

Technical Note 01

Project:	Unit 2B Reading Gate	Office:	Bristol
Project №:	784-B070901	Status:	For Submission
Client:	The British Land Company plc	Date:	March 2025
Subject:	Application PL/25/0171: Parking Capacity Appraisal		

1 INTRODUCTION

- 1.1 Tetra Tech have been commissioned by The British Land Company plc to prepare a Technical Note in support of Application PL/25/0171, to advise on the suitability of the Reading Gate Retail Park parking areas to serve the development scheme.

2 PARKING SURVEY

Vehicle Parking

- 2.1 The shared car park that serves this part of the Reading Gate Retail Park obtains its access from the A33 via the priority left-in/left-out junction. It provides capacity for 358 vehicles, which comprises 347 publicly available car parking spaces, 3 spaces marked for McDonalds customers to wait for their order and space for around 11 vehicles to queue for the McDonald's drive through and wait in a storage area.
- 2.2 A car parking survey was conducted at the Reading Gate Retail Park car park on Friday, 7th February 2025, and Saturday, 8th February 2025. The results of the survey are provided in **Appendix A** and summarised in **Table 2.1**.

Table 2.1 Parking Survey Results

Time	Weekday		Saturday	
	Parking Demand	Car Park Capacity / %	Parking Demand	Car Park Capacity / %
08:00	35	10%	20	6%
09:00	71	20%	73	20%
10:00	100	28%	110	31%
11:00	122	34%	149	42%
12:00	163	46%	232	65%
13:00	180	50%	231	65%
14:00	134	37%	247	69%
15:00	136	38%	260	73%
16:00	118	33%	240	67%
17:00	126	35%	180	50%
18:00	118	33%	93	26%
19:00	117	33%	41	11%
20:00	40	11%	36	10%

- 2.3 The parking survey recorded that the peak capacity for weekdays occurs at 13:00, with the car park at 50% capacity (180 parked vehicles). On Saturdays, the peak time is 15:00, with the car park operating at 73% capacity (260 parked vehicles). It should be noted that Unit 2B was not in operation at the time of survey.

Cycle Parking

- 2.4 Cycle parking is currently provided in the form of Sheffield Stands throughout the car park, including along the footway fronting the store entrances. In total, the retail park provides 30 cycle parking spaces; 18 Sheffield stands associated with the southern retail terrace, 10 (non-Sheffield) spaces associated with B&Q and 2 Sheffield stands adjacent to the Iitsu restaurant. On the day(s) of the survey, no cycle parking was utilized.

3 VEHICLE PARKING DEMAND

Extant Operation: Unit 2B

- 3.1 The parking demand for Unit 2B has been calculated based on the trip rate information provided in Table 6.1 of the Transport Assessment. The parking demand generated by the existing land use of Unit 2B is provided in **Table 3.1**.

Table 3.1 Unit 2B Forecast Trip Generation 955sqm*

Time	Weekday			Saturday		
	Arrival	Departure	Parking Demand	Arrival	Departure	Parking Demand
08:00 – 09:00	1	0	1	1	0	1
09:00 – 10:00	13	7	7	8	4	5
10:00 – 11:00	13	7	13	18	12	11
11:00 – 12:00	9	10	12	30	24	17
12:00 – 13:00	4	6	10	37	31	23
13:00 – 14:00	6	8	8	43	43	23
14:00 – 15:00	7	6	9	43	45	21
15:00 – 16:00	7	5	11	44	43	22
16:00 – 17:00	11	7	15	36	40	18
17:00 – 18:00	8	10	13	26	29	15
18:00 – 19:00	10	16	7	19	25	9
19:00 – 20:00	14	21	0	10	11	8
20:00 – 21:00	0	4	-4	7	9	6

*Factored from TRICS Trip Rate dataset at Table 6.1 of the Transport Assessment

DEVELOPMENT SCHEME

- 3.2 **Table 3.2** advises on the parking demand for the development scheme, which comprises 800sqm mezzanine floor area.

Table 3.2 Development Scheme – 800sqm Mezzanine*

Time	Weekday			Saturday		
	Arrival	Departure	Parking Demand	Arrival	Departure	Parking Demand
08:00 – 09:00	0	0	0	1	1	0
09:00 – 10:00	2	1	1	3	2	1
10:00 – 11:00	2	1	2	5	4	2
11:00 – 12:00	2	2	2	6	5	3
12:00 – 12:00	1	1	2	7	7	3
13:00 – 14:00	1	1	2	7	8	2
14:00 – 15:00	1	1	2	8	7	3
15:00 – 16:00	1	1	2	6	7	2
16:00 – 17:00	2	1	3	4	5	1
17:00 – 18:00	1	2	2	3	4	0
18:00 – 19:00	2	3	1	2	2	0
19:00 – 20:00	3	4	0	1	1	0
20:00 – 21:00	0	1	-1	1	1	0

*Reproduced from Table 7.1 Table of Transport Assessment

4 CAR PARK CAPACITY APPRAISAL

Vehicle Parking

- 4.1 An appraisal has been completed to advise on the operation of the shared car park, identifying the net impact of the existing land use (Unit 2B, 955sqm) in conjunction with the proposed development scheme (800sqm mezzanine). The results of the appraisal are detailed in **Table 4.1**.

Table 4.2 Car Park Capacity Appraisal – Survey Data plus Extant and Development Scheme

Time	Weekday		Saturday	
	Parking Demand	Car Park Capacity / %	Parking Demand	Car Park Capacity / %
08:00	36	10%	21	6%
09:00	79	22%	79	22%
10:00	115	32%	123	34%
11:00	136	38%	169	47%
12:00	175	49%	258	72%
13:00	190	53%	256	72%
14:00	145	41%	271	76%
15:00	149	42%	284	79%
16:00	136	38%	259	72%
17:00	141	39%	195	54%
18:00	126	35%	102	28%
19:00	117	33%	49	14%
20:00	35	10%	42	12%

- 4.2 The Car Park Capacity Appraisal shows that with Unit 2B and the development scheme in full operation, the peak capacity for weekdays occurs at 13:00, with the car park at 53% capacity (190 parked vehicles). On Saturdays, the peak time is 15:00, with the car park operating at 79% capacity (284 parked vehicles).
- 4.3 The car park has suitable capacity to operate safely and effectively, maintaining a minimum reserve capacity of 47% (168 spare parking spaces) during weekdays and 21% (75 spare parking spaces) on Saturdays. This suggests a good level of spare capacity under normal conditions, with plenty of availability for spaces during fluctuations in arrivals and departures. The analysis also indicates that there is an appropriate level of spare capacity to accommodate any potential increase in parking demand generated by seasonal periods such as Christmas.

Cycle parking

- 4.4 The Reading Borough Council Revised Parking Standards and Design Supplementary Planning Document (2011) is the adopted document that advises on the provision of cycle parking for new developments. To provide guidance on cycle parking demand, the A1 Non-Food Retail category for units over 1,000sqm has been selected, recommending 1 space per 6 staff and 1 space per 300sqm. For the purpose of assessment, it is considered that this category of land use (Unit 2B) could generate 1 staff member per 50sqm, though this ratio can vary depending on the specific type of retail operation.
- 4.5 Unit 2B is not currently in operation and provides 955sqm of non-food retail space. The proposed development would add an additional 800sqm. The creation of the development scheme, including an 800sqm mezzanine, is not expected to generate any additional staff for Unit 2B, as it is intended to increase the variety of products that can be advertised and sold to customers. Nonetheless, for the purpose of assessment, the attractiveness of increased floorspace has been considered for customer cycle generation.
- 4.6 It is therefore advised that Unit 2B, if in operation, would generate 20 staff members, requiring 3 cycle parking spaces, with a further 3 spaces for customers. The development scheme would require an additional 3 spaces, equating to a total cycle parking provision of 9 spaces.
- 4.7 Given the existing provision on site and following a review of cycle parking demand, it is expected that the development scheme, once operational, would have an immaterial impact on cycle parking provision. However, it is recommended that the use of cycle parking be reviewed by the Reading Gate Retail Park and their operators to maximize customer footfall and ensure facilities are attractive to staff.

5 SUMMARY

- 5.1 The car park operates satisfactorily with Unit 2B and the development scheme in operation. The vehicle car park is expected to operate at a maximum of 53% capacity during weekdays and 79% capacity on Saturdays. The parking survey and resultant analysis identified no material impact on cycle parking.
- 5.2 The operation of Unit 2B and the addition of the proposed mezzanine floor will have a negligible impact on the car park's operation and will not adversely affect car park user safety, local or wider highway operations.

APPENDIX A – PARKING SURVEY RESULTS

TIME	Northern Access Inbound							Northern Access Outbound								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
00:00-00:15	0	0	14	0	0	0	0	14	0	0	15	0	0	0	0	15
00:15-00:30	0	0	7	0	0	0	0	7	0	1	9	0	0	0	0	10
00:30-00:45	0	0	6	0	0	0	0	6	0	7	0	0	0	0	0	7
00:45-01:00	0	0	6	0	0	0	0	6	0	0	10	1	0	0	0	11
Hourly Total	0	0	33	0	0	0	0	33	0	1	41	1	0	0	0	43
01:00-01:15	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7
01:15-01:30	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4
01:30-01:45	0	0	5	3	0	0	0	8	0	0	6	0	0	0	0	6
01:45-02:00	0	0	5	3	0	0	0	8	0	0	8	0	0	0	0	8
Hourly Total	0	0	22	3	0	0	0	25	0	0	25	0	0	0	0	25
02:00-02:15	0	0	8	0	0	0	0	8	0	0	7	0	0	0	0	7
02:15-02:30	0	1	2	0	0	0	0	3	0	0	5	2	0	0	0	7
02:30-02:45	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	2
02:45-03:00	0	0	3	1	0	0	0	4	0	0	3	1	0	0	0	4
Hourly Total	0	0	16	2	0	0	0	19	0	0	17	2	0	0	0	21
03:00-03:15	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4
03:15-03:30	0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3
03:30-03:45	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	5
03:45-04:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	8
Hourly Total	0	0	22	0	0	0	0	22	0	0	11	1	0	0	0	13
04:00-04:15	0	0	2	0	0	0	0	2	0	0	9	0	0	0	0	9
04:15-04:30	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4
04:30-04:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45-05:00	0	0	3	2	1	0	0	6	0	0	5	1	0	0	0	6
Hourly Total	0	0	7	2	1	0	0	10	0	0	19	1	0	0	0	20
05:00-05:15	0	0	3	3	2	0	0	6	0	0	2	1	1	0	0	4
05:15-05:30	0	0	4	1	1	0	0	6	0	0	2	1	1	0	0	4
05:30-05:45	0	0	3	3	0	0	0	6	0	0	1	1	0	0	0	2
05:45-06:00	0	1	5	3	0	0	0	9	0	0	5	1	0	0	0	6
Hourly Total	0	2	15	9	1	0	0	27	0	0	10	4	2	0	0	16
06:00-06:15	0	0	7	3	0	0	0	10	0	0	3	0	0	0	0	3
06:15-06:30	0	0	7	7	0	0	0	14	0	0	6	3	0	0	0	9
06:30-06:45	0	0	10	2	2	0	1	15	0	0	4	5	1	0	0	10
06:45-07:00	0	1	12	5	0	0	0	18	0	0	7	4	0	0	1	12
Hourly Total	0	1	36	17	2	0	1	57	0	0	22	12	1	0	1	36
07:00-07:15	0	0	13	4	1	0	0	18	0	1	11	0	0	0	0	12
07:15-07:30	0	0	19	6	0	0	0	26	0	0	13	5	1	0	0	19
07:30-07:45	0	0	17	6	2	0	0	25	0	0	9	8	1	0	0	18
07:45-08:00	0	1	17	8	0	0	0	26	0	0	12	3	1	0	0	16
Hourly Total	0	2	66	24	3	0	0	95	0	1	45	16	3	0	0	65
08:00-08:15	0	0	6	7	0	0	0	13	0	1	16	6	0	0	0	23
08:15-08:30	0	1	22	7	1	0	0	31	0	0	11	4	0	0	0	15
08:30-08:45	0	0	20	4	0	0	0	24	0	0	18	2	2	0	0	23
08:45-09:00	0	0	30	8	0	0	0	38	0	0	16	6	0	0	0	22
Hourly Total	0	1	78	26	1	0	0	106	0	1	61	19	2	0	0	83
09:00-09:15	0	0	27	5	0	0	0	32	0	0	16	5	0	0	0	21
09:15-09:30	0	1	20	8	0	0	0	29	0	0	13	3	0	0	0	16
09:30-09:45	0	0	23	6	0	0	0	33	0	0	28	5	0	0	0	25
09:45-10:00	0	0	28	7	0	0	0	35	0	0	22	7	0	0	0	29
Hourly Total	0	3	100	26	0	0	0	129	0	2	69	20	0	0	0	91
10:00-10:15	0	0	28	7	0	0	0	35	0	0	21	3	0	0	0	24
10:15-10:30	0	0	27	5	0	0	0	32	0	0	30	0	0	0	0	34
10:30-10:45	0	2	36	8	0	0	0	48	0	0	26	1	0	0	0	27
10:45-11:00	0	1	38	8	1	0	0	48	0	0	20	2	0	0	0	28
Hourly Total	0	3	131	28	1	0	0	163	0	0	98	15	0	0	0	113
11:00-11:15	0	0	31	7	0	0	0	38	0	0	34	4	1	0	0	39
11:15-11:30	0	0	42	5	0	0	0	47	0	0	29	8	0	0	0	37
11:30-11:45	0	0	29	2	0	0	0	31	0	0	19	2	0	0	0	21
11:45-12:00	0	0	39	6	0	0	0	45	0	0	27	5	0	0	0	36
Hourly Total	0	0	141	20	0	0	0	161	0	1	112	19	1	0	0	133
12:00-12:15	0	1	63	2	0	0	0	66	0	0	31	4	0	0	0	35
12:15-12:30	0	0	59	6	0	0	0	65	0	1	46	4	0	0	0	51
12:30-12:45	0	0	48	6	0	0	0	54	0	0	43	4	0	0	0	47
12:45-13:00	0	1	40	6	0	0	0	56	0	0	37	7	0	0	0	55
Hourly Total	0	2	219	20	0	0	0	241	0	2	167	19	0	0	0	184
13:00-13:15	0	0	66	7	1	0	0	74	0	0	40	2	0	0	0	42
13:15-13:30	0	3	40	9	1	0	0	53	0	1	52	5	1	0	0	59
13:30-13:45	0	0	43	8	0	0	0	51	0	0	25	7	0	0	0	32
13:45-14:00	0	1	47	6	0	0	0	54	0	1	41	8	1	0	0	51
Hourly Total	0	4	196	30	2	0	0	232	0	2	168	22	2	0	0	184
14:00-14:15	0	0	37	5	0	0	0	42	0	0	41	4	0	0	0	45
14:15-14:30	0	0	34	4	0	0	0	38	0	0	26	2	0	0	0	28
14:30-14:45	0	0	30	6	0	0	0	36	0	0	37	5	0	0	0	42
14:45-15:00	0	0	40	5	0	0	0	45	0	0	25	5	0	0	0	40
Hourly Total	0	0	141	20	0	0	0	161	0	0	129	16	0	0	0	145
15:00-15:15	0	1	50	3	3	0	0	54	0	1	54	5	0	0	0	54
15:15-15:30	0	0	20	3	0	0	0	23	0	0	20	5	0	0	0	25
15:30-15:45	0	0	38	5	1	0	0	44	0	1	26	5	0	0	0	32
15:45-16:00	0	2	35	4	0	0	0	41	0	1	32	2	1	0	0	36
Hourly Total	0	3	143	15	1	0	0	162	0	3	122	18	1	0	0	144
16:00-16:15	0	0	38	3	0	0	0	41	0	0	39	1	0	0	0	41
16:15-16:30	0	1	28	5	0	0	0	34	0	1	32	2	0	0	0	35
16:30-16:45	0	1	37	3	0	0	0	41	0	0	25	2	0	0	0	28
16:45-17:00	0	0	38	4	0	0	0	42	0	0	25	2	0	0	0	27
Hourly Total	0	2	141	15	0	0	0	158	0	2	121	7	0	0	0	130
17:00-17:15	0	1	39	2	0	0	0	42	0	1	34	2	0	0	0	37
17:15-17:30	0	0	43	1	5	0	0	44	0	2	45	1	0	0	0	28
17:30-17:45	0	0	37	4	0	0	0	41	0	0	41	1	0	0	0	35

[illegible]

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	1	15	3	0	0	0	19

		Accumulation					
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	1	14	3	0	0	0	18
0	0	12	3	0	0	0	15
0	0	11	3	0	0	0	14
0	0	7	2	0	0	0	9
0	0	5	2	0	0	0	7
0	0	4	2	0	0	0	6
0	0	7	2	0	0	0	9
0	0	4	5	0	0	0	9
0	0	5	5	0	0	0	10
0	1	2	3	0	0	0	6
0	1	3	4	0	0	0	8
0	1	3	4	0	0	0	8
0	1	3	3	0	0	0	7
0	1	6	3	0	0	0	10
0	1	6	3	0	0	0	10
0	1	14	3	0	0	0	18
0	1	7	3	0	0	0	11
0	1	4	3	0	0	0	8
0	1	4	3	0	0	0	8
0	1	2	5	1	0	0	9
0	1	3	5	0	0	0	9
0	1	4	4	0	0	0	9
0	1	5	5	0	0	0	11
0	2	5	6	0	0	0	13
0	1	5	6	0	0	0	12
0	1	5	9	0	0	0	15
0	1	10	6	1	0	1	19
0	3	19	5	1	0	0	28
0	2	15	6	2	0	0	25
0	3	21	3	1	0	0	28
0	2	26	0	2	0	0	30
0	3	32	4	1	0	0	40
0	2	28	4	1	0	0	35
0	3	35	6	2	0	0	46
0	3	35	5	0	0	0	45
0	2	52	10	0	0	0	64
0	2	62	7	0	0	0	71
0	4	69	12	0	0	0	85
0	5	73	11	0	0	0	89
0	4	76	13	0	0	0	93
0	4	79	17	0	0	0	100
0	4	77	15	0	0	0	96
0	5	86	22	0	0	0	113
0	4	103	19	1	0	0	127
0	4	96	22	0	0	0	122
0	4	104	18	1	0	0	127
0	4	108	16	0	0	0	128
0	4	111	17	0	0	0	132
0	5	144	14	0	0	0	163
0	4	148	16	0	0	0	168
0	4	152	18	0	0	0	174
0	3	148	16	0	0	0	167
0	3	155	21	1	0	0	180
0	4	131	23	1	0	0	159
0	3	132	23	1	0	1	160
0	3	138	19	0	0	0	160
0	3	113	18	0	0	0	134
0	3	120	19	0	0	0	142
0	4	109	20	0	0	0	133
0	4	120	18	0	0	0	142
0	4	119	13	0	0	0	136
0	4	107	11	0	0	0	122
0	3	120	8	1	0	0	132
0	4	117	10	0	0	0	131
0	3	105	10	0	0	0	118
0	3	90	13	0	0	0	106
0	2	101	11	0	0	0	114
0	2	104	11	0	0	0	117
0	3	113	10	0	0	0	126
0	2	122	8	0	0	0	133
0	1	113	8	0	0	0	122

TOTAL	0	33	2243	305	13	0	1	2595	0	26	1900	235	13	0	1	2175
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0	19	707	48	1	0	1	776	0	24	1042	119	1	0	1	1187
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0	3	23	2	0	0	0	28
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

Accumulation							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	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	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	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	1	0	0	0	0	1
0	0	1	0	0	1	0	2
0	0	1	0	0	1	0	2
0	0	1	0	0	2	0	3
0	0	1	0	1	2	0	4
0	0	1	1	0	2	0	4
0	0	1	1	0	1	0	3
0	0	1	1	1	1	0	4
0	0	1	2	1	1	0	5
0	0	1	3	2	0	0	6
0	0	1	3	2	1	0	7
0	0	1	2	3	1	0	7
0	0	0	1	2	1	0	4
0	0	0	1	2	1	0	4

	Northern Access Inbound							Northern Access Outbound								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
00:00-00:15	0	0	13	1	0	0	0	14	0	0	19	0	0	0	0	19
00:15-00:30	0	0	17	0	0	0	0	17	0	0	17	1	0	0	0	18
00:30-00:45	0	0	12	0	0	0	0	12	0	0	12	0	0	0	0	12
00:45-01:00	0	0	13	0	0	0	0	13	0	0	9	0	0	0	0	10
Hourly Total	0	0	55	1	0	0	0	56	0	0	59	1	0	0	0	60
01:00-01:15	0	0	7	0	0	0	0	7	0	0	14	0	0	0	0	14
01:15-01:30	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5
01:30-01:45	0	0	20	2	0	0	0	12	0	0	20	1	0	0	0	11
01:45-02:00	0	0	6	3	3	0	0	9	0	0	5	1	0	0	0	7
Hourly Total	0	0	26	5	0	0	0	31	0	0	35	2	0	0	0	37
02:00-02:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	8
02:15-02:30	0	0	4	1	0	0	0	5	0	0	9	0	0	0	0	9
02:30-02:45	0	0	6	1	0	0	0	7	0	0	4	3	0	0	0	7
02:45-03:00	0	2	7	0	0	0	0	9	0	1	5	1	0	0	0	14
Hourly Total	0	2	21	2	0	0	0	25	0	2	24	5	0	0	0	33
03:00-03:15	0	0	5	0	0	0	0	5	0	1	7	0	0	0	0	8
03:15-03:30	0	0	6	2	0	0	0	8	0	0	8	1	0	0	0	9
03:30-03:45	0	0	5	1	0	0	0	6	0	0	4	0	0	0	0	4
03:45-04:00	0	0	9	0	0	0	0	9	0	0	9	0	0	0	0	9
Hourly Total	0	0	25	3	0	0	0	28	0	1	28	1	0	0	0	30
04:00-04:15	0	0	3	3	0	0	0	6	0	0	6	2	0	0	0	8
04:15-04:30	0	0	8	0	0	0	0	8	0	0	5	1	0	0	0	6
04:30-04:45	0	0	5	2	0	0	0	7	0	0	8	0	0	0	0	8
04:45-05:00	0	0	4	0	0	0	0	4	0	0	0	2	0	0	0	2
Hourly Total	0	0	20	5	0	0	0	25	0	0	19	5	0	0	0	24
05:00-05:15	0	0	7	0	0	0	0	7	0	0	7	1	0	0	0	8
05:15-05:30	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4
05:30-05:45	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
05:45-06:00	0	0	4	1	0	0	0	5	0	0	4	0	0	0	0	4
Hourly Total	0	0	18	1	0	0	0	19	0	0	18	2	0	0	0	20
06:00-06:15	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
06:15-06:30	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3
06:30-06:45	0	0	8	2	0	0	0	10	0	0	3	2	0	0	0	5
06:45-07:00	0	0	7	3	0	0	0	10	0	0	5	0	0	0	0	5
Hourly Total	0	0	22	6	0	0	0	28	0	0	15	2	0	0	0	17
07:00-07:15	0	0	7	4	0	0	0	11	0	0	6	3	0	0	0	9
07:15-07:30	0	0	8	7	0	0	0	15	0	0	8	2	0	0	0	10
07:30-07:45	0	0	27	6	0	0	0	33	0	0	9	5	0	0	0	14
07:45-08:00	0	0	8	5	0	0	0	13	0	0	14	6	0	0	0	20
Hourly Total	0	0	50	22	0	0	0	72	0	0	37	16	0	0	0	52
08:00-08:15	0	1	5	1	0	0	0	7	0	1	9	0	0	0	0	13
08:15-08:30	0	0	11	6	0	0	0	17	0	0	14	5	0	0	0	19
08:30-08:45	0	0	22	8	0	0	0	30	0	0	11	4	0	0	0	15
08:45-09:00	0	0	38	3	1	0	0	42	0	0	16	3	0	0	0	19
Hourly Total	0	1	76	18	1	0	0	96	0	1	50	14	0	0	0	65
09:00-09:15	0	0	37	6	0	0	0	43	0	0	16	6	1	0	0	23
09:15-09:30	0	1	33	4	0	0	0	38	0	0	31	5	0	0	0	36
09:30-09:45	0	1	43	5	1	0	0	49	0	0	23	2	1	0	0	16
09:45-10:00	0	2	27	4	0	0	0	33	0	1	37	1	0	0	0	39
Hourly Total	0	3	140	19	1	0	0	163	0	1	97	14	2	0	0	114
10:00-10:15	0	1	42	3	1	0	0	47	0	2	21	2	1	0	0	26
10:15-10:30	0	1	47	7	0	0	0	55	0	0	33	2	0	0	0	35
10:30-10:45	0	0	63	7	0	0	0	70	0	1	64	5	0	0	0	69
10:45-11:00	0	2	52	4	0	0	0	58	0	1	40	6	0	0	0	47
Hourly Total	0	4	204	21	1	0	0	230	0	4	138	15	1	0	0	158
11:00-11:15	0	0	56	9	0	0	0	65	0	0	34	4	0	0	0	38
11:15-11:30	0	3	54	5	0	0	0	62	0	1	33	4	0	0	0	38
11:30-11:45	0	0	61	6	0	0	0	67	0	2	43	3	0	0	0	48
11:45-12:00	0	1	64	1	0	0	0	65	0	0	25	3	0	0	0	28
Hourly Total	0	3	235	21	0	0	0	259	0	3	135	14	0	0	0	152
12:00-12:15	0	1	71	6	0	0	0	78	0	0	43	3	0	0	0	46
12:15-12:30	0	0	63	3	0	0	0	66	0	1	52	2	0	0	0	63
12:30-12:45	0	0	65	5	0	0	0	70	0	0	56	7	0	0	0	65
12:45-13:00	0	0	73	1	0	0	0	74	0	0	61	1	0	0	0	62
Hourly Total	0	1	272	15	0	0	0	288	0	1	202	13	0	0	0	214
13:00-13:15	0	0	75	5	0	0	0	80	0	0	51	2	0	0	0	53
13:15-13:30	0	2	78	2	0	0	0	82	0	1	51	5	0	0	0	57
13:30-13:45	0	0	75	2	0	0	0	77	0	1	57	3	0	0	0	61
13:45-14:00	0	1	70	2	0	0	0	73	0	0	49	2	0	0	0	51
Hourly Total	0	3	298	14	0	0	0	315	0	3	212	12	0	0	0	223
14:00-14:15	0	0	74	6	1	0	0	81	0	0	63	1	0	0	0	64
14:15-14:30	0	0	75	2	0	0	0	77	0	0	67	3	1	0	0	71
14:30-14:45	0	0	86	5	0	0	0	91	0	0	59	1	0	0	0	60
14:45-15:00	0	4	78	2	0	0	0	84	0	3	57	5	0	0	0	65
Hourly Total	0	4	313	15	1	0	0	333	0	3	248	10	1	0	0	260
15:00-15:15	0	0	67	2	0	0	0	69	0	1	62	2	0	0	0	63
15:15-15:30	0	0	80	4	0	0	0	84	0	2	70	1	0	0	0	73
15:30-15:45	0	0	62	4	0	0	0	66	0	1	53	1	0	0	0	55
15:45-16:00	0	0	68	2	1	0	0	71	0	0	48	1	0	0	0	49
Hourly Total	0	1	277	12	1	0	0	291	0	4	231	5	0	0	0	240
16:00-16:15	0	0	60	1	0	0	0	61	0	2	64	1	0	0	0	74
16:15-16:30	0	1	70	3	0	0	0	74	0	2	49	1	1	0	0	53
16:30-16:45	0	0	64	2	0	0	0	66	0	0	72	3	0	0	0	75
16:45-17:00	0	1	66	5	0	0	0	72	0	0	67	3	0	0	0	70
Hourly Total	0	5	260	11	0	0	0	276	0	4	259	8	1	0	0	272
17:00-17:15	0	0	63	2	0	0	0	65	0	1	56	2	0	0	0	59
17:15-17:30	0	0	61	1	0	0	0	62	0	0	55	0	0	0	0	56
17:30-17:45	0	5	49	0	0	0	0	54	0	2	60	0	0	0	0	59

[illegible]

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	3	23	2	0	0	0	28

Accumulation							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	3	17	3	0	0	0	23
0	3	17	2	0	0	0	22
0	3	15	2	0	0	0	20
0	3	19	2	0	0	0	24
0	3	12	2	0	0	0	17
0	3	10	2	0	0	0	15
0	3	10	3	0	0	0	16
0	3	10	5	0	0	0	18
0	2	8	4	0	0	0	14
0	2	3	5	0	0	0	10
0	2	5	3	0	0	0	10
0	3	7	2	0	0	0	12
0	2	5	2	0	0	0	9
0	2	3	3	0	0	0	8
0	2	4	4	0	0	0	10
0	2	4	4	0	0	0	10
0	2	1	5	0	0	0	8
0	2	4	4	0	0	0	10
0	2	1	6	0	0	0	9
0	2	5	3	0	0	0	10
0	2	5	3	0	0	0	10
0	2	4	2	0	0	0	8
0	2	2	3	0	0	0	7
0	2	2	2	0	0	0	6
0	2	1	3	0	0	0	6
0	2	6	2	0	0	0	10
0	2	6	5	0	0	0	13
0	2	9	6	0	0	0	17
0	2	6	9	0	0	2	17
0	2	21	10	0	0	0	33
0	2	13	10	0	0	0	25
0	2	11	7	0	0	0	20
0	2	10	6	0	0	0	20
0	2	20	11	0	0	0	33
0	2	41	9	1	0	0	53
0	2	61	10	0	0	0	73
0	3	57	9	0	0	0	69
0	3	80	12	0	0	0	95
0	4	71	14	0	0	0	89
0	3	93	14	0	0	0	110
0	4	108	18	0	0	0	130
0	3	117	20	0	0	0	140
0	4	118	18	0	0	0	140
0	4	123	22	0	0	0	149
0	6	129	23	0	0	0	158
0	4	154	25	0	0	0	183
0	4	178	22	0	0	0	204
0	5	205	22	0	0	0	232
0	4	197	22	0	0	0	223
0	4	186	20	0	0	0	210
0	4	202	18	0	0	0	224
0	4	206	21	0	0	0	231
0	4	204	18	0	0	0	226
0	3	206	14	0	0	0	223
0	5	221	15	0	0	0	241
0	5	222	19	1	0	0	247
0	5	223	17	0	0	0	245
0	5	246	20	0	0	0	271
0	6	248	17	0	0	0	271
0	7	238	15	0	0	0	260
0	5	228	20	0	0	0	253
0	5	229	23	0	0	0	257
0	4	239	25	1	0	0	269
0	5	210	24	1	0	0	240
0	1	216	23	0	0	0	240
0	1	200	20	0	0	0	221
0	2	186	22	0	0	0	210
0	1	159	20	0	0	0	180
0	2	158	15	0	0	0	178
0	4	131	15	0	0	0	150

TOTAL	0	47	3043	219	6	0	0	3315	0	42	2549	174	6	0	0	2771
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0	6	937	38	0	0	0	981	0	10	1439	83	0	0	0	1532
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0	4	15	2	0	0	0	21
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

Accumulation							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1
0	0	0	0	1	0	0	1

22:15 - 22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	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
23:00 - 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1

0	0	0	1	1	0	0	2
0	0	0	1	1	0	0	2
0	0	0	1	1	0	0	2
0	0	0	1	1	0	0	2
0	0	0	1	1	0	0	2
0	0	0	1	1	0	0	2
0	0	0	1	1	0	0	2