure that the land is developed within a sympathetic and sensitive manner.

Advice set out in this letter is provided in good faith, without prejudice to the formal consideration of any planning application, which would be subject to public consultation and would ultimately be decided by the Council. It should also be noted that subsequent alterations to legislation or local, regional, and national policies might affect the advice given. Therefore, caution should be exercised in respect of pre-application advice which is not submitted within a short time of the Council's advice letter.

Yours faithfully

Mathias Franklin
Head of Planning and Development

Disclaimer

Any views or opinions expressed are in good faith, without prejudice to the formal consideration of any planning application, which will be subject to public consultation (which will include the relevant Town or Parish Council) and ultimately be decided by the Council.

It should be noted that subsequent alterations to legislation or local, regional and national policies might affect the advice given. You should be aware of the Council's Local Development Scheme which sets out the programme for developing its local plan. You are advised to seek further advice once any consultation drafts are published.

Caution should be exercised in respect of pre-application advice which is not submitted within a short time of the Council's advice letter.

Appendix F – Traffic Surveys of Stocksmoor Village (Methodology, Nov 2025 Data, Zone Plan, Dwelling Plan)





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Stocks Moor
Tuesday 11th November 2025

Total Number of Dwellings within Zones 1 to 7 = 104

Tracking Zones



Stockmoor
 Tuesday 11th November 2025
 Zone 1 (Derwin Avenue)

TIME	North to Zone 1						East to Zone 1					South to Zone 1					West to Zone 1								
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
07:30 - 07:45	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
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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
08:00 - 08:15	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	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
16:15 - 16:30	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
16:30 - 16:45	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
16:45 - 17:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	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
17:45 - 18:00	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
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
TOTAL	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	3

Stockmoor
 Tuesday 11th November 2025
 Zone 2 (Station Road)

TIME	North to Zone 2						East to Zone 2					South to Zone 2					West to Zone 2									
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL		
07:30 - 07:45	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
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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	
08:00 - 08:15	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
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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	
09:00 - 09:15	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
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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	
TOTAL	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	2	
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	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
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	
TOTAL	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	

Stockmoor
 Tuesday 11th November 2025
 Zone 3 (Shepley Road)

TIME	North to Zone 3					East to Zone 3					South to Zone 3					West to Zone 3										
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL		
07:30 - 07:45	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	
07:45 - 08:00	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	
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
08:00 - 08:15	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:15 - 08:30	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	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
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1	
09:00 - 09:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:15 - 09:30	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
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	1	0	0	0	1	
TOTAL	0	3	0	0	0	3	0	2	3	0	0	5	0	0	1	0	0	0	1	0	2	1	0	0	3	
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
17:00 - 17:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	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
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	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
Hourly Total	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	2	
TOTAL	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	2	

Stockmoor
 Tuesday 11th November 2025
 Zone 4 (Fulstone Road)

TIME	North to Zone 4					East to Zone 4					South to Zone 4					West to Zone 4											
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL			
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	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	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0							
08:00 - 08:15	0	1	1	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	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
Hourly Total	0	1	1	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00 - 09:15	0	1	1	0	0	2	0	0	0	1	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	1
09:15 - 09:30	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
Hourly Total	0	1	1	0	0	2	0	0	1	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	0	0	1
TOTAL	0	2	2	0	0	4	0	1	2	0	0	0	3	0	2	0	0	0	2	0	2	0	0	0	0	0	2
16:00 - 16:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	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
16:45 - 17:00	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
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1
17:00 - 17:15	0	1	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
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	3	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
17:45 - 18:00	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
Hourly Total	0	4	0	0	0	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2
TOTAL	0	6	0	0	0	6	0	1	0	0	0	0	1	0	0	1	0	0	1	0	3	0	0	0	0	0	3

Zone 4 to North					Zone 4 to East					Zone 4 to South					Zone 4 to West									
M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	
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	1	0	0	0	1	0	0	1	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	0	0	1	0	0	0	1	
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	1	0	0	0	1	0	1	1	0	0	2	0	1	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	0	0	0	0	0
0	1	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	3	0	0	0	3	0	2	2	0	0	4	0	1	0	0	0	1	0	4	0	0	0	4	
0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	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	1	0	0	0	1	
0	2	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	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
0	2	0	0	0	2	0	1	0	0	0	1	0	0	1	0	0	1	0	2	0	0	0	2	
0	0	0	0	0	0	0	1	0	0	0	1	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	1	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	1	0	1	1	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	1
0	3	0	0	0	3	0	2	0	0	0	2	0	1	1	0	0	2	0	3	0	0	0	3	

Stockmoor
 Tuesday 11th November 2025
 Zone 5 (Cross Lane)

TIME	North to Zone 5					East to Zone 5					South to Zone 5					West to Zone 5									
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	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
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	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
Hourly Total	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	1	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 - 16:15	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
16:15 - 16:30	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
16:30 - 16:45	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
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
Hourly Total	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	
TOTAL	0	2	0	0	0	2	0	3	0	0	0	3	0	0	1	0	0	0	0	0	5	0	0	5	

Stockmoor
 Tuesday 11th November 2025
 Zone 6 (Stockmead Court)

TIME	North to Zone 6					East to Zone 6					South to Zone 6					West to Zone 6											
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL			
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	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
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

Zone 6 to North					Zone 6 to East					Zone 6 to South					Zone 6 to West									
M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
0	3	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	

Stockmoor
 Tuesday 11th November 2025
 Zone 7 (Cross Lane)

TIME	North to Zone 7					East to Zone 7					South to Zone 7					West to Zone 7														
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL						
07:30 - 07:45	0	0	1	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
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	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
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	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	0	0	2
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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	0	0	3	3
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2						
TOTAL	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	5
16:00 - 16:15	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	0	0	2
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
16:30 - 16:45	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	2
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	9	9
17:00 - 17:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	2
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	3	3						
TOTAL	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	10	2	0	0	0	0	0	0	12	12

Zone 7 to North					Zone 7 to East					Zone 7 to South					Zone 7 to West									
M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0	1	0	0	0	1	0	1	0	0	0	1	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	0	0	0	0	0	0	0	0	1	0	0	1
0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0	3	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	4	1	0	0	5	
0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	1	0	5	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	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	1	0	5	0	0	0	5
0	3	0	0	0	3	0	3	0	0	0	3	0	1	0	0	0	0	1	0	10	2	0	0	12
0	0	0	0	0	0	0	1	1	0	0	2	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	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	0	0	0	0	0	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	1	0	0	3	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1
0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	2

Stockmoor
 Tuesday 11th November 2025
 Summary

TIME	IN from North					OUT to North					IN from East					OUT to East								
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL
07:30 - 07:45	0	2	1	0	0	3	0	3	0	0	0	3	0	1	0	0	0	1	0	1	0	0	0	1
07:45 - 08:00	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	3	1	0	0	4	0	5	0	0	0	5	0	1	0	0	0	1	0	2	0	0	0	2
08:00 - 08:15	0	3	1	0	0	4	0	1	0	0	0	1	0	2	2	0	0	4	0	1	0	0	0	1
08:15 - 08:30	0	0	1	0	0	1	0	3	1	0	0	4	0	1	1	0	0	2	0	1	1	0	0	2
08:30 - 08:45	0	2	0	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2
08:45 - 09:00	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	5	2	0	0	7	0	10	1	0	0	11	0	4	3	0	0	7	0	5	1	0	0	6
09:00 - 09:15	0	1	1	0	0	2	0	1	0	0	0	1	0	3	2	0	0	5	0	2	0	0	0	2
09:15 - 09:30	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	0	1	1	0	0	2
Hourly Total	0	1	1	0	0	2	0	2	0	0	0	2	0	5	2	0	0	7	0	3	1	0	0	4
TOTAL	0	9	4	0	0	13	0	17	1	0	0	18	0	10	5	0	0	15	0	10	2	0	0	12
16:00 - 16:15	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2	0	0	4
16:15 - 16:30	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:30 - 16:45	0	1	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2
16:45 - 17:00	0	3	0	0	0	3	1	1	1	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2
Hourly Total	0	10	0	0	0	10	1	4	1	0	0	6	0	1	0	0	0	1	0	7	2	0	0	9
17:00 - 17:15	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	3	0	0	0	3
17:15 - 17:30	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
17:30 - 17:45	0	3	0	0	0	3	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	6	0	0	0	6	1	5	1	0	0	7	0	6	0	0	0	6	0	11	2	0	0	13
TOTAL	0	16	0	0	0	16	1	5	1	0	0	7	0	6	0	0	0	6	0	11	2	0	0	13

IN from South						OUT to South					IN from West					OUT to West								
M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5
0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	3	0	0	0	3
0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	7	1	0	0	8
0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	4	1	0	0	5
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	0	1	0	0	0	1	0	1	1	0	0	2	0	5	1	0	0	6
0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	0	6	0	0	0	6
0	0	0	0	0	0	0	2	0	0	0	2	0	5	2	0	0	0	7	0	16	2	0	0	18
0	1	0	0	0	1	0	1	0	0	0	1	0	5	0	0	0	0	5	0	6	0	0	0	6
0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
0	2	0	0	0	2	0	1	0	0	0	1	0	6	0	0	0	0	6	0	6	0	0	0	6
0	3	0	0	0	3	0	3	0	0	0	3	0	13	2	0	0	0	15	0	29	3	0	0	32
0	0	1	0	0	1	0	0	1	0	0	1	0	3	1	0	0	0	4	0	1	0	0	0	1
0	0	0	0	0	0	0	2	0	0	0	2	0	4	1	0	0	0	5	0	4	1	0	0	5
0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	1	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	5	0	0	0	5
0	2	1	0	0	3	0	2	1	0	0	3	0	16	2	0	0	0	18	0	10	2	0	0	12
0	1	0	0	0	1	0	1	0	0	0	1	0	3	0	0	0	0	3	0	2	1	0	0	3
0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	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	4	1	0	0	0	5	0	0	0	0	0	0
0	1	0	0	0	1	0	2	0	0	0	2	0	11	2	0	0	0	13	0	3	1	0	0	4
0	3	1	0	0	4	0	4	1	0	0	5	0	27	4	0	0	0	31	0	13	3	0	0	16

Stocks Moor
Wednesday 12th November 2025

Total Number of Dwellings within Zones 1 to 7 = 104

Tracking Zones



Stocks Moor
 Wednesday 12th November 2025
 Zone 1 (Derwin Avenue)

TIME	North to Zone 1						East to Zone 1					South to Zone 1					West to Zone 1								
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	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
Hourly Total	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
TOTAL	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:30 - 16:45	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	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
Hourly Total	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:00 - 17:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:15 - 17:30	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
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL	0	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3

Zone 1 to North						Zone 1 to East						Zone 1 to South						Zone 1 to West					
M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL
0	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	0	0	0	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	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	0	0	0	0	0	0	0	1	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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	3	0	0	0	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	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	1	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
0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0
0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0	2	0	0	0	2	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1

Stocks Moor
 Wednesday 12th November 2025
 Zone 2 (Station Road)

TIME	North to Zone 2						East to Zone 2					South to Zone 2					West to Zone 2								
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	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
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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
TOTAL	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
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45 - 17:00	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	2
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	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
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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
TOTAL	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	3

Stocks Moor
 Wednesday 12th November 2025
 Zone 3 (Shepley Road)

TIME	North to Zone 3						East to Zone 3					South to Zone 3					West to Zone 3								
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
07:30 - 07:45	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
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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
08:00 - 08:15	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
08:15 - 08:30	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
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
16:00 - 16:15	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
16:15 - 16:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	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
Hourly Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
17:00 - 17:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:15 - 17:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:30 - 17:45	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
17:45 - 18:00	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
Hourly Total	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
TOTAL	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5

Zone 3 to North					Zone 3 to East					Zone 3 to South					Zone 3 to West									
M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
0	0	0	0	0	0	0	1	0	0	0	1	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	0	0	0	0	1	0	0	0	1	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	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	1	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	0	0	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	0	0	0	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	0	0	0	0	0	0	0	0	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	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	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	0	0	0	0	0	0	1	0	0	0	1	
0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	

Stockmoor
 Wednesday 12th November 2025
 Zone 4 (Fulstone Road)

TIME	North to Zone 4					East to Zone 4					South to Zone 4					West to Zone 4										
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL		
07:30 - 07:45	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
07:45 - 08:00	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	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	
08:00 - 08:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 - 09:00	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	2	0	0	0	2	0	0	2	0	0	2	0	0	1	0	0	1	0							
09:00 - 09:15	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	
09:15 - 09:30	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	1	
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	3	0	0	0	0	3	
TOTAL	0	2	0	0	0	2	0	1	2	0	0	3	0	2	1	0	0	3	0	4	0	0	0	0	4	
16:00 - 16:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
16:15 - 16:30	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 - 16:45	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	
16:45 - 17:00	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	
Hourly Total	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	3		
17:00 - 17:15	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30 - 17:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	
17:45 - 18:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Hourly Total	0	2	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	0	2	
TOTAL	0	7	0	0	0	7	0	1	0	0	0	1	0	2	0	0	0	2	0	5	0	0	0	0	5	

Zone 4 to North					Zone 4 to East					Zone 4 to South					Zone 4 to West									
M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
0	2	0	0	0	2	0	0	0	0	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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0	1	0	0	0	1	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	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
0	3	0	0	0	3	0	1	1	0	0	2	0	1	0	0	0	1	0	4	0	0	0	0	4
0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	3	0	0	0	3	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	8	0	0	0	8	0	2	2	0	0	4	0	1	0	0	0	1	0	6	0	0	0	0	6
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	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	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	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	1
0	2	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	0	0	0	0	0	0	0	0	0	0	0	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
0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0	3	0	0	0	3	0	1	0	0	0	1	0	1	0	0	0	1	0	3	0	0	0	0	3

Stocks Moor
 Wednesday 12th November 2025
 Zone 5 (Cross Lane)

TIME	North to Zone 5					East to Zone 5					South to Zone 5					West to Zone 5										
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL		
07:30 - 07:45	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	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
08:30 - 08:45	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45 - 09:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	3	0	0	0	3	0	2	0	0	0	2	0	1	0	0	0	1	0	3	0	0	0	0	3	
16:00 - 16:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	
16:15 - 16:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	
16:30 - 16:45	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	
16:45 - 17:00	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	
Hourly Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	5	
17:00 - 17:15	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	
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30 - 17:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
17:45 - 18:00	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	
Hourly Total	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	
TOTAL	0	2	0	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	7	

Stocks Moor
 Wednesday 12th November 2025
 Zone 6 (Stocksmead Court)

TIME	North to Zone 6						East to Zone 6					South to Zone 6					West to Zone 6								
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	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
Hourly Total	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
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	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
Hourly Total	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
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	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
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2
TOTAL	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2

Stocks Moor
 Wednesday 12th November 2025
 Zone 7 (Cross Lane)

TIME	North to Zone 7					East to Zone 7					South to Zone 7					West to Zone 7														
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL						
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	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		
08:45 - 09:00	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		
Hourly Total	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		
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4		
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4		
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7		
16:00 - 16:15	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		
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:30 - 16:45	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		
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	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		
17:00 - 17:15	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		
17:15 - 17:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2		
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45 - 18:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0		
Hourly Total	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	0	0	0	6		
TOTAL	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4	2	0	0	0	0	6		

Zone 7 to North					Zone 7 to East					Zone 7 to South					Zone 7 to West									
M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	2
0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
0	2	1	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	0	4	1	0	0	5	
0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	
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	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	
0	2	1	0	0	3	0	3	0	0	0	3	0	0	0	0	0	0	0	9	1	0	0	10	
0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	
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	1	0	0	0	1	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	0	0	0	1	0	0	0	1	
0	1	0	0	0	1	0	3	1	0	0	4	0	0	0	0	0	0	0	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
0	1	0	0	0	1	0	3	1	0	0	4	0	0	0	0	0	0	0	5	1	0	0	6	

Stocks Moor
 Wednesday 12th November 2025
 Summary

TIME	IN from North					OUT to North					IN from East					OUT to East										
	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL		
07:30 - 07:45	0	3	0	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	
07:45 - 08:00	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	
Hourly Total	0	3	0	0	0	3	0	4	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	2	
08:00 - 08:15	0	1	0	0	0	1	0	3	0	0	0	3	0	0	1	0	0	0	1	0	1	0	0	0	1	
08:15 - 08:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	
08:30 - 08:45	0	1	0	0	0	1	0	3	1	0	0	4	0	1	0	0	0	0	1	0	2	0	0	0	2	
08:45 - 09:00	0	2	0	0	0	2	0	2	0	0	0	2	0	1	1	0	0	0	2	0	1	0	0	0	1	
Hourly Total	0	4	0	0	0	4	0	9	1	0	0	10	0	2	2	0	0	4	0	4	1	0	0	0	5	
09:00 - 09:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	
09:15 - 09:30	0	1	0	0	0	1	0	4	0	0	0	4	0	1	0	0	0	0	1	0	1	0	0	0	1	
Hourly Total	0	1	0	0	0	1	0	5	0	0	0	5	0	1	0	0	0	1	0	2	1	0	0	0	3	
TOTAL	0	8	0	0	0	8	0	18	1	0	0	19	0	3	2	0	0	5	0	8	2	0	0	0	10	
16:00 - 16:15	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	1	0	2	1	0	0	0	3
16:15 - 16:30	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
16:30 - 16:45	0	5	1	0	0	6	0	2	1	0	0	3	0	1	0	0	0	0	1	0	4	0	0	0	4	
16:45 - 17:00	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Hourly Total	0	12	2	0	0	14	0	3	1	0	0	4	0	2	0	0	0	2	0	8	2	0	0	0	10	
17:00 - 17:15	0	2	1	0	0	3	0	5	1	0	0	6	0	1	0	0	0	0	1	0	0	0	0	0	0	
17:15 - 17:30	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30 - 17:45	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	
17:45 - 18:00	0	2	0	0	0	2	0	1	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	
Hourly Total	0	7	2	0	0	9	0	7	1	0	0	8	0	4	0	0	0	4	0							
TOTAL	0	19	4	0	0	23	0	10	2	0	0	12	0	6	0	0	0	6	0	8	2	0	0	0	10	

IN from South						OUT to South					IN from West					OUT to West							
M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL	M/Cycle	CAR	LGV	OGV 1	OGV 2	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	8	0	0	0	8
0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	8	0	0	0	8
0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	6	1	0	0	7
0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1
0	0	0	0	0	0	0	1	0	0	0	1	0	2	1	0	0	3	0	2	1	0	0	3
0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0	8	0	0	0	8
0	1	1	0	0	2	0	2	0	0	0	2	0	7	1	0	0	8	0	17	2	0	0	19
0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	5	0	0	0	5
0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1
0	1	0	0	0	1	0	0	0	0	0	0	0	9	0	0	0	9	0	6	0	0	0	6
0	4	1	0	0	5	0	2	0	0	0	2	0	18	1	0	0	19	0	31	2	0	0	33
0	0	0	0	0	0	0	1	0	0	0	1	0	2	2	0	0	4	0	0	1	0	0	1
0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0
0	1	0	0	0	1	0	0	1	0	0	1	0	3	0	0	0	3	0	1	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	1	0	0	0	1
0	2	0	0	0	2	0	1	1	0	0	2	0	13	3	0	0	16	0	2	1	0	0	3
0	1	0	0	0	1	0	0	0	0	0	0	0	5	1	0	0	6	0	0	1	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	3	0	0	0	3
0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	3	0	0	0	3
0	2	0	0	0	2	0	0	0	0	0	0	0	12	3	0	0	15	0	7	1	0	0	8
0	4	0	0	0	4	0	1	1	0	0	2	0	25	6	0	0	31	0	9	2	0	0	11

Road Data Services Ltd

Stocksmoor Traffic Survey

Preface

Road Data Services Ltd were appointed by Philip Owen of Optima Highways & Transportation to undertake a traffic survey in November 2025 to determine traffic movements generated by existing residential properties within Stocksmoor.

Methodology

To collect this information, 9 temporary cameras were installed on suitable pieces of street furniture at the locations shown on the map below (Referenced A to I). The aim of these cameras was to cover access to all residential properties shown within the blue zone as well as the 3 junctions (Shown circled blue within the image below).



Site Survey Details

Survey Dates: Tuesday 11th and Wednesday 12th November 2025

Hours: 0730-0930 & 1600-1800

Intervals: 15 Minute

Weather: 11th AM overcast, on and off light rain throughout the period.

11th PM overcast, signs of previous rain but not raining in period.

12th AM overcast, signs of previous rain but not raining in period.

12th PM overcast, on and off light rain throughout the period.

Analysis

The area was divided into 7 zones, and a tracking survey was undertaken of all vehicles associated with the residential properties within these zones including the occupants that live there, visitors and deliveries

These trips were tracked to determine if the vehicles had come from / were going to Station Road to the north, Shepley Road to the east, Fulstone Road to the south or leaving Cross Lane to the west. Through traffic that didn't stop at a residential property was not included in the tracking survey nor were vehicles associated with any non-residential uses within the village.

A count of the number of residential properties in each zone was also undertaken.

Upon completion of the survey, the data recordings were entered into spreadsheets to produce summarised tables for 15 minute and hourly segments and delivered to Optima Highways & Transportation.