



Stephen Reid Consulting
Traffic and Transportation

Land Use Planning & Transportation

29 DEC 2022

South Dublin County Council

*Proposed Extension to Whitechurch Shopping Centre
at Whitechurch Green, Edmondstown, Dublin 16*

*Traffic and Transportation Assessment for Response to
RFI on SD22A/0135*

Client: Damien and Peter Furey

DECEMBER 2022

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-	07.12.2022	Issue for RFI response	SR	SR

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Contents

1	Introduction	3
1.1	Background	3
1.2	Methodology.....	4
2	Non-Technical Summary	5
3	Site Location & Existing Conditions.....	8
3.1	Receiving Environment – Road Network and Accessibility.....	8
3.2	Existing Traffic Volumes.....	9
4	Proposed Development	10
4.1	General.....	10
4.2	Development Access.....	10
4.3	Deliveries, Refuse Collection and Fire Tender Access.....	11
4.4	Car Parking	11
4.5	Cycle Parking.....	12
5	Trip Generation of Development.....	13
5.1	Trip Generation Methodology	13
5.2	Vehicle Trip Rates.....	13
6	Impact of Proposed Development.....	15
6.1	Traffic Assessment Scenarios.....	15
6.2	Discussion of Impacts.....	15
6.3	Capacity Assessment of Development Car Park	17

Appendices

Appendix 1: Traffic Flow Diagrams

Appendix 2: Traffic Count Data

Appendix 3: TRICS Reports



1 INTRODUCTION

1.1 BACKGROUND

Stephen Reid Consulting Traffic and Transportation (SRC) has been retained by Damien and Peter Furey to provide traffic consulting engineering services in relation to Item 1 of an RFI issued by South Dublin County Council (SDCC) in respect of a planning application for the following:

- Two storey unit providing floor space for coffee shop, 2 no. shops and 2 no. office units (366.2sq.m.)
- Two storey own door coffee shop (133.8sq.m.) with connection to existing retail store (Centra, 494.9sq.m.).
- 2 no. own door ground floor shops to the rear (48sq.m. per shop) each with 2 no. first floor offices above 48sq.m. each.
- New pedestrian footpath.
- Shop Front Signage.

SRC have undertaken a Traffic and Transportation Assessment (TTA) and advised DDA (the project architect) in relation to addressing the layout issues raised in item 1 from a traffic and pedestrian safety perspective.

1.2 METHODOLOGY

The purpose of this TTA report is to consider the key traffic and transport issues relating to the proposed development of the site.

The report has been carried out in accordance with the TII TTA Guidelines and with reference to the South Dublin County Development Plan (in effect from 03.08.2022), and the Design Manual for Urban Roads and Streets (DMURS, updated 2019).

The Whitechurch Shopping Centre is a well-established neighbourhood centre serving the local area and adjacent to Our Lady of Good Counsel Church and Scoil Mhuire to the north of this. The Church car park shares the access road into the Shopping Centre from Whitechurch Green and there is pedestrian access from the Church car park into the school site (the primary access to the school is from Glenmore Court but the shared access and church car park is utilised for drop off and pick-ups with pedestrians including children walking through the Shopping Centre site and through the Church car park gate.

Weekday term time pedestrian and traffic counts (including servicing and parking accumulation counts) were undertaken at the Shopping Centre, shared access roadway junction on Whitechurch Green and at the Church car park entrance in September 2022 to inform this TTA.

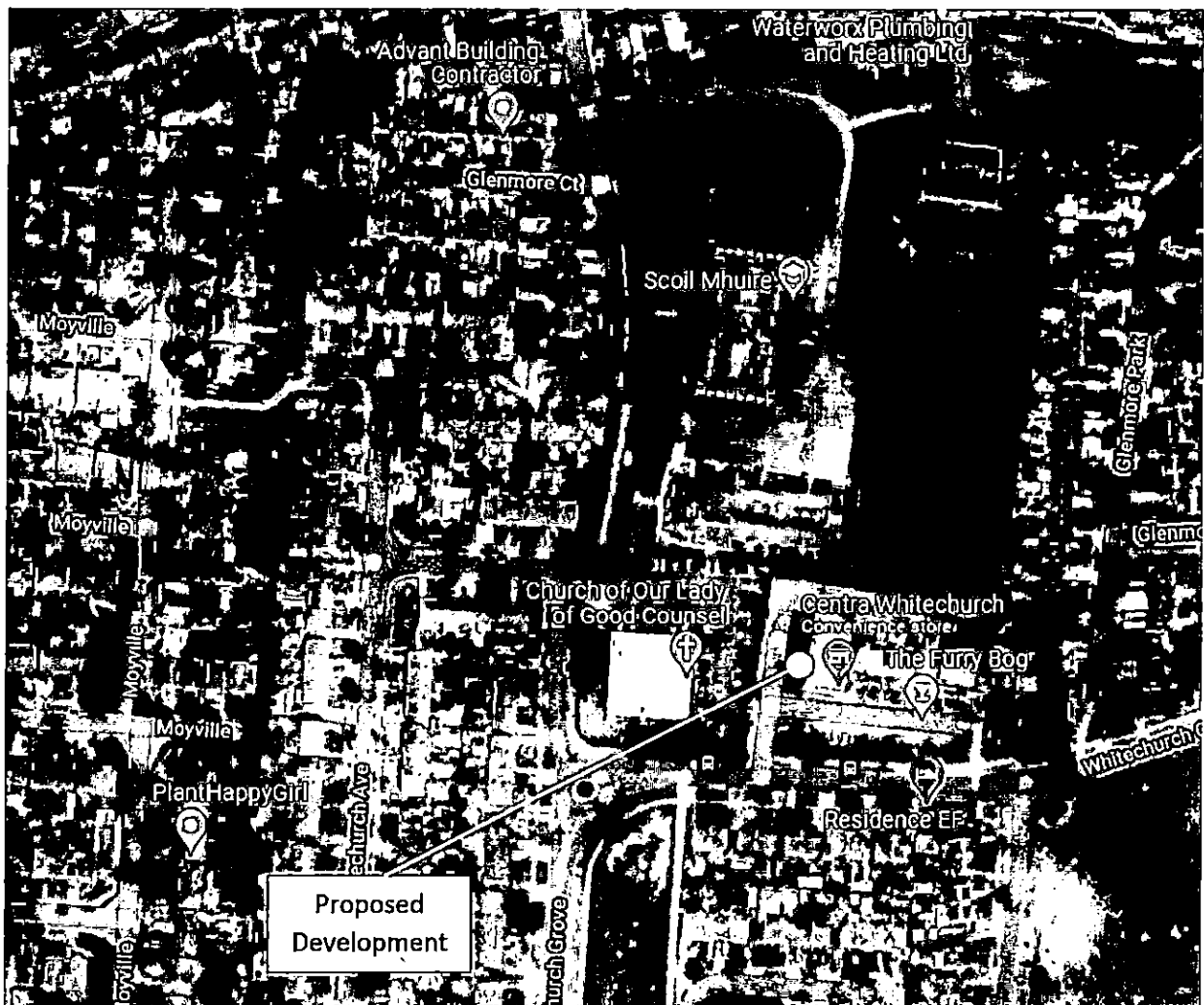


Figure 1.1: Site Location, Whitechurch Shopping Centre, Dublin 16 (source: www.google.ie/maps)

2 NON-TECHNICAL SUMMARY

Application

- Two storey unit providing floor space for coffee shop, 2 no. shops and 2 no. office units (366.2sq.m.)
- Two storey own door coffee shop (133.8sq.m.) with connection to existing retail store (Centra, 494.9sq.m.).
- 2 no. own door ground floor shops to the rear (48sq.m. per shop) each with 2 no. first floor offices above 48sq.m. each.
- New pedestrian footpath.
- Shop Front Signage.

Current Uses

Whitechurch Shopping Centre is located in the Whitechurch residential housing estate in the Rathfarnham suburban area.

The existing centre includes a single storey Centra retail store at the western end of a parade of single storey retail shops units with the Furry Bog public house at the eastern end of the centre. Other shops within the shopping centre include two number takeaways and a pharmacy, and there is a post office within the Centra unit. There is also a bottle bank located in the Centre car park to the south of the Centra unit.

Whitechurch Shopping Centre is to the north of semi-detached residential housing with individual driveways (Whitechurch Green). The subject site for the extension of the Shopping Centre is located immediately to the west of the existing Centra retail store.

To the west of the subject site is a car park for the adjacent Church (Our Lady of Good Counsel). The Centra retail store is in the ownership of the applicant.

Current Accessibility

The 8m wide shared access road is a concrete road with a crossover entrance at Whitechurch Green. The Shopping Centre car park forms the east arm of an internal crossroads while the Church car park gate forms the west arm. Both car parks are finished in a tarmac surface and there are no visible road markings or signage to define parking spaces or road user priority. The concrete access road extends north of the two car park areas to the north boundary and turns right into a gated rear yard for refuse collection and deliveries to the various units in the Centre.

There are pedestrian access points at each end of the frontage (concrete pavers, in poor condition) and two additional tarmac accesses from the bus stop and post box into the car park).

Whitechurch Green is a 50kph speed limit road of 9m width and runs in a generally east-west alignment from the Whitechurch Road roundabout (approximately 325m east of the shared access road) to the Whitechurch Grove roundabout (approximately 50m west of the shared access road). There is a traffic calming ramp on Whitechurch Green 60m to the east of the shared access road, and eastbound bus stops to the east and west of the shared access road.

Existing Traffic Volumes

Traffic counts were undertaken on Tuesday 13th September 2022 from 07:00-19:00 to include term-time traffic volumes with school run and other peak period traffic.

Over the 12-hour survey period the directional flows on Whitechurch Green were evenly balanced with a total of 1,124* pcu passing the site access.

*- pcu = passenger car units (this is a standard method of factoring different vehicle types using weighting factors from TII Project Appraisal Guidelines).

The volume entering the Centre car park during the 12-hour survey period was 435 pcu and the volume exiting was 427 pcu.

The volume entering the Church Car Park during the 12-hour survey period was 116 pcu and the volume exiting was 116 pcu.

Almost all traffic to/from the two car parks was directly to/from the Whitechurch Green junction with an insignificant number of crossover movements between the two car parks.

During the 12-hour period, 23 pcu entered and 24 pcu exited the roadway to the north of the car park accesses (the route to/from the rear area service yard). There was a mix of cars and goods vehicles recorded. 3 OGV1 (smaller trucks) were also recorded turning into the Centre car park from the access road (delivering to the front of the parade of units, spread out over several hours).

These counts determined the existing network peak hours are 08.00-09.00 (AM peak) and 14.00-15.00 (PM peak), which are clearly influenced by the morning and afternoon school run traffic in the local area.

The peak hour two-way volume on Whitechurch Green passing the shared access was 94 pcu in the AM peak hour (70% eastbound) and 91 pcu in the PM peak hour (57% westbound).

Proposed Traffic Volumes

The traffic resulting from the proposed was determined, using data obtained from the TRICS database for the proposed land uses and floor areas. The development trips were treated as wholly new trips on the network (in the Do Something scenarios).

This exercise determined that there will be an additional 18 vehicles (AM peak hour) and 37 vehicles (PM peak hour) due to the proposed development (two-way totals of arrivals and departures combined).

Development Impact

As a result of the proposed redevelopment, there are no detrimental impacts on traffic link flow/Level of Service (LOS) capacity on Whitechurch Green passing the site and on the capacity of the shared access road junction or the internal access to the Centre car park.

The additional traffic generated by the proposed development would represent a maximum 15.1% increase in traffic on Whitechurch Green during the PM peak hour.

These are robust figures, with no discounting to allow for possible secondary trips (such as local pass-by traffic already on Whitechurch Green which is attracted to turn into the development access in the future,

or linked trips due to additional cross-visitation between the proposed development and existing trip attractors in the Centre or the Church/school run traffic).

It is considered that there would be no measurable change in environmental impacts due to changes in traffic resulting from the development proposals.

Other Planned Developments

No other planned developments which would affect this site are identified.

Pedestrian and Cyclist Accessibility

There are currently dropped kerbs at junctions in the area but no tactile provision to assist visually impaired pedestrians. There is also a dropped kerb at the school crossing warden in front of the Centre (east of the shared access road junction).

Development Access

Adequate sightlines can be provided to the left and right of the proposed access, in accordance with DMURS requirements (24m x 2.4m each way, being on a 30kph SLOW ZONE with bus routes).

Pedestrian access points into the site from the Whitechurch Green footpath will be at the vehicle access with.

Fire tender access has been confirmed by a swept path assessment at the revised car park, while deliveries by trucks is from the rear service yard at the north end of the access road.

Measures to Improve Sustainability

To encourage sustainable travel, particularly for staff and customers who live in the area, customer cycle parking is to be provided within the site in front of the new coffee shop unit adjacent to the shared access road.

Parking provision is within the maximum requirements in the County Development Plan, with regard to the site location.

EV charging parking spaces are also to be provided.

3 SITE LOCATION & EXISTING CONDITIONS

3.1 RECEIVING ENVIRONMENT – ROAD NETWORK AND ACCESSIBILITY

Road Network and Existing Access

Whitechurch Green is a road of 9m width and runs in a generally east-west alignment from the Whitechurch Road roundabout (approximately 325m east of the shared access road) to the Whitechurch Grove roundabout (approximately 50m west of the shared access road). There is a traffic calming ramp on Whitechurch Green 60m to the east of the shared access road, and eastbound bus stops to the east and west of the shared access road.

The Whitechurch Green area including the residential estates to the west of the Whitechurch Road roundabout are a cul-de-sac area for traffic, which must use Whitechurch Green to access either Whitechurch Way (serving the south/east streets in the estate or Whitechurch Grove serving the west/north streets in the estate).

All external traffic to/from the estate area has to use the Whitechurch Road roundabout, travelling either north to Taylors Lane or south to College Road.

There is 30kph SLOW ZONE speed limit signage to the west of the Whitechurch Road roundabout, so the entire estate is subject to this limit.

The 8m wide shared access road is a concrete road with a crossover entrance at Whitechurch Green. The Shopping Centre car park forms the east arm of an internal crossroads while the Church car park gate forms the west arm. Both car parks are finished in a tarmac surface and there are no visible road markings or signage to define parking spaces or road user priority. The concrete access road extends north of the two car park areas to the north boundary and turns right into a gated rear yard for refuse collection and deliveries to the various units in the Centre.

There are pedestrian access points at each end of the frontage (concrete pavers, in poor condition) and two additional tarmac accesses from the bus stop and post box into the car park). There is no defined route for pedestrians except along the front of the parade of units.

Therefore, the site is well located to service the local area and intercept residents entering/exiting the estate area and school run trips but does not have a pass-by profile as there is no through traffic movements.

Existing Access for Pedestrians

There is a footpath along both sides of Whitechurch Green, and public streetlighting.

There are currently dropped kerbs at junctions in the Whitechurch Green area but no tactile provision to assist visually impaired pedestrians.

Existing Access for Cyclists

There are no existing cycle lanes in the vicinity of the site, but the local roads are generally lower speed and low traffic volumes which are conducive for on road cycling without defined segregation. There are cycle facilities on Taylors Lane and on the Whitechurch Road approaches to the north and south of that junction, which provide connections to cycle lanes on Ballyboden Road, Grange Road and Stonemasons Road connecting to Rathfarnham and Nutgrove areas.



Existing Public Transport

Existing public transport in the area comprises the 15D (peak tidal commuter service only), the 61, 116 and 161.

There are stops in front of the site which act as a terminus for these services (they travel along Whitechurch Green westbound and use the Whitechurch Grove roundabout as a turnaround).

Between these services, there are typically buses departing eastbound towards Whitechurch Road every 30 minutes or so, with additional peak period frequency.

These services would be very suitable for staff of the proposed development, as they provide connections to QBC routes on Taylors Lane and to the Luas Green Line in Dundrum. Also, there is existing pedestrian footfall where passengers board/alight from these buses on Whitechurch Green and can visit the Centre for a shopping/takeaway visit on foot.

3.2 EXISTING TRAFFIC VOLUMES

Traffic counts were undertaken on Tuesday 13th September 2022 from 07:00-19:00 to include term-time traffic volumes with school run and other peak period traffic.

These counts determined the existing network peak hours are 08.00-09.00 (AM peak) and 14.00-15.00 (PM peak), which are clearly influenced by the morning and afternoon school run traffic in the local area.

The peak hour two-way volume on Whitechurch Green passing the shared access was 94 pcu* in the AM peak hour (70% eastbound) and 91 pcu* in the PM peak hour (57% westbound).

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Over the 12-hour survey period the directional flows on Whitechurch Green were evenly balanced with a total of 1,124 pcu passing the site access.

The volume entering the Centre car park during the 12-hour survey period was 435 pcu and the volume exiting was 427 pcu.

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Almost all traffic to/from the two car parks was directly to/from the Whitechurch Green junction with an insignificant number of crossover movements between the two car parks.

During the 12-hour period, 23 pcu entered and 24 pcu exited the roadway to the north of the car park accesses (the route to/from the rear area service yard).

There was a mix of cars and goods vehicles recorded. 3 OGV1 (smaller trucks) were also recorded turning into the Centre car park from the access road (delivering to the front of the parade of units, spread out over several hours).



4 PROPOSED DEVELOPMENT

4.1 GENERAL

The planning application comprises the following extension to the existing Whitechurch Shopping Centre:

- Two storey unit providing floor space for coffee shop, 2 no. shops and 2 no. office units (366.2sq.m.)
- Two storey own door coffee shop (133.8sq.m.) with connection to existing retail store (Centra, 494.9sq.m.).
- 2 no. own door ground floor shops to the rear (48sq.m. per shop) each with 2 no. first floor offices above 48sq.m. each.
- New pedestrian footpath.
- Shop Front Signage.

4.2 DEVELOPMENT ACCESS

Vehicle Access

In response to the RFI request SRC and DDA have prepared a revised arrangement for the site access and car park layout to address DMURS requirements.

The proposed layout of the site is illustrated on the DDA drawings submitted with the RFI response.

The access into the car park from the shared access road will have an entry treatment ramp and reduced corner radii, in accordance with the recommendations of DMURS, to maintain low vehicle speeds entering/exiting the development and facilitate pedestrian priority across the proposed car park access.

The shared access road width has been reduced to create a consistent width to the alignment to match the width beside the proposed parallel spaces to the north of the car park access.

Pedestrian Access

Dropped kerb and inline uncontrolled tactile crossing have been proposed for the existing shared access for the reduced width of the access road and to define the space, with the pedestrian road into the site located to the rear of a landscaped verge to direct pedestrians including school children (who have crossed Whitechurch Green at the crossing warden point) to follow the widened footpath to the internal ramped crossing point and reduce exposure to the traffic turning in/out of the shared access to a point where there is lower speeds.

The footpath access extends along the south side of the car park access to the bottle banks (which are to be retained).

A second improved access connection from the corner closest to the Centra/Post Office entrance to the bus stop on Whitechurch Green with a defined pedestrian crossing point with dropped kerb and tactile pavers is proposed to replace the existing undefined route and tarmac diagonal path.

The easternmost access point from Whitechurch Green to The Furry Bog pub is retained.

The second existing diagonal tarmac path from the car park to the post box on Whitechurch Green is proposed to be omitted as there are better defined routes onto Whitechurch Green on the proposed



layout, and in any event, most customers of the Centre will use the post box slots inside the post office opening hours (the post box on Whitechurch Green is to be retained to service passing pedestrians, cars and for hours outside of the post office opening times).

4.3 DELIVERIES, REFUSE COLLECTION AND FIRE TENDER ACCESS

The deliveries area to the rear of the Centre is to be retained and will also service the proposed units as required (it is expected that due to the limited size of these units and the proposed upper floor office space there will be no requirement for large truck deliveries and these new units can all be serviced by car/van or small trucks up to 7.5T), with refuse collection as per the existing units, in the rear service yard.

The site layout plan and accesses have been assessed using Autoturn software to confirm that the arrangements are adequate (please see DDA proposed site layout plan submitted with the RFI response illustrating a fire tender turning within the car park area.

4.4 CAR PARKING

Development Plan Standards

The requirements for new convenience and comparison retail developments are set out in the County Development Plan 2022-2028 (at Table 12.25, Zone 1 sites) on a maximum rate of 1 space per 15 sq. m GFA for convenience and 1 space per 25 sq.m GFA for comparison.

For café/restaurant use the Zone 1 standard is 1 space per 15 sq. m GFA.

For office uses the standard is 1 space per 50 sq. m GFA.

If the application was being developed as a standalone new site this would equate to a maximum of 10 café spaces+ 6* retail spaces + 2 office spaces (18 spaces) assumes convenience retail as the higher requirement of the two.

The proposed development should be assessed in the context the existing development and uses on the site and the existing level of use and daytime parking accumulation which has been obtained from the traffic counts, with the "extra over" in parking demand obtained from the TRICS assessment for the proposed uses.

Proposed Parking Quantum

The Centre parking provision including the new parallel spaces to the north of the car park access will total 40 marked out parking spaces (including 2no. accessible spaces close to the walkway and the Centra/post office entrance.

Section 6 of this assessment demonstrates that the proposed parking quantum will be adequate to accommodate the development generated parking demands.

EV Charging Spaces

The Development Plan requirement is to provide 20% EV spaces within commercial developments, which would equate to a requirement for 8 EV spaces. Functional charging will be installed for 5 EV charging spaces to the south and west of the proposed extension where there is room to install charging point



plinths without impacting on footpaths and landscaping, with ducting installed to the 3 spaces which are immediately east of the bottle bank to facilitate future increased provision.

4.5 CYCLE PARKING

The cycle parking standard in Table 12.23 of the Development Plan is a minimum of 1/5 staff for retail and café uses (long term, covered and secure from public access) plus 1/50 sq. m (short term) for retail uses, and 1/10 seats for café use. The office use standard is 1/200 Sq. m GFA (long term) and 1/200 sq. m GFA (short-term).

Assuming 5 staff at the café unit and 2 staff in each of the retail units, this would equate to a requirement for 3 long stay spaces for staff, and 2 (retail) + 6 (café) + 1 (office) short stay spaces for customers.

It is proposed to provide 36 spaces (in two groups of 18 spaces) using Sheffield stands located opposite the café entrance (for cyclists accessing the site from the public road). This is well in excess of the minimum short-stay requirement for the extension floor areas but ensures there will be a good level of provision for the existing and proposed uses in the Centre.

Long term 'staff' cycle parking can be accommodated within the rear service yard. These will be long stay use and therefore will be covered and secure.



5 TRIP GENERATION OF DEVELOPMENT

5.1 TRIP GENERATION METHODOLOGY

While the methodology in the TTA Guidelines recommends estimating person trips (by all modes) and then providing a breakdown for modes (to determine vehicle, walking, cycling, Public Transport trips), it is noted that the scale of the development, types of use and location means that the predominant issue for consideration would be the volume of vehicle trips generated.

The TRICS database has been used to obtain trip rates for the proposed office space, café/coffee shop and 2 retail units.

The weekday totals are based on a period which starts 1 hour preceding the opening hour and end 1 hour after the closing hour, based on a standard Lidl trading day of 08.00-22.00 (to ensure it includes staff arriving and departing outside of the trading hours).

5.2 VEHICLE TRIP RATES

The following weekday peak hour and daily vehicle trip rates were obtained from the TRICS database.

Land Use	Rate	Weekday morning (08.00-09.00)		Weekday Evening (14.00-15.00)		Weekday Daily (07.00-23.00)	
		In	Out	In	Out	In	Out
Office space	Per 100 sq. m	0.731	0.094	0.093	0.15	3.247	3.173
Café/coffee shop	Per 100sq. m	4.000	3.000	10.5	12.5	97.488	97.940
Retail units	Per 100sq m	4.092	3.772	4.578	4.688	68.48	68.360

Table 5.1 – Trip Rates for Proposed Development Lands (source: TRICS)

When the above trip rates are used in conjunction with the schedule of accommodation of the proposed development, the total vehicle trips generated are obtained. These can be seen in Table 5.2 below (rounded to the nearest whole number).

Land Use	Area	Weekday morning (08.00-09.00)		Weekday Evening (14.00-15.00)		Weekday Daily (06.00-23.00)	
		In	Out	In	Out	In	Out
Office space	96 sq. m	1	0	0	0	3	3
Café/coffee shop	134 sq. m	5	4	13	15	121	121
Retail units	96 sq. m	4	4	4	5	66	66
Development Total		10	8	17	20	190	190

Table 5.2 – Vehicle Trips for Proposed Development

The total additional traffic generated by the extension to the Centre during the peak hours is as follows (in two-way totals of arrivals and departures combined):

- 18 vehicles in the weekday morning peak hour
- 37 vehicles in the weekday afternoon peak hour.

It is noted that typically a development of this type would not generate wholly new 'primary' trips on the network, and with some being 'non-primary' as a result of pass-by traffic already on the road passing the site, or others being diverted from nearby similar sites. For convenience retail this can be between 10% and 30% of total trips during peak hours. For coffee shops/cafes this can be 50% or higher.

Notwithstanding this, for the purpose of ensuring a robust assessment, no discounting to allow for these non-primary trips (either pass-by or secondary) has been applied to the total generated trips.

The trips generated by the proposed development (from Table 5.2) have been distributed on the surrounding road network based on existing turning flows on Whitechurch Green and entering the car park during the peak hours.

Clearly as the traffic disperses from the access junction, the impact on the downstream junctions is significantly lower, and the percentage of additional traffic diminishes rapidly.

The proposed movements created by the development in the peak hours are shown in Diagrams 2(a) to 2(b) (Appendix A).

6 IMPACT OF PROPOSED DEVELOPMENT

6.1 TRAFFIC ASSESSMENT SCENARIOS

It is usual to calculate future year traffic, using the growth factors in the TII PAG Unit 5.3 document 'Travel Demand Projections' (PE-PAG-02017, May 2019).

As the development traffic remains 'flat' and does not increase in line with background traffic growth in a 'Do Something' scenario, the growth is usually applied to the 'Do Nothing' traffic and then development trips are added in on top of this.

However, in this particular case, as the Whitechurch estate is a cul-de-sac area which can only be accessed by vehicle via the Whitechurch Road roundabout, there should be no discernible increase in background traffic within the estate or passing the access junction on Whitechurch Green.

Therefore, the existing baseline flows from the September 2023 traffic flows are the 'Do Nothing' scenario, and the development impact is simply the addition of the proposed extension traffic (from Chapter 5).

08.00-09.00		Assessment Scenario			
Site	Road Link	Baseline	Extension	Total	%age Impact
Junction	Whitechurch Green (East)	192	+15	207	+7.8%
	Shared Access Road	117	+18	135	+15.4%
	Whitechurch Green (West)	113	+3	116	+2.7%

Table 6.1 Morning Peak Hour Two Way Link Flows and Impact

14.00-15.00		Assessment Scenario			
Site	Road Link	Baseline	Extension	Total	%age Impact
Junction	Whitechurch Green (East)	205	+31	236	+15.1%
	Shared Access Road	135	+37	172	+27.4%
	Whitechurch Green (West)	112	+6	118	+5.4%

Table 6.2 Afternoon Peak Hour Two Way Link Flows and Impact

6.2 DISCUSSION OF IMPACTS

During the morning peak period, the resultant impact of the proposed redevelopment on Whitechurch Green is +2.7% (west) and +7.8% (east).

During the afternoon peak period, there is a more significant development impact as this is a period of the day when there would be a higher level of development activity with the increase on Whitechurch Green (west) of +5.4% rising to +15.1% on Whitechurch Green (east).



These additional traffic movements generated by the proposed redevelopment will dissipate further as they pass through upstream and downstream junctions on Whitechurch Green, and therefore the impact on the junctions to the west and east is lower.

The TII Guidelines for Transport Assessments state that the thresholds for junction analysis in Transport Assessments are as follows:

- *"Traffic to and from the development exceeds 10% of the existing two-way traffic flow on the adjoining highway."*

- *"Traffic to and from the development exceeds 5% of the existing two-way traffic flow on the adjoining highway, where traffic congestion exists or will exist within the assessment period or in other sensitive locations".*

Notwithstanding this, it should be noted that the baseline traffic flows are low in the context of the road capacity and therefore there will be no detrimental impact on the Level of Service (LOS) or delays in exiting from the development as a result of the proposed extension, with only 1.5 vehicles per minute exiting from the shared access road onto Whitechurch Green during the afternoon peak hour and only just over 1 vehicle per minute turning right into the shared access road from Whitechurch Green with a low opposing eastbound flow of only 49 vehicles (less than 1 per minute).

From the foregoing, it is clear the proposed extension development will not have any significant traffic impacts on the road network during the peak periods, and the volume of off-peak movements (outside of school run periods) are also at a level which will not result in operational issues for the road network or impact on road user safety.



6.3 CAPACITY ASSESSMENT OF DEVELOPMENT CAR PARK

The proposed development is to contain 40 car parking spaces. Based on the TRICS data (referenced in Chapter 5 and appended to this report) the following profile of arrivals and departures and parking accumulation has been generated for the overall development is set out in Table 6.3.

This demonstrates that there would be adequate capacity within the car park to cater for peak parking demand (22 of 40 spaces occupied = 55%), with a constant turnover of most spaces due to the mostly short-stay nature of the activity. It should be noted that the pub does not open until 15.00 on weekdays.

Time Range	In	Out	Parked
07:00-08:00	24	22	5
08:00-09:00	36	27	13
09:00-10:00	49	48	15
10:00-11:00	60	55	19
11:00-12:00	57	59	18
12:00-13:00	59	55	22
13:00-14:00	44	48	18
14:00-15:00	62	60	19
15:00-16:00	49	55	13
16:00-17:00	56	54	16
17:00-18:00	59	59	15
18:00-19:00	51	56	10

Table 6.3 – Weekday Parking Accumulation of Proposed Development Car Park



Appendices

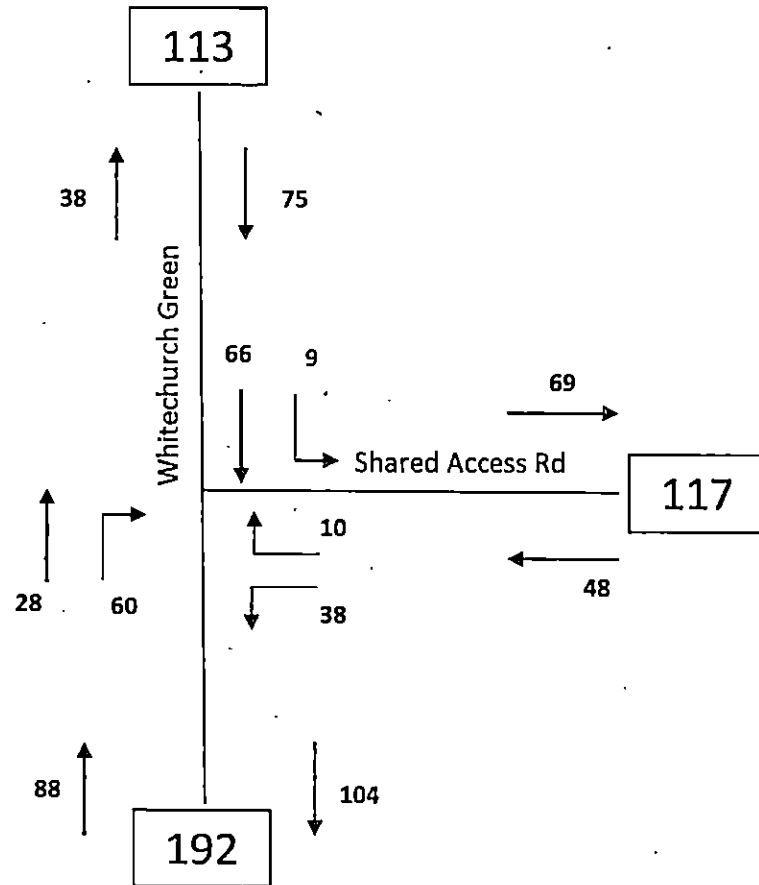


Diagram 1(a) 2023 Weekday Morning Peak Hour 08.00-09.00

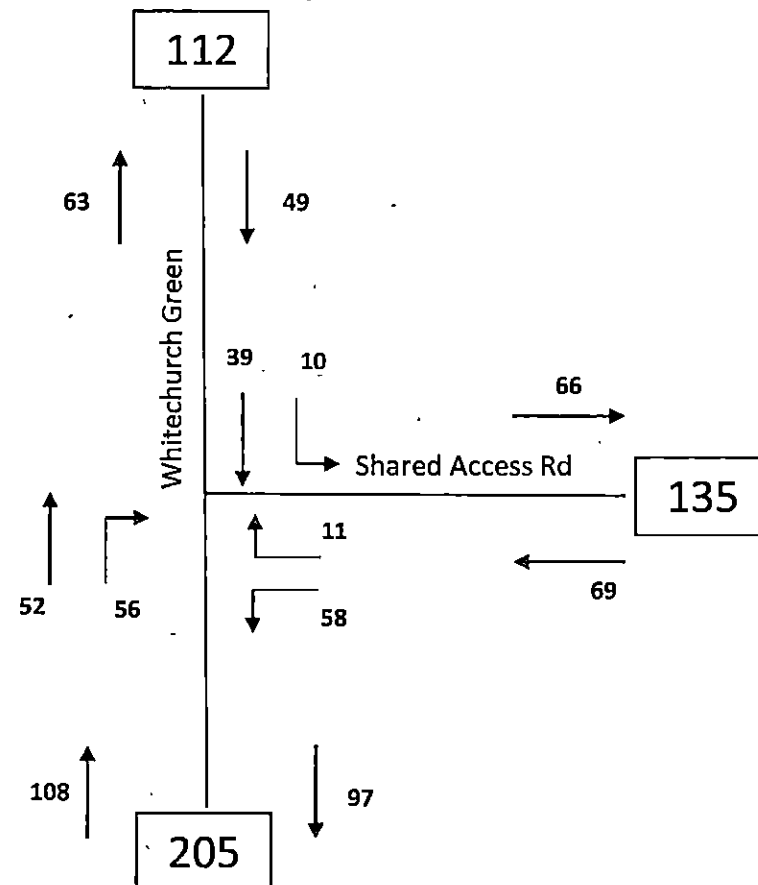


Diagram 1(b) 2023 Weekday Afternoon Peak Hour 14.00-15.00

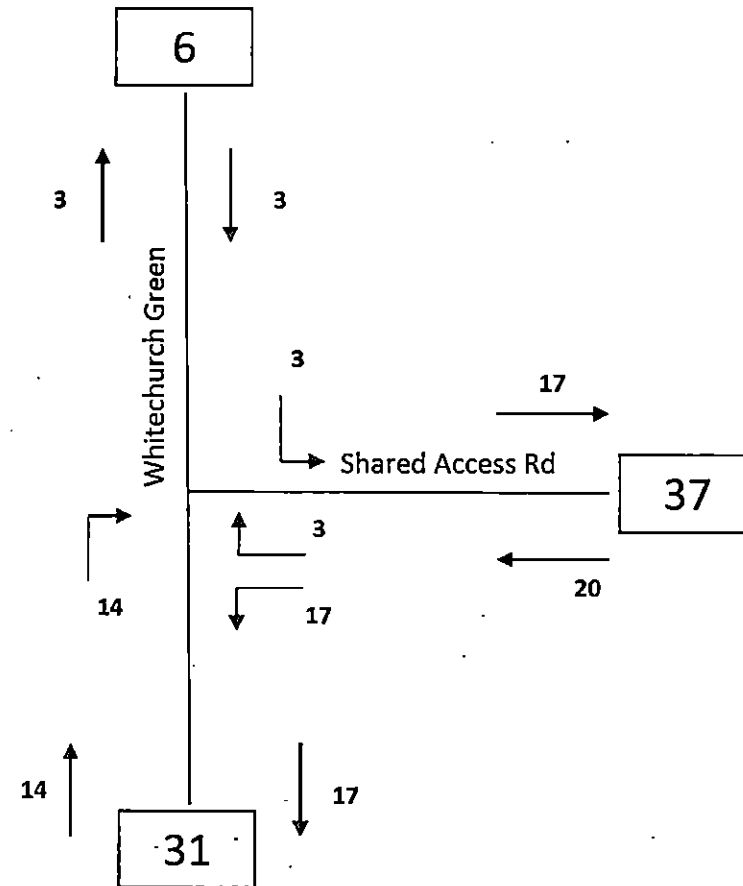
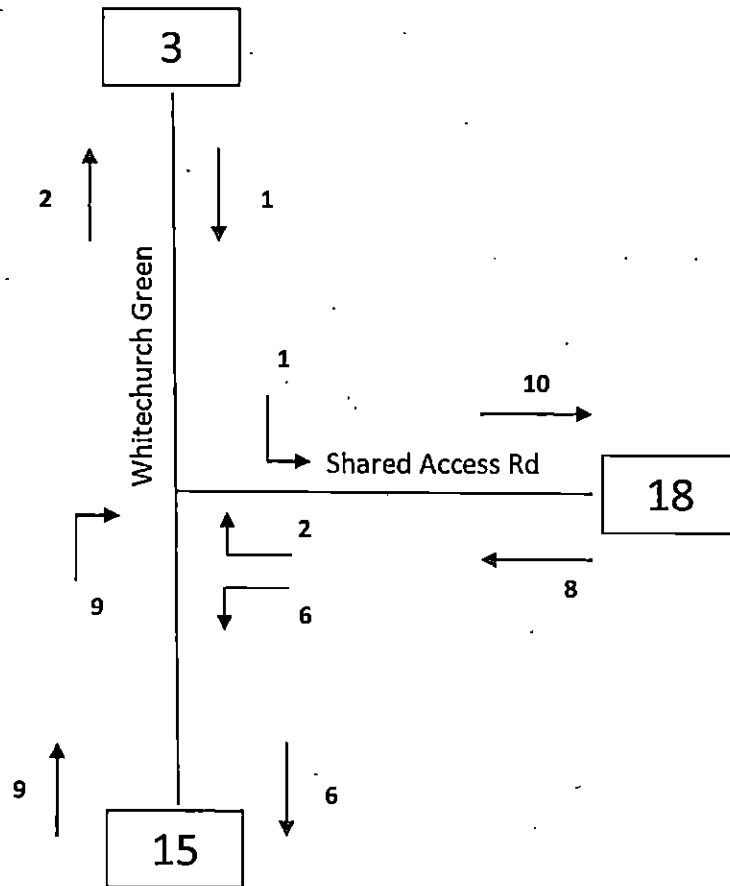


Diagram 2(a) Additional Traffic Weekday Morning Peak Hour 08.00-09.00

Diagram 2(b) Additional Traffic Weekday Afternoon Peak Hour 14.00-15.00

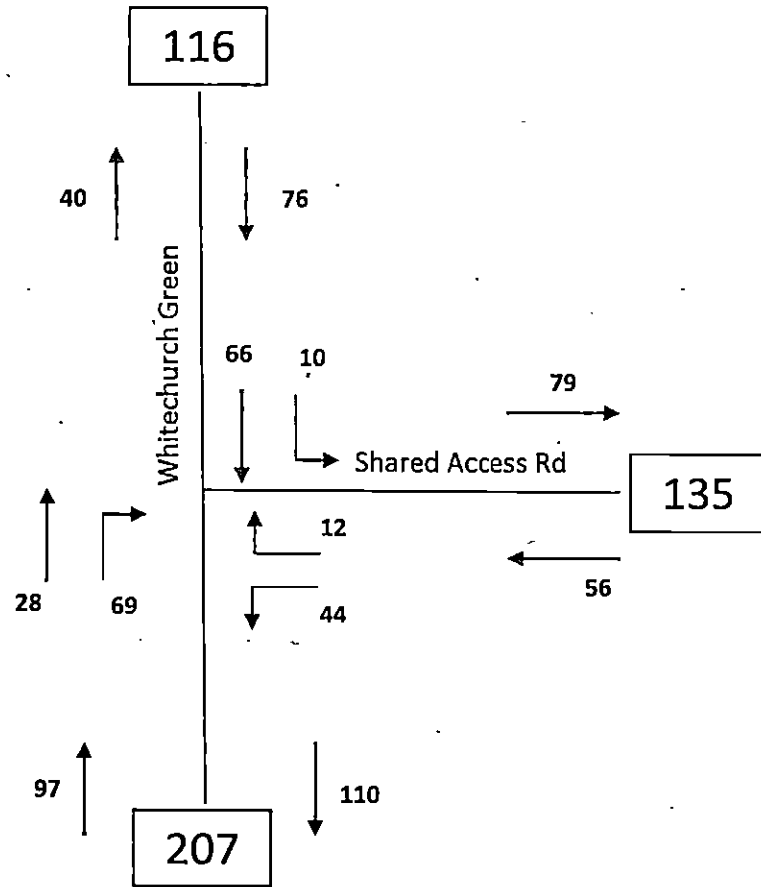


Diagram 3(a) Do Something Weekday Morning Peak Hour 08.00-09.00

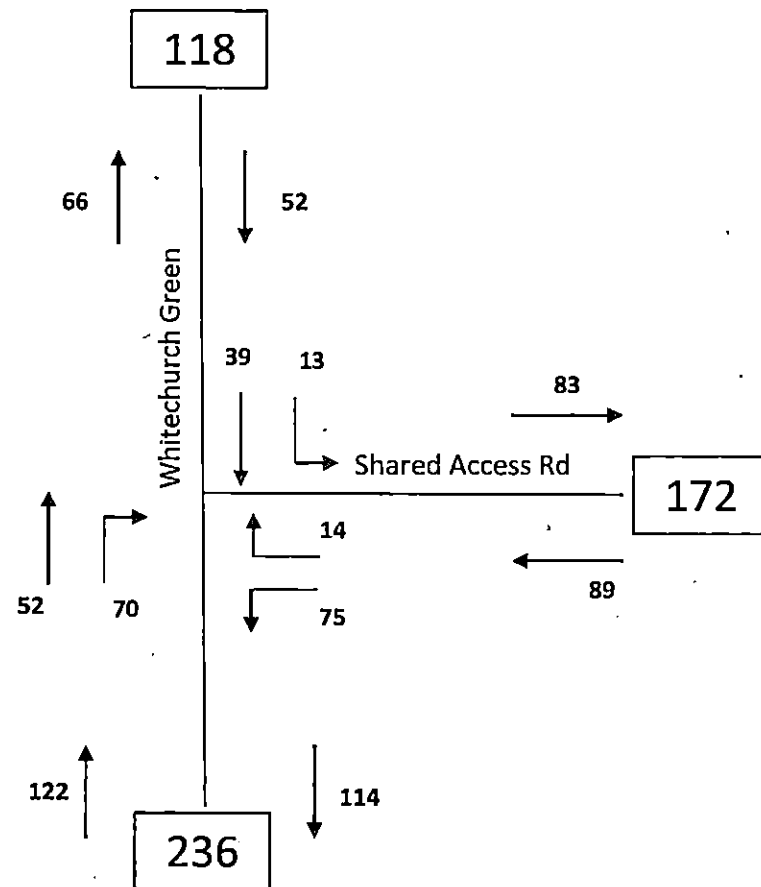
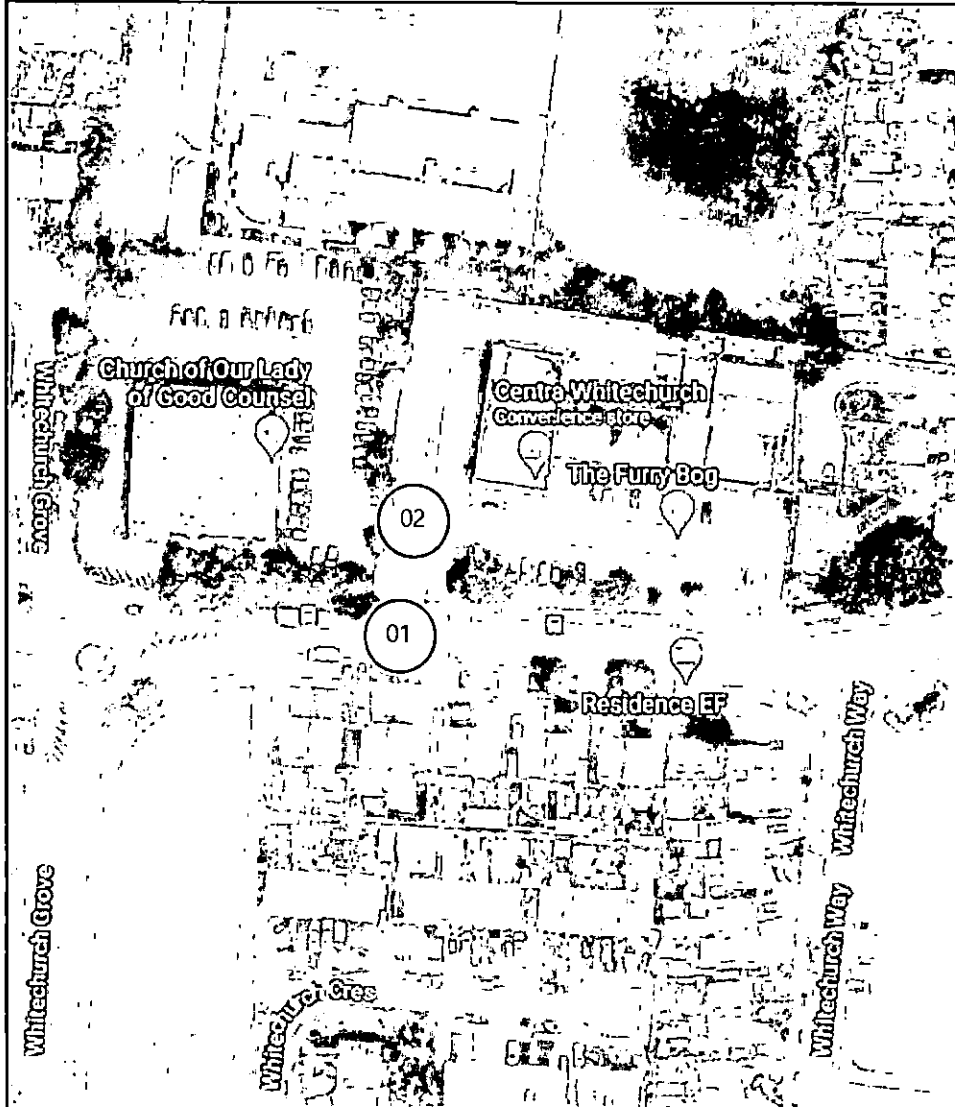
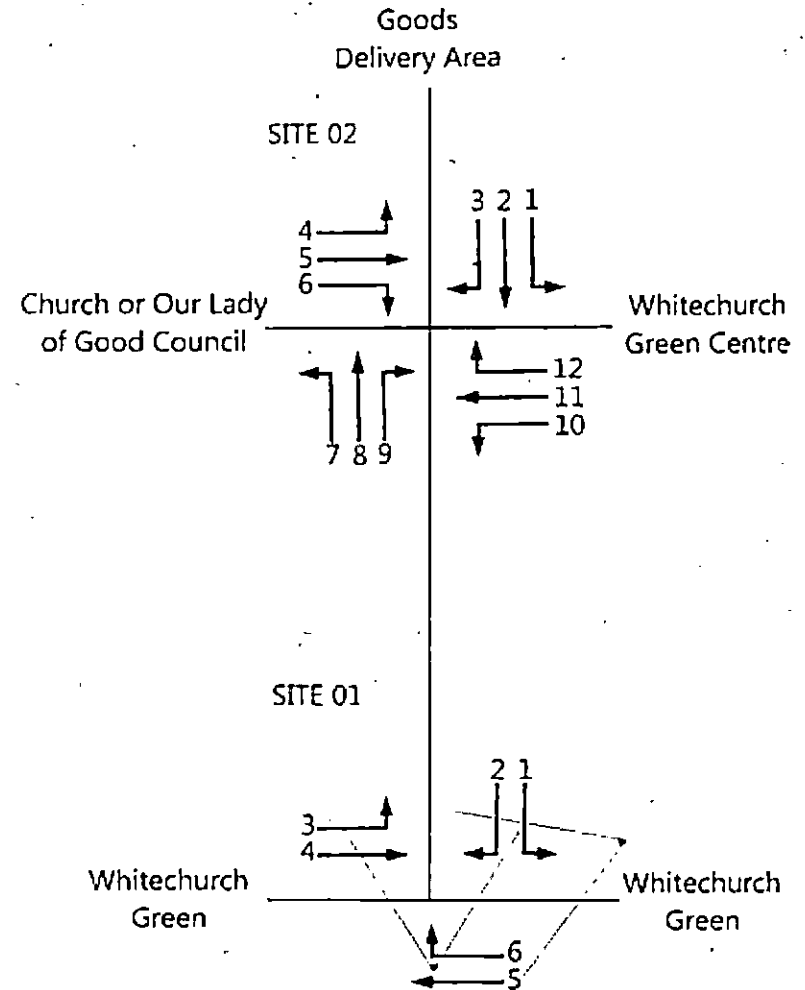


Diagram 3(b) Do Something Weekday Afternoon Peak Hour 14.00-15.00

Site Locations



Movement Numbers



	Job number: TRA/22/219	Job Date: 13 th September 2022	Drawing No: TRA/22/219-01	traffinomics
	Client: Stephen Reid Consulting	Job Day: Tuesday	Author: SPW	

WHITECHURCH GREEN CENTRE TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2022 WHITECHURCH GREEN CENTRE TRAFFIC COUNTS
TRA/22/219 MANUAL-CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2022
TRA/22/219

SITE: 01

DATE: 13th September 2022 SITE: 01

DATE: 13th September 2022

LOCATION: Whitechurch Green Centre/Whitechurch Green

LOCATION: Whitechurch Green Centre/Whitechurch Green

DAY: Tuesday

TIME	MOVEMENT 1			MOVEMENT 2			MOVEMENT 3			MOVEMENT 4			MOVEMENT 5			MOVEMENT 6			PCU's Through Junction								
	CAR	LGV	OGV1	CAR	LGV	OGV1	CAR	LGV	OGV1	CAR	LGV	OGV1	CAR	LGV	OGV1	CAR	LGV	OGV1		TOT	PCU						
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	18
07:15	4	1	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	7	7	2	1	0	0	0	3	29
07:30	3	0	0	0	0	0	0	2	0	0	0	0	3	19	22	4	0	0	0	3	7	10	1	0	0	0	31
07:45	5	1	0	0	0	0	0	0	0	0	0	0	1	11	12	4	0	0	0	1	5	6	0	0	0	0	116
H/TOT	12	4	0	0	0	0	2	6	3	0	0	0	5	47	52	16	1	0	0	5	22	27	9	1	0	0	10
08:00	4	0	0	0	0	0	0	0	1	0	0	0	1	23	26	6	1	1	0	0	8	9	4	0	0	0	43
08:15	6	0	0	0	0	0	0	2	0	0	0	0	0	16	16	6	0	0	0	0	6	6	10	0	0	0	40
08:30	2	1	0	0	0	0	2	2	0	0	0	0	1	10	11	5	0	0	0	1	6	7	14	1	0	0	40
08:45	23	2	0	0	0	0	8	4	0	0	0	0	0	13	13	6	0	0	0	0	6	6	27	4	0	0	87
H/TOT	35	3	0	0	0	0	10	9	0	0	0	0	3	62	66	23	1	1	0	1	26	20	55	5	0	0	210
09:00	15	1	0	0	0	0	2	2	1	0	0	0	1	9	10	6	2	0	0	0	11	12	15	0	0	0	56
09:15	5	1	0	0	0	0	2	2	0	1	0	0	1	14	15	11	2	0	0	0	13	13	16	1	0	0	54
09:30	5	1	0	0	0	0	2	2	1	1	0	0	2	10	10	10	0	0	0	0	3	3	8	1	0	0	32
09:45	14	2	0	0	0	0	1	1	1	0	0	0	1	10	11	5	2	0	0	0	7	7	7	0	0	0	43
H/TOT	39	5	0	0	0	0	7	7	3	2	0	0	5	43	46	28	5	1	0	0	34	35	46	2	0	0	184
10:00	8	1	0	0	0	0	2	2	1	0	0	0	1	9	11	6	1	0	0	2	3	5	9	2	0	0	39
10:15	10	1	0	0	0	0	2	2	1	0	1	0	0	7	7	6	1	0	0	1	9	10	6	1	0	0	40
10:30	7	2	0	0	0	0	2	2	0	0	0	0	1	13	14	5	1	1	0	1	8	10	12	3	0	0	50
10:45	8	0	1	0	0	0	1	1	3	0	0	0	0	3	3	5	1	0	0	0	10	10	3	0	0	0	36
H/TOT	33	4	1	0	0	0	7	7	5	0	1	0	0	6	7	25	7	0	0	0	28	34	30	6	0	0	164
11:00	7	2	0	0	0	0	2	2	1	0	0	0	1	12	12	8	1	0	0	0	9	9	9	1	0	0	43
11:15	5	1	0	0	0	0	2	2	1	0	0	0	1	12	13	5	1	0	0	1	7	8	7	0	0	0	37
11:30	10	0	0	0	0	0	0	0	4	0	0	0	4	6	9	5	2	0	0	2	9	11	7	0	1	0	43
11:45	11	1	1	0	0	0	3	3	1	2	0	0	0	3	3	11	5	2	0	0	7	7	13	0	0	0	52
H/TOT	33	4	1	0	0	0	7	7	7	2	0	0	0	9	9	34	5	1	0	0	32	35	36	1	1	0	175
12:00	6	0	0	0	0	0	1	1	1	0	0	0	1	5	5	7	1	0	0	0	8	8	8	0	0	0	29
12:15	10	0	0	0	0	0	1	1	0	0	0	0	0	14	15	6	2	0	0	1	9	10	11	0	0	0	47
12:30	10	0	0	0	0	0	4	4	0	0	0	0	0	6	6	5	0	0	0	1	6	7	13	0	0	0	40
12:45	10	0	0	0	0	0	1	1	1	0	0	0	0	19	20	7	1	1	0	0	9	10	9	3	0	0	52
H/TOT	36	0	0	0	0	0	7	7	1	0	0	0	1	43	46	25	4	1	0	2	32	35	41	3	0	0	168

CHURCH GREEN CENTRE TRAFFIC COUNTS
AT CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2022 WHITECHURCH GREEN CENTRE TRAFFIC COUNTS
TRA/22/219 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

SEPTEMBER 2022
TRA/22/219

02 DATE: 13th September 2022 SITE: 02 DATE: 13th September 2022

ION: Whitechurch Green Centre/Church of Our lady of Good Council DAY: Tuesday LOCATION: Whitechurch Green Centre/Church of Our lady of Good Council DAY: Tuesday

MOVEMENT 7				MOVEMENT 8				MOVEMENT 9				MOVEMENT 10				MOVEMENT 11				MOVEMENT 12				PCUs Through Junction						
CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1		OGV2	BUS	TOT	PCU		
0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
25	1	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	
42	1	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	
7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	
10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
19	1	0	0	0	20	20	1	0	0	0	0	1	1	1	6	0	0	0	0	6	6	6	0	0	0	0	0	0	0	106
1	0	0	0	0	1	1	0	0	0	0	0	1	1	1	29	3	0	0	0	32	32	32	0	0	0	0	0	0	24	
1	0	0	0	0	2	2	0	0	0	0	0	6	6	6	10	1	0	0	0	11	11	11	0	0	0	0	0	0	23	
1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6	0	0	0	0	7	7	7	0	0	0	0	0	0	26	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14	14	14	0	0	0	0	0	0	17	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	5	0	0	0	0	0	0	17	
3	1	0	0	0	4	4	0	0	0	0	0	1	1	1	32	4	1	0	0	37	38	38	0	0	0	0	0	0	89	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	11	0	0	0	0	0	0	22	
1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	7	0	0	0	0	0	0	16	
3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	9	0	0	0	0	0	0	22	
2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	11	1	1	0	0	13	14	14	0	0	0	0	0	0	34	
6	0	0	0	0	6	6	1	0	0	0	0	1	1	1	37	2	1	0	0	40	41	41	0	0	0	0	0	0	94	
4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	6	0	0	0	6	6	6	0	0	0	0	0	0	0	18	
1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	9	0	0	0	0	0	0	22	
2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	11	0	0	0	0	0	0	27	
1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	12	0	0	0	0	0	0	25	
8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	35	3	0	0	0	38	38	38	0	0	0	0	0	0	92	

ION: Whitechurch Green Centre/Church of Our lady of Good Council

DAY:

DATE: 13th September 2022 SITE: 02
 Tuesday LOCATION: Whitechurch Green Centre/Church of Our lady of Good Council

DAY:

DATE: 13th September 2022
 Tuesday

MOVEMENT 7	MOVEMENT 8			MOVEMENT 9			MOVEMENT 10			MOVEMENT 11			MOVEMENT 12			PCU's Through Junction					
	CAR	LGV	BUS	TOT	PCU	CAR	LGV	BUS	TOT	PCU	CAR	LGV	BUS	TOT	PCU		CAR	LGV	BUS	TOT	PCU
1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
15	1	0	0	0	16	0	0	0	0	0	9	0	0	0	9	11	0	0	0	0	0
1	0	0	0	0	1	0	0	0	0	0	13	1	0	0	14	14	14	14	14	14	0
1	0	0	0	0	1	0	0	0	0	0	9	0	0	0	9	9	1445	1445	1445	1445	1
9	0	0	0	0	5	2	0	0	0	3	23	1	1	0	25	26	24	3	0	0	0
1	0	0	0	0	1	0	0	0	0	0	11	1	0	0	12	12	1600	1600	1600	1600	0
15	1	0	0	0	16	0	0	0	0	0	9	0	0	0	9	11	1615	1615	1615	1615	0
0	0	0	0	0	1	0	0	0	0	0	13	1	0	0	14	14	1630	1630	1630	1630	0
0	0	0	0	0	1	0	0	0	0	0	8	1	0	0	9	9	1530	1530	1530	1530	0
0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	7	7	1545	1545	1545	1545	0
17	1	0	0	0	18	1	0	0	0	2	42	2	0	0	44	44	34	4	0	0	0
0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11	1500	1500	1500	1500	0
0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	6	1615	1615	1615	1615	0
0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	6	1630	1630	1630	1630	0
0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	10	10	1645	1645	1645	1645	0
0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	17	17	1645	1645	1645	1645	0
0	0	0	0	0	0	0	0	0	0	0	36	9	0	0	45	45	34	7	0	0	0
0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	13	13	1700	1700	1700	1700	0
0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10	1715	1715	1715	1715	0
0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11	1730	1730	1730	1730	0
0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11	1745	1745	1745	1745	0
0	0	0	0	0	0	0	0	0	0	0	44	1	0	0	45	45	1800	1800	1800	1800	0
0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	15	15	1815	1815	1815	1815	0
0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	15	1830	1830	1830	1830	0
0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	1845	1845	1845	1845	0
0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	7	7	1845	1845	1845	1845	0
104	5	0	0	0	109	15	1	4	0	0	40	2	0	0	42	42	378	38	3	0	0

INS

OUTS

INS			OUTS			Time	Parked @ 07:00			
2.4	2.8	2.12	2.1	2.2	2.3		1	1	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 0	0 0 0 0 0	07:00	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 0 0 0 0	07:15	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 0 0 0 0	07:30	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 0 0 0 0	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	1 1 0 0 0	0 0 0 0 0	N/TOT	0	0	0	0
0 0 0 0 0	0 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	0	0	0	0
0 0 0 0 0	0 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	0	0	0	0
0 0 0 0 0	0 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	0	0	0	0
0 0 0 0 0	0 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	0	0	0	0
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	N/TOT	0	0	0	0
0 0 0 0 0	0 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	0	0	0	0
0 0 0 0 0	0 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	0	0	0	0
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	09:30	0	0	0	0
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	09:45	0	0	0	0
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	N/TOT	0	0	0	0
0 0 0 0 0	0 1 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	10:00	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 1 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 0 0 0 0	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 0 0 0 0	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 1 0 0 0	0 0 0 0 0	0 0 0 0 0	0 1 0 0 0	0 0 0 0 0	N/TOT	0	0	0	0
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	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 0 0 0 0	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 0 0 0 0	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	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	11:45	1	0	0	0
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	N/TOT	0	0	0	0
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	12:00	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	12:15	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	12:30	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	12:45	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	N/TOT	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	0 0 0 0 0	13:00	0	0	0	0
0 0 0 0 0	1 0 1 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	13:15	1	0	1	0
0 0 0 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	13:30	1	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 1 0 0	0 0 0 0 0	13:45	1	0	1	0
0 0 0 0 0	1 0 2 0 0	0 0 0 0 0	0 0 0 0 0	1 0 1 0 0	0 0 0 0 0	N/TOT	0	0	0	0
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	14:00	1	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 1 0 0	0 0 0 0 0	14:15	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 0 0 0 0	14:30	0	0	0	0
0 0 0 0 0	1 0 1 0 0	1 0 0 0 0	0 0 0 0 0	2 0 1 0 0	0 0 0 0 0	14:45	0	0	0	0
0 0 0 0 0	1 0 1 0 0	1 0 0 0 0	0 0 0 0 0	3 0 2 0 0	0 0 0 0 0	N/TOT	0	0	0	0
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	15:00	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	15:15	1	0	0	0
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	15:30	2	0	0	0
0 0 0 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	15:45	2	0	1	0
0 0 0 0 0	2 0 1 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	N/TOT	0	0	0	0
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	16:00	2	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 1 0 0	0 0 0 0 0	16:15	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	16:30	2	0	0	0
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	0 0 0 0 0	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 1 0 0	0 0 0 0 0	N/TOT	0	0	0	0
0 0 0 0 0	3 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	17:00	2	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	0 0 0 0 0	17:15	1	0	0	0
0 0 0 0 0	2 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	17:30	2	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	0 0 0 0 0	17:45	1	0	0	0
0 0 0 0 0	3 0 0 0 0	0 0 0 0 0	0 0 0 0 0	4 0 0 0 0	0 0 0 0 0	N/TOT	0	0	0	0
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	18:00	1	0	0	0
0 0 0 0 0	2 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	18:15	3	0	0	0
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	0 0 0 0 0	18:30	1	0	0	0
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	18:45	1	0	0	0
0 0 0 0 0	4 0 0 0 0	0 0 0 0 0	0 0 0 0 0	4 0 0 0 0	0 0 0 0 0					
0 0 0 0 0	15 1 4 0 0	1 0 0 0 0	1 0 0 0 0	15 2 4 0 0	0 0 0 0 0					

INS						OUTS						TIME	Parked @ 07:00
2.3	2.7	2.11	2.4	2.5	2.6								0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	07:00	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	0 0 0 0 0	07:15	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	0 0 0 0 0	07:30	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	0 0 0 0 0	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	0 0 0 0 0	MTOT							
0 0 0 0 0	6 0 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	0 0 0 0 0						
0 0 0 0 0	6 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	08:15	6 0 0 0 0						
0 0 0 0 0	11 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	08:30	15 0 0 0 0						
0 0 0 0 0	25 1 0 0 0	2 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	08:45	15 0 0 0 0						
0 0 0 0 0	42 1 0 0 0	3 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	MTOT	30 1 0 0 0						
0 0 0 0 0	7 0 0 0 0	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	3 0 0 0 0	09:00	17 0 0 0 0						
0 0 0 0 0	10 1 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	09:15	25 1 0 0 0						
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	09:30	26 1 0 0 0						
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	9 1 0 0 0	09:45	18 0 0 0 0						
0 0 0 0 0	19 1 0 0 0	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	14 1 0 0 0	MTOT							
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	10:00	19 0 0 0 0						
0 0 0 0 0	1 1 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	3 0 0 0 0	10:15	17 1 0 0 0						
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	3 1 0 0 0	10:30	15 0 0 0 0						
0 0 0 0 0	0 0 0 0 0	0 1 0 0 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	10:45	14 1 0 0 0						
0 0 0 0 0	3 1 0 0 0	0 1 0 0 0	0 0 0 0 0	0 0 0 0 0	7 1 0 0 0	MTOT							
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	11:00	14 1 0 0 0						
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 1 0 0 0	11:15	15 0 0 0 0						
0 0 0 0 0	3 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	11:30	16 0 0 0 0						
0 0 0 0 0	2 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	3 0 0 0 0	11:45	15 0 0 0 0						
0 0 0 0 0	6 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	5 1 0 0 0	MTOT							
0 0 0 0 0	4 1 0 0 0	0 0 0 0 0	0 0 0 0 0	0 1 0 0 0	2 0 0 0 0	12:00	17 0 0 0 0						
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	4 0 0 0 0	12:15	14 0 0 0 0						
0 0 0 0 0	2 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	12:30	15 0 0 0 0						
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	12:45	15 0 0 0 0						
0 0 0 0 0	8 1 0 0 0	0 0 0 0 0	0 0 0 0 0	1 1 0 0 0	7 0 0 0 0	MTOT							
0 0 0 0 0	2 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	13:00	15 0 0 0 0						
0 0 0 0 0	5 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	13:15	18 0 0 0 0						
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	5 0 0 0 0	13:30	14 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 0 0 0	2 0 0 0 0	13:45	13 0 0 0 0						
0 0 0 0 0	9 0 0 0 0	1 0 0 0 0	0 0 0 0 0	1 0 0 0 0	11 0 0 0 0	MTOT							
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	2 0 0 0 0	14:00	13 0 0 0 0						
0 0 0 0 0	15 1 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	14:15	27 1 0 0 0						
0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	19 1 0 0 0	14:30	9 0 0 0 0						
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	14:45	7 0 0 0 0						
0 0 0 0 0	17 1 0 0 0	1 0 0 0 0	0 0 0 0 0	0 0 0 0 0	24 1 0 0 0	MTOT							
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	15:00	7 0 0 0 0						
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	2 0 0 0 0	15:15	5 0 0 0 0						
0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	1 0 0 0 0	2 0 0 0 0	15:30	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	1 0 0 0 0	15:45	2 0 0 0 0						
0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	0 0 0 0 0	1 0 0 0 0	5 0 0 0 0	MTOT							
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	16:00	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	1 0 0 0 0	16:15	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	16:30	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	16:45	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	1 0 0 0 0	MTOT							
0 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	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 0 0	0 0 0 0 0	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 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	0 0 0 0 0	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	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 0	MTOT							
0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	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	0 0 0 0 0	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	0 0 0 0 0	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	0 0 0 0 0	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	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	MTOT							
0 0 0 0 0	104 5 0 0 0	6 1 0 0 0	0 0 0 0 0	5 1 0 0 0	105 5 0 0 0								

INS

OUTS

INS			OUTS		
2.1	2.5	2.9	2.10	2.11	2.12
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	6 2 0 0 0	5 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	3 0 0 0 0	4 1 0 0 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	5 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	15 4 0 0 0	14 4 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	5 0 0 0 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	6 0 0 0 0	5 0 0 0 0	1 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	3 1 0 0 0	2 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	8 3 0 0 0	4 1 0 0 0	2 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	22 4 0 0 0	15 2 0 0 0	3 0 0 0 0	0 0 0 0 0
0 0 0 0 0	2 0 0 0 0	9 0 0 0 0	13 1 0 0 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	5 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	8 2 0 0 0	7 1 0 0 0	0 0 0 0 0	0 0 0 0 0
1 0 0 0 0	0 0 0 0 0	6 0 0 0 0	6 1 0 0 0	0 0 0 0 0	0 0 0 0 0
1 0 0 0 0	2 0 0 0 0	29 3 0 0 0	31 4 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	10 1 0 0 0	10 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	6 0 1 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	11 3 0 0 0	6 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	5 0 0 0 0	6 0 1 0 0	0 1 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	32 4 1 0 0	33 2 1 0 0	0 1 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	10 1 0 0 0	9 2 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	7 0 0 0 0	7 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	9 0 0 0 0	8 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	11 1 1 0 0	12 1 1 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	37 2 1 0 0	36 3 1 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 1 0 0 0	6 0 0 0 0	3 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	9 0 0 0 0	8 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	11 0 0 0 0	13 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	1 0 0 0 0	9 3 0 0 0	11 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	1 1 0 0 0	35 3 0 0 0	35 1 0 0 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	7 2 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	6 0 1 0 0	1 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	8 0 0 0 0	7 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	1 0 0 0 0	5 1 0 0 0	9 0 0 0 0	1 0 0 0 0	0 0 0 0 0
0 0 0 0 0	1 0 0 0 0	23 1 1 0 0	24 3 0 0 0	1 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	11 1 0 0 0	4 0 0 0 0	1 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	9 0 0 0 0	11 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	13 1 0 0 0	8 3 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	9 0 0 0 0	11 1 0 0 0	0 0 0 0 0	1 0 0 0 0
0 0 0 0 0	0 0 0 0 0	42 2 0 0 0	34 4 0 0 0	1 0 0 0 0	1 0 0 0 0
0 0 0 0 0	0 0 0 0 0	11 0 0 0 0	8 0 1 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	4 2 0 0 0	9 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	1 0 0 0 0	8 1 0 0 0	9 2 0 0 0	1 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	7 0 0 0 0	10 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	1 0 0 0 0	30 3 0 0 0	35 3 1 0 0	1 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	11 1 0 0 0	5 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	5 1 0 0 0	8 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	6 4 0 0 0	10 2 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	14 3 0 0 0	11 3 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	36 9 0 0 0	34 7 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	12 1 0 0 0	9 2 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	10 0 0 0 0	6 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	11 0 0 0 0	10 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	11 0 0 0 0	14 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	44 1 0 0 0	41 3 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	14 1 0 0 0	12 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	15 0 0 0 0	16 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	5 0 0 0 0	11 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	6 1 0 0 0	4 1 0 0 0	0 0 0 0 0	0 0 0 0 0
0 0 0 0 0	0 0 0 0 0	40 2 0 0 0	43 2 0 0 0	0 0 0 0 0	1 0 0 0 0
1 0 0 0 0	5 1 0 0 0	365 38 3 0 0	376 38 3 0 0	6 1 0 0 0	1 0 0 0 0

TIME

Parked @ 07:00
0 0 0 0 0

07:00	0 0 0 0 0
07:15	1 1 0 0 0
07:30	0 0 0 0 0
07:45	1 0 0 0 0
M/TOT	
08:00	2 0 0 0 0
08:15	2 0 0 0 0
08:30	3 0 0 0 0
08:45	5 2 0 0 0
M/TOT	
09:00	3 1 0 0 0
09:15	4 1 0 0 0
09:30	5 2 0 0 0
09:45	6 1 0 0 0
M/TOT	
10:00	6 1 0 0 0
10:15	3 1 1 0 0
10:30	8 3 1 0 0
10:45	5 2 0 0 0
M/TOT	
11:00	6 1 0 0 0
11:15	6 1 0 0 0
11:30	7 1 0 0 0
11:45	6 1 0 0 0
M/TOT	
12:00	9 1 0 0 0
12:15	10 1 0 0 0
12:30	8 1 0 0 0
12:45	7 4 0 0 0
M/TOT	
13:00	4 2 0 0 0
13:15	9 1 1 0 0
13:30	10 1 1 0 0
13:45	6 2 1 0 0
M/TOT	
14:00	12 3 1 0 0
14:15	10 3 1 0 0
14:30	15 1 1 0 0
14:45	12 0 1 0 0
M/TOT	
15:00	15 0 0 0 0
15:15	10 1 0 0 0
15:30	9 0 0 0 0
15:45	6 0 0 0 0
M/TOT	
16:00	12 0 0 0 0
16:15	9 0 0 0 0
16:30	5 2 0 0 0
16:45	8 2 0 0 0
M/TOT	
17:00	11 1 0 0 0
17:15	13 0 0 0 0
17:30	14 0 0 0 0
17:45	11 0 0 0 0
M/TOT	
18:00	
18:15	13 1 0 0 0
18:30	12 0 0 0 0
18:45	6 0 0 0 0

TMS1.8.3
Trip Rate P Gross floor area

TRIP RATE For Land Use 02 - EMPLOYMENT/A - OFFICE

Calculation Factor: 100 sqm
Estimated Trip rate value per sqm shown in Estimated column.
Count Type: TOTAL VEHICLES

Time Range	DEPARTURES			ARRIVALS			DEPARTURES			ARRIVALS			TOTALS			
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	
00:00-01:00	2	65050	0.62	2	65050	0.61	0.63	2	65050	0.63	0.63	0	0	0	0	0
01:00-02:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
02:00-03:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
03:00-04:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
04:00-05:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
05:00-06:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
06:00-07:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
07:00-08:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
08:00-09:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
09:00-10:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
10:00-11:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
11:00-12:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
12:00-13:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
13:00-14:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
14:00-15:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
15:00-16:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
16:00-17:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
17:00-18:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
18:00-19:00	15	10609	0.71	15	10609	0.67	0.69	15	10609	0.69	0.69	1	0	0	0	0
19:00-20:00	1	120000	0.67	1	120000	0.67	0.67	1	120000	0.67	0.67	0	0	0	0	0
20:00-21:00	1	120000	0.67	1	120000	0.67	0.67	1	120000	0.67	0.67	0	0	0	0	0
21:00-22:00	1	120000	0.67	1	120000	0.67	0.67	1	120000	0.67	0.67	0	0	0	0	0
22:00-23:00	1	120000	0.67	1	120000	0.67	0.67	1	120000	0.67	0.67	0	0	0	0	0
23:00-24:00	1	120000	0.67	1	120000	0.67	0.67	1	120000	0.67	0.67	0	0	0	0	0
Daily Totals	3	3247	3.115	3	3247	3.173	3.173	3	3247	3.173	3.173	3	3	3	6.42	6.162

TRACS 7.9.2
Trip Rate P Gross floor area

TRIP RATE FOOD & DRINK - CAFE

Calculation Factor: 100 sqm
Estimated TRIP rate value per 134 SQM shown in Estimated column
Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS			In	Out	Parked
	No.	Ave. Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Estimated Trip Rate	No. Days	Ave. GFA	Estimated Trip Rate			
00:00-01:00	1	210	0.952	1,180	1	210	0	1	210	0.952	1,180	1
01:00-02:00	1	210	1,429	1,272	1	210	0.852	1	210	2,381	1,429	2
02:00-03:00	2	200	4,000	4,560	2	200	3,000	2	200	4,560	4,000	3
03:00-04:00	2	200	8,000	9,570	2	200	7,000	2	200	9,570	8,000	4
04:00-05:00	2	200	14.5	17,980	2	200	11	2	200	25.5	31,600	10
05:00-06:00	2	200	10.5	13,020	2	200	11.5	2	200	22	27,280	14
06:00-07:00	2	200	10.75	13,330	2	200	11	2	200	21.75	26,970	14
07:00-08:00	2	200	10.75	13,330	2	200	11.25	2	200	23	28,570	14
08:00-09:00	2	200	10.5	13,020	2	200	12.5	2	200	23	28,570	14
09:00-10:00	2	200	10.75	13,330	2	200	12.5	2	200	23	28,570	14
10:00-11:00	2	200	10.75	13,330	2	200	12.5	2	200	23	28,570	14
11:00-12:00	2	200	10.75	13,330	2	200	12.5	2	200	23	28,570	14
12:00-13:00	2	200	10.75	13,330	2	200	12.5	2	200	23	28,570	14
13:00-14:00	2	200	10.75	13,330	2	200	12.5	2	200	23	28,570	14
14:00-15:00	2	200	10.75	13,330	2	200	12.5	2	200	23	28,570	14
15:00-16:00	2	200	10.75	13,330	2	200	12.5	2	200	23	28,570	14
16:00-17:00	2	200	10.75	13,330	2	200	12.5	2	200	23	28,570	14
17:00-18:00	1	210	6,667	8,267	1	210	7,143	1	210	13,814	13,814	3
18:00-19:00	1	210	3,333	4,133	1	210	4,762	1	210	8,095	10,038	3
19:00-20:00	1	210	2,857	3,543	1	210	3,857	1	210	5,714	7,085	4
20:00-21:00	1	210	0	0	1	210	0.076	1	210	0.076	0.000	0
21:00-22:00	1	210	0	0	1	210	0.076	1	210	0.076	0.000	0
22:00-23:00	1	210	0	0	1	210	0.076	1	210	0.076	0.000	0
23:00-24:00	1	210	0	0	1	210	0.076	1	210	0.076	0.000	0
Daily Totals:			97,488	121		97,488	121		195,428	242		121

TRACS 7.9.2
Trip Rate F Gross floor area

Site Total (Existing + Extension)

Site Total	In	Out	Parked
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily total	190	190	0

Existing from traffic counts	In	Out	Parked
07:00	13	18	1
08:00	26	20	7
09:00	35	35	7
10:00	37	37	7
11:00	40	40	7
12:00	40	36	11
13:00	26	28	9
14:00	34	40	13
15:00	34	41	11
16:00	45	41	10
17:00	45	44	11
18:00	42	45	8
19:00			
20:00			
21:00			
22:00			
23:00			

05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily total	190	190	0