



now part of



Station West Car Park Reading

Transport Statement

On behalf of **Reading Borough Council**



Project Ref: 46180/5501 | Rev: -- | Date: June 2019

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: Caversham Bridge House, Waterman Place, Reading, Berkshire RG1 8DN
T: +44 (0)118 950 0761 E: reading@peterbrett.com

Document Control Sheet

Project Name: Station West Car Park, Reading

Project Ref: 46180

Report Title: Transport Statement

Doc Ref: 46180/5501/TS

Date: June 2019

	Name	Position	Signature	Date
Prepared by:	Liam Aurelius	Apprentice Engineer		June 2019
Reviewed by:	Joe House	Senior Engineer		June 2019
Approved by:	Dan Townsend	Senior Associate		June 2019
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

© Peter Brett Associates LLP 2019

Contents

1	Introduction	2
1.1	Overview	2
2	Site in Context	3
2.1	The Site	3
2.2	Existing Cattle Market Car Park Improvements	4
2.3	Local Highway Network	4
2.4	Personal Injury Collision Data	4
2.5	Town Centre Parking Provision	5
3	Application Proposals	7
3.1	Development Proposals	7
3.2	Access / Egress Arrangements	7
4	Development Travel Demand	9
4.1	Overview	9
4.2	Existing Town Centre Parking Profiles	9
4.3	Proposed Cattle Market Car Park Trip Generation	10
4.4	Proposed Cattle Market Car Park Accumulation	11
5	Summary and Conclusion	12

Figures

Figure 2.1: Site Location	3
Figure 3.1: Proposed Car Park Layout	7

Tables

Table 2-1: Central Reading Parking Provisions	5
Table 4-1: Combined Car Park Vehicle Trip Rates (per 1 spaces)	9
Table 4-2: Existing Car Park Occupancy Survey Results	10
Table 4-3: Proposed Cattle Market Vehicle Trips	10
Table 4-4: Proposed Cattle Market Parking Accumulation	11

Appendices

Appendix A	Site Layout
Appendix B	RBC's Parking Services Annual 17/18
Appendix C	Car Park Occupancy Survey Results

This page is intentionally blank

1 Introduction

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by Peter Brett Associates LLP (PBA) on behalf of Reading Borough Council (RBC) to support a planning application for the extension of the existing Cattle Market car park, Abattoirs Road, RG1 7HN. The proposed site layout is enclosed under **Appendix A**.
- 1.1.2 The full planning application seeks permission for the demolition of existing out buildings on site and the provision of a new public car park, associated lighting and CCTV mast and camera, with access acquired from Abattoirs Road, with egress onto Great Knollys Street.

2 Site in Context

2.1 The Site

- 2.1.1 The site comprises a currently vacant previously developed land that extends to 0.19 ha and is irregular in shape. Previously the site has been used for the storage of vehicles.
- 2.1.2 As shown in **Figure 2.1** Land off Abattoirs Road has defined boundaries to the north of Abattoirs Road and the railway, A329 Caversham Road to the east, the Cattle Market and Malcolm Place apartments to the south and the existing Cattle Market car park to the west.

Figure 2.1: Site Location



- 2.1.3 There is a small section of the site which directly abuts Caversham Road, although does not provide either vehicular or pedestrian access and merely forms the eastern extent of the site. In addition, there are two existing access points into the site from the northern boundary along Abattoirs Road, one formed by double metal gates, with the other being an open access in the north-western corner of the site.
- 2.1.4 The primary vehicle routing to the site from the local highway network is via the junction of Abattoirs Road and the A329 Caversham Road. There are no physical, or highway enforcement restrictions that restrict the movement of vehicles turning left into or left out of Abattoirs Road.
- 2.1.5 The site benefits from rights of access into the site from Abattoirs Road as well as across land to the west of the site which provides direct access into the existing Cattle Market car park at Great Knollys Street. There is an existing palisade fence which restricts access from the western extent of Abattoirs Road into the land to the west of the site.
- 2.1.6 The surface of the site is predominantly made up of concrete and areas of loose chippings. There are also remaining floor slabs from previous buildings on site that have since been

demolished. There are a number of existing poor quality outbuildings across the site which are most likely associated with the former temporary uses on site.

2.2 Existing Cattle Market Car Park Improvements

- 2.2.1 Immediately to the west of the site boundary is an area of gravel hardstanding, which forms part of the existing Cattle Market Car Park. The existing car park provides 94 formally marked spaces plus a further overflow area through the gates to the north-east and is operational for 24 hours a day all year round. Access to the existing Cattle Market car park is currently gained via Great Knollys Street only
- 2.2.2 Improvements works have been identified to formalise the overflow area creating the 'Station West' car park with vehicle access (in only) from Abattoirs Road, a tarmac surface, pedestrian links (including a new 1.5m to 2m footway along Abattoirs Road) and 198 marked parking spaces of which 4 are disabled bays. Construction work is planned to commence in Autumn 2019.

Vehicle Access

- 2.2.3 The northern boundary of the site is bounded by Abattoirs Road and would have provided the historic vehicle access to the site when occupied. Land registry records show that Abattoirs Road is owned by RBC.
- 2.2.4 Abattoirs Road is a 5.5m wide two-way road that currently provides access to the existing storage units and a single residential property. To the east, Abattoirs Road joins the A329 Caversham Road in the form of a simple priority junction.
- 2.2.5 The A329 Caversham Road is a dual carriageway accommodating a high volume of traffic, however there are no restrictions on turning right in or right out across two lanes of opposing traffic. Due to the high flow volumes on this section of the IDR, particularly during peak hours, these turning movements are unfavourable and therefore vehicles would typically make use of the roundabouts to the north and south which accommodate the required u-turning movements.
- 2.2.6 Access to the existing car park to the west of the site is provided along Great Knollys Street which is shared with Reading Buses staff parking and the Thimbleby and Shorland yard.

Pedestrian Access

- 2.2.7 An existing footway is provided on the southern side of Abattoirs Road for a 20m length from the junction with the A329 Caversham Road. Locally to the site good pedestrian links are provided connecting the site to the town centre and railway station via the signalised crossing to the 90m south of Abattoirs Road at the A329 Caversham Road / Great Knollys Street junction.

2.3 Local Highway Network

- 2.3.1 The existing vehicle route to the site is along Abattoirs Road via the A329 Caversham Road junction. The A329 Caversham Road is a 30mph dual carriageway and forms part of Reading's Inner Distribution Road (IDR). The IDR is a ring road surrounding Reading connecting the town centre with the major corridors including A33, A329 Kings Road and the A4 which in turn give access to the M4 at Junctions 10, 11 and 12.

2.4 Personal Injury Collision Data

- 2.4.1 Personal Injury Collision (PIC) data has been reviewed from open source data provided by CrashMap for the latest available 5-year period between January 2014 to December 2018 for

the immediate roads surrounding the site including Great Knollys Street, Abattoirs Road and the section of the A329 Caversham Road in between.

- 2.4.2 From the available information, a total of nine collisions have been recorded within the vicinity of the site of which 8 were of a slight severity and a single fatal collision. As a result of the 9 collision 11 casualties were recorded of which 2 were cyclists and 2 were to pedestrians.
- 2.4.3 The fatal collision was recorded in October 2017 and occurred at the pedestrian crossing on Great Knollys Street at the signalised junction with the A329 Caversham Road. The collision involved a bus/coach and two pedestrians resulting a fatality to one of the pedestrians crossing the road.
- 2.4.4 No collisions were recorded in the study area in 2018, with 2014 recording the majority (4) of recorded collisions.
- 2.4.5 Analysis of the latest five year Personal Injury Collision (PIC) records within the study area have not identified any specific concern with regard to highway safety that would be exacerbated by the development proposals.

2.5 Town Centre Parking Provision

- 2.5.1 The 2011 interim parking policy was developed to enable RBC to manage parking provision effectively and sustainably to benefit road safety, the environment, traffic management, and the economic viability of the town and neighbourhood centres. To document states the follow with regards to on and off street parking provision across the town centre:

“The maximum number of public parking spaces in the town centre should be 8,500 these should include on-street parking and be at least 70% short stay/ shoppers/ leisure parking. (*figures exclude park and ride spaces)”*

- 2.5.2 Chapter 10 of RBC’s Parking Services Annual Report 2017/18 provides the level of off-street public car parking at the 5 town centre car parks operated by RBC. In addition there are 4 privately operated car parks in the town centre both of which provisions have been summarised in **Table 2-1**.

Table 2-1: Central Reading Parking Provisions

Car Park Location	Private or Public	Number of Spaces
Broad Street Mall	Public	742
Queens Road	Public	708
Cattle Market	Public	94
Reading Civic B	Public	180
Kings Meadow	Public	78
Chatham Street	Private	586
Garrard Street	Private	918
Oracle and Holybrook	Private	2,206
Reading Railway Station	Private	1,600
Total Central Reading Provision		7,112

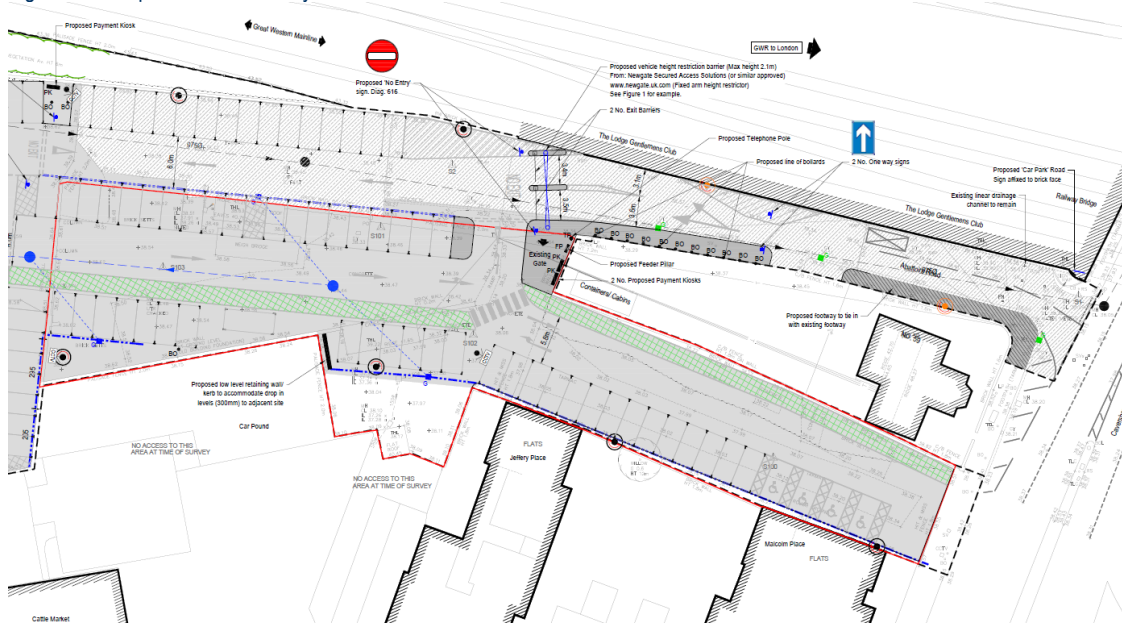
- 2.5.3 As summarised in **Table 2-1** a total of 7,112 off street public car parking spaces are provided across 9 town centre car parks.
- 2.5.4 As an alternative to the off-street car parks, RBC introduced on-street pay and display parking in October 2010 to offer an alternative short term parking options in the town centre. As of 2018 there were 223 on street pay and display spaces within the town centre.
- 2.5.5 In total the off and on street public parking equates to 7,335 spaces in the town centre area.

3 Application Proposals

3.1 Development Proposals

- 3.1.1 The development proposals are for the demolition of existing out buildings on site and the provision of a new public car park, associated lighting and CCTV mast and camera, with access acquired from Abattoirs Road, with egress onto Great Knollys Street
- 3.1.2 The new car park totals 51 new spaces (including 4 disabled spaces) and will form part of the wider improvements to the new Station West car park discussed in **Section 2.3**. Across the whole Station West proposals, a total of 198 spaces (includes 4 disabled spaces) are proposed.
- 3.1.3 The site layout plan illustrating the parking arrangement is contained within **Appendix A** and illustrated below on **Figure 3.1**.

Figure 3.1: Proposed Car Park Layout



- 3.1.4 Given the sites proximity to the railway station and proposed 24hr operation the car park is likely to operate as a long stay car park for those commuting to work out of Reading railway station during weekdays.

3.2 Access / Egress Arrangements

Vehicle

- 3.2.1 The proposed 51 car parking spaces lie within the existing Cattle Market car park that is to be improved as such that vehicle access arrangements are as per those proposed for the wider Cattle Market car park.
- 3.2.2 The principals of this access are that vehicular access can be obtained both Abattoirs Road to the east and Great Knollys Street to the west.
- 3.2.3 At the Abattoirs Road access two entry barriers are proposed and are to be located approximately 65m from the A329 Caversham Road junction. Vehicles accessing the site from

the north will travel southbound along Caversham Road past the Abattoirs Road junction making a U-turn at the Caversham Road / Chatham Street grade separated roundabout and then finally travelling north back along Caversham Road turning left at either Great Knollys Street or Abattoirs Road.

- 3.2.4 At the western boundary of the existing Cattle Market car park that is being improved are two exit barriers and a single-entry barrier. Vehicles that use this access and egress will be routed through the existing Cattle Market car park accessed from Great Knollys Street to the south. There is to be no vehicle egress from Abattoirs Road.

Pedestrian

- 3.2.5 Pedestrian access to the proposed car park can be achieved via the existing crossover along Great Knollys Street. Additionally, a new pedestrian footway will be provided along the southern edge of Abattoirs Road from the car park entry barriers connecting with the existing footway.
- 3.2.6 Internally within the car park designated pedestrian routes will be marked out.

4 Development Travel Demand

4.1 Overview

- 4.1.1 This section of the TS provides an overview of the travel demand for the proposed Station West car park which has been derived from current town centre car parking accumulation data.
- 4.1.2 To provide a clear assessment of the impact of the development proposals, the travel demand has been reviewed in respect to the 198 space car park proposals that form whole Station West car park proposals which includes the 51 spaces that forms this application sites proposals.
- 4.1.3 Additionally, the travel demand for the 51 spaces forming this application proposal have been assessed individually.

4.2 Existing Town Centre Parking Profiles

- 4.2.1 To understand the potential demand of the development proposals traffic surveys having been carried out at two town centre car parks to obtain car parking occupancy profiles across a daily period.
- 4.2.2 As previously described, the location of the site will likely attract a long stay demand for those commuting to work via train from Reading station. To understand a demand of this type (commuter) car parking occupancy surveys having been undertaken at Reading Railway Station and Garrard Street car parks. The surveys were undertaken on Wednesday 8th May 2019 for a 13 hour period from 06:00 to 19:00. A copy of the traffic surveys is contained within **Appendix C**.
- 4.2.3 **Table 4.1** provides a combined total number of inbound and outbound vehicle trips during the AM and PM peak periods as well as the daily period for the for the Reading Railway Station (1600 spaces) and Garrard Street (918 spaces) car park. From the results of this survey, vehicle trip rates per 1 space been calculated for the existing combined provision of 2518 spaces.

Table 4-1: Combined Car Park Vehicle Trip Rates (per 1 spaces)

Time Period	Inbound		Outbound		Two-way	
	No. of Trips	Trip Rate	No. of Trips	Trip Rate	No. of Trips	Trip Rate
AM Peak (08:00 to 09:00)	489	0.186	40	0.016	509	0.202
PM Peak (08:00 to 09:00)	100	0.040	440	0.175	540	0.214
Daily period (06:00 to 19:00)	2715	1.078	2517	1.000	5232	2.078

- 4.2.4 **Table 4.2** provides the weekday parking acumination profiles for both car parks alongside a combined accumulation.

Table 4-2: Existing Car Park Occupancy Survey Results

Time	Reading Railway Station (1600 spaces)	Garrard Street (918 spaces)	Combined (2518 spaces)	
			No.	%
06:00	321	130	451	18%
07:00	655	262	917	36%
08:00	916	430	1346	53%
09:00	1087	564	1651	66%
10:00	1170	626	1796	71%
11:00	1225	647	1872	74%
12:00	1228	641	1869	74%
13:00	1202	630	1832	73%
14:00	1136	591	1727	69%
15:00	1044	540	1584	63%
16:00	898	426	1324	53%
17:00	683	301	984	39%
18:00	469	195	664	26%
19:00	299	143	442	18%

- 4.2.5 The results of the occupancy surveys show that across both car parks a peak occupancy is recorded at 11:00 where 74% of spaces are occupied. In the AM and PM peak hours the occupancy is recorded at 53% and 39% respectively.

4.3 Proposed Cattle Market Car Park Trip Generation

- 4.3.1 Using the trip rates calculated from the existing parking surveys as summarised in **Table 4.1**, the total number of vehicle trips for the proposed 198 spaces and 51 space assessments are shown in **Table 4.3**.

Table 4-3: Proposed Cattle Market Vehicle Trips

Time Period	Full 198 space car park			Planning Extents (51 Spaces)		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
AM Peak (08:00 to 09:00)	37	3	40	9	1	10
PM Peak (08:00 to 09:00)	8	35	43	2	9	11
Daily period (06:00 to 19:00)	213	198	411	55	51	106

- 4.3.2 It is predicted that the new 198 space Station West car park will results in an additional 40 and 43 two way trips in the AM and PM peak hours, with 411 daily vehicle trips.
- 4.3.3 Of these vehicle trips, the 51 spaces associated to the planning application are predicted to generate 10 and 11 two way trips the AM and PM peak hours respectively, with 106 daily vehicle trips.

4.4 Proposed Cattle Market Car Park Accumulation

- 4.4.1 Using the parking accumulation profiles recorded from the surveyed car parks, as summarised in **Table 4.2**, a parking accumulation profile has been assessed for the proposed Station West car park as per the previous assessments for 198 spaces and the planning extents of 51 spaces.

Table 4-4: Proposed Cattle Market Parking Accumulation

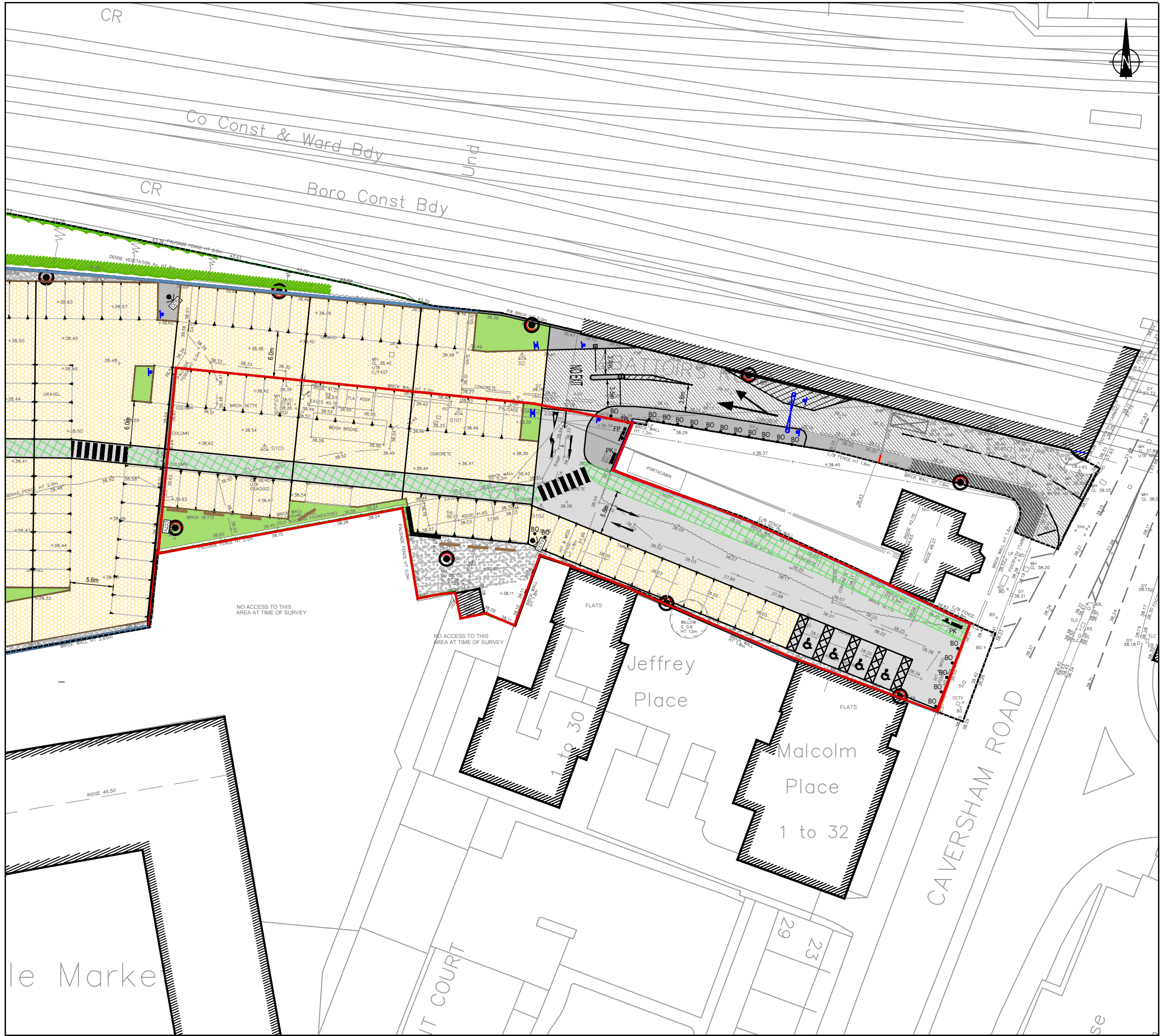
Time	Existing Car Parks Accumulation Profile	Proposed Cattle Market Car Park	
		198 Spaces	51 Spaces
06:00	18%	35	9
07:00	36%	72	19
08:00	53%	106	27
09:00	66%	130	33
10:00	71%	141	36
11:00	74%	147	38
12:00	74%	147	38
13:00	73%	144	37
14:00	69%	136	35
15:00	63%	125	32
16:00	53%	104	27
17:00	39%	77	20
18:00	26%	52	13
19:00	18%	35	9

- 4.4.2 **Table 4.4** demonstrates that for the wider 198 space car park proposals there would be an accumulation of 106 vehicles in the AM peak and 77 vehicles in the PM Peak. The peak occupancy at 11:00am would see a max accumulation of 147 vehicles.
- 4.4.3 When considering the extents of the car parking (51 spaces) that requires planning, a peak accumulation of 38 vehicles is predicted.
- 4.4.4 Based on the results provided in **Table 4.3** and **Table 4.4**, it is considered that the application for 51 car parking spaces which form part of the new Station West car park are unlikely to have a material or server impact upon the local network.

5 Summary and Conclusion

- 5.1.1 This Transport Statement has been prepared on behalf of Reading Borough Council to support the planning application for 51 new car parking spaces at the new Station West car park (formerly known as Cattle Market car park) in the centre of Reading.
- 5.1.2 The existing overflow area to the rear of the RBC operated Cattle Street car park is to be improved to accommodate the new 198 space 'Station West' surface level car park. Planning permission is required for 51 of these spaces comprising of the south-eastern area.
- 5.1.3 The proposed site is well located to the west of Reading town centre and only 500m from Reading Railway Station which provides a major transport interchange in the south. Vehicle access and egress to the proposed car park will be via the existing car park access off Great Knollys Street. An additional entry only access is proposed via the existing Abattoirs Road accessed from A329 Caversham Road.
- 5.1.4 Car park occupancy's surveys have been carried out at Reading Railways Station and Garrard Street multi-storey car parks within the town centre to provide a likely accumulation profile for the proposed car park. The survey results suggest a peak occupancy at 11:00am were 74% of spaces are occupied. In the AM and PM peak hours the occupancy is recorded at 53% and 39% respectively.
- 5.1.5 Based on the 51 spaces within the planning application red line, during the peak hours 10 and 11 two way trips are predicted the AM and PM peak hours respectively with 106 two way daily vehicle trips.
- 5.1.6 It can be summarised that the proposals for 51 new car parking spaces at the Station West car park can be accommodated for with no material or server impact upon the local network as such
- 5.1.7 The conclusion of this Transport Statement is that there are no material transport reasons why the proposed 51 car parking spaces which form part of the new Station West car park off Abattoirs Road should not be approved.

Appendix A Site Layout



KEY

- Planning Application Boundary
- Proposed lighting column (indicative). RBC to co ordinate lighting design/ supply with SSE
- Proposed lighting column protection barrier
- FP Proposed feeder pillar
- Proposed CCTV mast & camera
- PK Proposed ticket payment kiosk (machine supplied by others). Contractor to install foundations, power & comms equipment

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status	FOR INFORMATION
----------------------	-----------------

STATION WEST CAR PARK
GREAT KNOLLYS STREET, READING
GENERAL ARRANGEMENT PLAN

Client 			 Offices throughout the UK and Europe www.peterbrett.com © Peter Brett Associates LLP READING Tel: 01189 500 761		
Date of 1st Issue 07.08.19	Designed -	Drawn AC	A3 Scale 1:500	Checked JH	Approved DT
Drawing Number 46180/5501/003		Revision -			

Appendix B RBC's Parking Services Annual 17/18

Chapter 10 - Car Parks

The current parking strategy is a core element of the Local Transport Plan. The strategy essentially aims to manage the level of long stay/commuter parking in the town centre. A key feature of the strategy is pricing of town centre parking to reflect the availability of alternatives, especially long stay parking provided by park and ride.

Reading Borough Council had a partnership contract with National Car Parks Limited (NCP), this ceased in October 2018. In the previous financial year NCP managed the Council's car parks on a daily basis and maintained the car park cleanliness and dealt with any other ad hoc duties e.g. maintaining lifts, removal of abandoned vehicles etc. The partnership had been in place from April 2007 and since this time, there has been a large investment made into the car parking infrastructure. This investment has included: updating the payment machines, replacing entry/exit barriers, improved lighting, improved tariff boards, and re-surfacing/re-lining car parks.

Reading Borough Council and NCP review the tariff structure on an annual basis. Season tickets are available for Broad Street Mall, Queens Road, Hills Meadow, Cattle Market and Chester Street car parks. Season tickets are available annually, 3 monthly and 1 monthly (except Chester Street which only offers annual permits).

The table below shows the spaces available in each car park.

Car Park	Spaces	Disabled Spaces	Total Spaces
Broad Street Mall	723	19	742
Queens Road	700	8	708
Hills Meadow	312	10	322
Civic B Car Park	176	4	180
Kings Meadow	77	1	78
Cattle Market	90	4	94
Chester Street, Caversham	83	3	86
Recreation Road, Tilehurst	82	4	86
Dunstall Close, Tilehurst	48	3	51
Total	2,291	56	2,347

Further Information

Further information can be found on the Council's website: www.reading.gov.uk

Appendix C Car Park Occupancy Survey Results



Produced by Streetwise Services Ltd.

Site 1 Garrard Street

	ENTRANCE 1.1					
	In					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL
00:00 - 00:15	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
01:00 - 01:15	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
02:00 - 02:15	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0
03:15 - 03:30	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0
03:45 - 04:00	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
04:00 - 04:15	0	0	0	0	0	0
04:15 - 04:30	0	0	0	0	0	0
04:30 - 04:45	0	0	0	0	0	0
04:45 - 05:00	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0
05:15 - 05:30	2	0	0	0	0	2
05:30 - 05:45	5	0	0	0	0	5
05:45 - 06:00	4	0	0	0	0	4
Hourly Total	11	0	0	0	0	11
06:00 - 06:15	4	0	0	0	0	4
06:15 - 06:30	7	0	0	0	0	7
06:30 - 06:45	15	0	0	0	0	15
06:45 - 07:00	22	0	0	0	0	22
Hourly Total	48	0	0	0	0	48
07:00 - 07:15	24	2	0	0	0	26
07:15 - 07:30	23	0	0	0	0	23
07:30 - 07:45	28	0	0	0	0	28
07:45 - 08:00	26	0	0	0	0	26
Hourly Total	101	2	0	0	0	103
08:00 - 08:15	31	0	0	0	0	31
08:15 - 08:30	30	1	0	0	0	31
08:30 - 08:45	27	0	0	0	0	27
08:45 - 09:00	24	0	0	0	0	24
Hourly Total	112	1	0	0	0	113
09:00 - 09:15	22	0	0	0	0	22
09:15 - 09:30	22	1	0	0	0	23
09:30 - 09:45	28	1	0	0	0	29
09:45 - 10:00	25	0	0	0	0	25
Hourly Total	97	2	0	0	0	99
10:00 - 10:15	16	0	0	0	0	16
10:15 - 10:30	11	1	0	0	0	12
10:30 - 10:45	9	0	0	0	0	9
10:45 - 11:00	5	0	0	0	0	5
Hourly Total	41	1	0	0	0	42
11:00 - 11:15	8	1	0	0	0	9
11:15 - 11:30	7	0	0	0	0	7
11:30 - 11:45	1	1	0	0	0	2
11:45 - 12:00	0	0	0	0	0	0
Hourly Total	16	2	0	0	0	18
12:00 - 12:15	2	0	0	0	0	2
12:15 - 12:30	2	0	0	0	0	2
12:30 - 12:45	6	0	0	0	0	6

[illegible][illegible]

In at start					
CAR	LGV	OGV1	OGV2	BUS	TOTAL
75	1	0	0	0	76

Spaces
TOTAL
878

Occupancy					
CAR	LGV	OGV1	OGV2	BUS	TOTAL
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
73	1	0	0	0	74
75	1	0	0	0	76
80	1	0	0	0	81
84	1	0	0	0	85
87	1	0	0	0	88
92	1	0	0	0	93
107	1	0	0	0	108
129	1	0	0	0	130
150	3	0	0	0	153
178	3	0	0	0	181
219	3	0	0	0	222
259	3	0	0	0	262
307	3	0	0	0	310
350	4	0	0	0	354
388	4	0	0	0	392
426	4	0	0	0	430
463	4	0	0	0	467
492	5	0	0	0	497
525	5	0	0	0	530
559	5	0	0	0	564
579	5	0	0	0	584
593	6	0	0	0	599
611	6	0	0	0	617
620	6	0	0	0	626
633	7	0	0	0	640
638	7	0	0	0	645
643	7	0	0	0	650
641	6	0	0	0	647
639	6	0	0	0	645
634	5	0	0	0	639
636	5	0	0	0	641

TOTAL
8.4%
8.4%
8.4%
8.4%
8.4%
8.4%
8.4%
8.4%
8.4%
8.4%
8.4%
8.4%
8.4%
8.4%
8.7%
9.2%
9.7%
10.0%
10.6%
12.3%
14.8%
17.4%
20.6%
25.3%
29.8%
35.3%
40.3%
44.6%
49.0%
53.2%
56.6%
60.4%
64.2%
66.5%
68.2%
70.3%
71.3%
72.9%
73.5%
74.0%
73.7%
73.5%
72.8%
73.0%

12:45 - 13:00	18	0	0	0	0	18
Hourly Total	74	2	0	0	0	76
13:00 - 13:15	27	0	0	0	0	27
13:15 - 13:30	16	1	0	0	0	17
13:30 - 13:45	19	0	0	0	0	19
13:45 - 14:00	17	0	0	0	0	17
Hourly Total	79	1	0	0	0	80
14:00 - 14:15	18	0	0	0	0	18
14:15 - 14:30	21	0	0	0	0	21
14:30 - 14:45	17	0	0	0	0	17
14:45 - 15:00	12	0	0	0	0	12
Hourly Total	68	0	0	0	0	68
15:00 - 15:15	9	1	0	0	0	10
15:15 - 15:30	21	0	0	0	0	21
15:30 - 15:45	17	0	0	0	0	17
15:45 - 16:00	23	1	0	0	0	24
Hourly Total	70	2	0	0	0	72
16:00 - 16:15	20	0	0	0	0	20
16:15 - 16:30	13	1	0	0	0	14
16:30 - 16:45	18	1	0	0	0	19
16:45 - 17:00	28	1	0	0	0	29
Hourly Total	79	3	0	0	0	82
17:00 - 17:15	19	0	0	0	0	19
17:15 - 17:30	17	0	0	0	0	17
17:30 - 17:45	19	1	0	0	0	20
17:45 - 18:00	24	0	0	0	0	24
Hourly Total	79	1	0	0	0	80
18:00 - 18:15	23	0	0	0	0	23
18:15 - 18:30	22	0	0	0	0	22
18:30 - 18:45	29	0	0	0	0	29
18:45 - 19:00	22	0	0	0	0	22
Hourly Total	96	0	0	0	0	96
19:00 - 19:15	22	1	0	0	0	23
19:15 - 19:30	18	0	0	0	0	18
19:30 - 19:45	20	0	0	0	0	20
19:45 - 20:00	17	0	0	0	0	17
Hourly Total	77	1	0	0	0	78
20:00 - 20:15	11	0	0	0	0	11
20:15 - 20:30	20	0	0	0	0	20
20:30 - 20:45	15	0	0	0	0	15
20:45 - 21:00	7	0	0	0	0	7
Hourly Total	53	0	0	0	0	53
21:00 - 21:15	11	0	0	0	0	11
21:15 - 21:30	11	0	0	0	0	11
21:30 - 21:45	11	0	0	0	0	11
21:45 - 22:00	7	0	0	0	0	7
Hourly Total	40	0	0	0	0	40
22:00 - 22:15	13	0	0	0	0	13
22:15 - 22:30	8	0	0	0	0	8
22:30 - 22:45	5	0	0	0	0	5
22:45 - 23:00	6	0	0	0	0	6
Hourly Total	32	0	0	0	0	32
23:00 - 23:15	6	0	0	0	0	6
23:15 - 23:30	8	0	0	0	0	8
23:30 - 23:45	1	0	0	0	0	1
23:45 - 00:00	4	0	0	0	0	4
Hourly Total	19	0	0	0	0	19

Session Total	2192	22	0	0	0	2214
---------------	------	----	---	---	---	------

15	0	0	0	0	15
47	0	0	0	0	47
18	0	0	0	0	18
22	1	0	0	0	23
14	1	0	0	0	15
22	0	0	0	0	22
76	2	0	0	0	78
25	0	0	0	0	25
16	0	0	0	0	16
35	0	0	0	0	35
29	1	0	0	0	30
105	1	0	0	0	106
24	0	0	0	0	24
34	1	0	0	0	35
29	1	0	0	0	30
39	1	0	0	0	40
126	3	0	0	0	129
53	0	0	0	0	53
46	0	0	0	0	46
38	0	0	0	0	38
47	0	0	0	0	47
184	0	0	0	0	184
61	0	0	0	0	61
50	1	0	0	0	51
45	0	0	0	0	45
75	0	0	0	0	75
231	1	0	0	0	232
48	1	0	0	0	49
53	1	0	0	0	54
51	0	0	0	0	51
73	0	0	0	0	73
225	2	0	0	0	227
54	0	0	0	0	54
45	0	0	0	0	45
34	0	0	0	0	34
35	0	0	0	0	35
168	0	0	0	0	168
14	0	0	0	0	14
28	0	0	0	0	28
17	0	0	0	0	17
17	0	0	0	0	17
76	0	0	0	0	76
10	0	0	0	0	10
15	0	0	0	0	15
11	0	0	0	0	11
12	0	0	0	0	12
48	0	0	0	0	48
8	0	0	0	0	8
18	0	0	0	0	18
4	0	0	0	0	4
5	0	0	0	0	5
35	0	0	0	0	35
11	0	0	0	0	11
13	0	0	0	0	13
8	0	0	0	0	8
4	0	0	0	0	4
36	0	0	0	0	36

MAX	1468	14	0	0	0	1482
-----	------	----	---	---	---	------

7	1	0	0	0	8
25	1	0	0	0	26
7	0	0	0	0	7
8	0	0	0	0	8
6	0	0	0	0	6
7	0	0	0	0	7
28	0	0	0	0	28
5	0	0	0	0	5
10	0	0	0	0	10
8	0	0	0	0	8
5	0	0	0	0	5
28	0	0	0	0	28
6	0	0	0	0	6
9	0	0	0	0	9
13	0	0	0	0	13
6	1	0	0	0	7
34	1	0	0	0	35
11	0	0	0	0	11
8	0	0	0	0	8
9	0	0	0	0	9
15	1	0	0	0	16
43	1	0	0	0	44
17	0	0	0	0	17
14	0	0	0	0	14
13	1	0	0	0	14
18	0	0	0	0	18
62	1	0	0	0	63
21	0	0	0	0	21
18	0	0	0	0	18
23	0	0	0	0	23
21	0	0	0	0	21
83	0	0	0	0	83
25	1	0	0	0	26
12	0	0	0	0	12
18	0	0	0	0	18
24	0	0	0	0	24
79	1	0	0	0	80
10	0	0	0	0	10
20	0	0	0	0	20
9	0	0	0	0	9
12	0	0	0	0	12
51	0	0	0	0	51
8	0	0	0	0	8
9	0	0	0	0	9
10	0	0	0	0	10
6	0	0	0	0	6
33	0	0	0	0	33
10	0	0	0	0	10
6	0	0	0	0	6
6	0	0	0	0	6
6	0	0	0	0	6
28	0	0	0	0	28
7	0	0	0	0	7
7	0	0	0	0	7
2	0	0	0	0	2
4	0	0	0	0	4
20	0	0	0	0	20

715	6	0	0	0	721
-----	---	---	---	---	-----

1217	11	0	0	0	1228
1219	11	0	0	0	1230
1205	11	0	0	0	1216
1204	10	0	0	0	1214
1192	10	0	0	0	1202
1180	10	0	0	0	1190
1175	10	0	0	0	1185
1149	10	0	0	0	1159
1127	9	0	0	0	1136
1106	10	0	0	0	1116
1084	9	0	0	0	1093
1059	8	0	0	0	1067
1037	7	0	0	0	1044
993	7	0	0	0	1000
952	8	0	0	0	960
923	9	0	0	0	932
889	9	0	0	0	898
830	9	0	0	0	839
783	8	0	0	0	791
744	8	0	0	0	752
675	8	0	0	0	683
629	7	0	0	0	636
580	6	0	0	0	586
535	6	0	0	0	541
463	6	0	0	0	469
406	6	0	0	0	412
367	6	0	0	0	373
335	6	0	0	0	341
293	6	0	0	0	299
280	6	0	0	0	286
252	6	0	0	0	258
241	6	0	0	0	247
219	6	0	0	0	225
212	6	0	0	0	218
199	6	0	0	0	205
189	6	0	0	0	195
178	6	0	0	0	184
173	6	0	0	0	179
157	6	0	0	0	163
152	6	0	0	0	158
147	6	0	0	0	153
135	6	0	0	0	141
123	6	0	0	0	129
114	6	0	0	0	120
110	6	0	0	0	116

1221	12	0	0	0	1233
------	----	---	---	---	------

63.9%
64.0%
63.3%
63.2%
62.5%
61.9%
61.7%
60.3%
59.1%
58.1%
56.9%
55.5%
54.3%
52.0%
49.9%
48.5%
46.7%
43.7%
41.2%
39.1%
35.5%
33.1%
30.5%
28.1%
24.4%
21.4%
19.4%
17.7%
15.6%
14.9%
13.4%
12.9%
11.7%
11.3%
10.7%
10.1%
9.6%
9.3%
8.5%
8.2%
8.0%
7.3%
6.7%
6.2%
6.0%

64.2%
