

Meeting of:	<b>Cabinet</b>
Date of Meeting:	<b>Thursday, 19 June 2025</b>
Relevant Scrutiny Committee:	Place Scrutiny Committee
Report Title:	Moving Traffic Contraventions
Purpose of Report:	To seek Council approval to apply for moving traffic contravention powers from Welsh Government
Report Owner:	Cabinet Member for Neighbourhood and Building Services
Responsible Officer:	Director of Environment and Housing
Elected Member and Officer Consultation:	Committee Reports Operational Manager, Accountancy Operational Manager, Engineering Highway Maintenance Manager (Neighbourhood Services)
Policy Framework:	This report is a matter for Executive decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> <li>This Report sets out a proposal to apply for moving traffic contravention powers from Welsh Government.</li> <li>Principally, the proposal will enable a safer and cleaner environment for children outside school gates by permitting the Council to enforce moving traffic offences relating school street closures, as well as enabling the Council long-term to enforce other moving traffic contraventions and contribute to our decarbonisation goal.</li> <li>The service area intends to work with schools and residents to implement the most appropriate schemes and consult with all those affected, both positively and negatively and work collaboratively with stakeholders and our residents to ensure the benefits are realised.</li> <li>It is proposed that these orders will primarily be enforced via the use of Vehicle Certification Agency-approved Automatic Number Plate Recognition (ANPR) cameras.</li> <li>The Report also advises that the use of these cameras can be extended to enforce locations where there are yellow boxes, where bus lanes exist and for other related moving traffic offences such as no-right/no-left turn and one-way systems.</li> </ul>	

## **Recommendations**

- 1.** That Cabinet approves the proposal to apply for moving traffic contravention powers to Welsh Government to assist with the implementation of school streets and other associated moving traffic offences, throughout the Vale of Glamorgan.
- 2.** That Cabinet agrees to implement the enforcement of moving traffic offences across the Vale of Glamorgan, as necessary.
- 3.** That Cabinet agrees to the expansion of school street schemes across the Vale of Glamorgan.
- 4.** That authority is delegated to the Head of Neighbourhood Services and the Cabinet Member for Neighbourhood Services and Housing for future schemes at locations to be determined.

## **Reasons for Recommendations**

- 1.** To enable the enforcement of moving traffic contraventions which will assist with the long-term implementation of school street closures, as well as other moving traffic offences.
- 2.** To be able to install camera systems for the purpose of monitoring and enforcing moving traffic offences at locations across the Vale of Glamorgan.
- 3.** To ensure that school streets areas are safe and secure environments during school times.
- 4.** To implement the enforcement of moving traffic offences at locations to be determined.

## **1. Background**

- 1.1** In June 2023, the first school street timed closure was implemented at Fairfield Primary School, Dryden Road, Penarth which has been largely successful.
- 1.2** The closure point on Dryden Road was initially supervised in the mornings and afternoons by the Caretaker and Head of Fairfield Primary School and their presence resulted in a limited number of vehicles entering the street, during the times of closure, but this is unsustainable all the time.
- 1.3** During the winter, staff presence reduced at the closure point which has resulted in some parents ignoring the Legal closure notices and driving through Dryden Road.
- 1.4** These schemes have been mainly successful elsewhere where there has been the installation of Automatic Number Plate Recognition (ANPR) cameras which provide a higher level of reassurance of compliance and ultimately improving the safety of children.

- 1.5** Traffic volume data (Appendix A), highlights that the number of vehicles entering Dryden Road during the timed closure has significantly reduced, which has improved the safety during the times pupils are walking/cycling to and from school. However, it is evident that when the closure was staffed there were fewer vehicles entering the street.
- 1.6** The introduction of cameras would automate the enforcement of street timed closures and where there are issues of compliance, a penalty notice would be generated for an offence which is likely to limit the possibility of unauthorised entry.
- 1.7** The Active Travel team was successful obtaining a grant of £50,000 from Safe Routes in Communities (SRiC), to commence the introduction of school streets to Vale of Glamorgan schools from the financial year, 2023/24.
- 1.8** A high-level study of all the schools across the Vale of Glamorgan was arranged and three schools were initially selected for a school street trial, which was introduced in October 2023 at Peterston-Super-Ely Primary, Oak Field Primary and Ysgol Gwaun y Nant.
- 1.9** Further trials were then introduced at All Saint's Church in Wales Primary, Barry in 2024 and Peterston Super Ely Church in Wales Primary, Penarth in March 2025.
- 1.10** As part of discussions with schools, several have raised concerns over the enforcement of the closure point. The schools are not able to commit staff to verbally enforce the closures and therefore we cannot proceed without the installation of cameras.
- 1.11** The Council was awarded a further £242,716 SRiC funding for the financial year 2025/26 to implement further closures but in the absence of ANPR systems, the management of these areas will continue to be challenging. As a result, trials and pilots at participating schools will continue, until such powers are obtained.
- 1.12** The installation of signage and a Traffic Regulation Order (TRO) make the timed closures legal but currently the powers to enforce sit with South Wales Police.
- 1.13** If the Council enforcement team have the powers to enforce moving traffic offences, it would mean that the enforcement camera car or an officer witnessing someone driving through the closure point, would be sufficient to take appropriate action.
- 1.14** It is considered that the success of implementing a school street is dependent on enforcement and is dependent on enforcement powers.

- 1.15** These enforcement powers can also extend to enforcing other moving traffic offences such as yellow boxes, where bus lanes exist and for other related moving traffic offences such as no-right/no-left turn and one-way systems.

## **2. Key Issues for Consideration**

- 2.1** Now that £242,716 of funding has been secured via Welsh Government's SRiC grant scheme, further requests to expand the scheme will be considered.
- 2.2** The schools that want to part of "School Streets" and require enforcement will require an Active Travel School Plan (ATSP) to be considered for time limited closures. The schools actively working towards this scheme are doing so in partnership with Sustrans Cymru, who are being funded by Welsh Government to work with schools across, Wales. At present, 20 out of 53 schools across the Vale of Glamorgan have a completed an ATSP.
- 2.3** Welsh Government funding that is available can only be used for the implementation of school streets. Any additional traffic schemes (bus lanes, no entry etc) will be funded from alternative sources, such as enforcement or traffic budgets where there are known issues.
- 2.4** The are likely to include no-right turns/no-left turns, one-way systems and bus lanes, across the Vale of Glamorgan where they exist.
- 2.5** The ongoing costs for camera maintenance, issuing of permits and the administration of recorded contraventions will be met by the Penalty Charge Notices, that are generated.
- 2.6** Cardiff Council is prepared to manage the administration of moving traffic contraventions on this Council's behalf, should the Council be granted powers to enforce MTO providing that a formal agreement is entered into.
- 2.7** Since the Council's Camera Enforcement Vehicle (CEV) was introduced in October 2020, we have seen an annual increase in the number of contraventions detected outside schools.
- 2.8** There are 53 schools in the Vale of Glamorgan and while the CEV is scheduled to undertake patrols outside the same, either at the start or end of the school day, it would not be practical for the CEV to be at the majority of schools when needed.
- 2.9** The ability to enforce using static re-deployable ANPR cameras would provide the Council with the ability to cover far more schools than what is currently being achieved with the single CEV.

- 2.10** The Council's enforcement team is procuring a second CEV. This new vehicle, as well as the current CEV and re-deployable ANPR cameras will provide far wider coverage of our schools.
- 2.11** Cardiff Council has provided a breakdown of costs, to assist with forecasting expected revenue and associated costs:

Capital costs

Per camera - approx. £24,000

Installation per camera (with electrical supply from streetlighting, signage, etc.) – approx. £4,000

Traffic Regulation Orders (TRO) and consultation – approx. £2,000

Total £30,000 (to be funded by WG SRiC grant)

Ongoing revenue costs (per camera)

Data – approx. £800 per year for the 4G signal

Electricity – approx. £300 - £400 per year

Maintenance – approx. £3,500 per year

PCN enforcement - £0.30 per PCN

Processing fee - £8.00 - £10.00 per PCN

Total £4,710 (approx.)

Income generation

Schedule 9 of the Traffic Management Act 2004, states that all Penalty Charge Notices that are issued for moving traffic contraventions are set at £70.00 if paid within 28 days of the contravention.

However, this is reduced to £35.00 if paid within 14 days.

A projected 80% debt recovery rate, minus the processing fee, would achieve an average income of £27.00 per Penalty Charge Notice.

Therefore, if we were to issue 220 Penalty Charge Notices (PCNs) each year, this would equate to an income of £5,490 based on the 80% debt recovery rate, with £4,752 being at the lowest PCN level (i.e. £35.00).

- 2.12** Surveys have been undertaken at some of those sites that are likely to be the primary points of enforcement, and these revealed the current level of contraventions.

Sevenside Transportation Data Collection conducted surveys of bus lanes in Wenvoe, Dinas Powys and near the Barry Dock Link Road in May 2024 (Appendix B).

The following data illustrated in Table 1, was captured from the bus lane from the Walston Castle, Wenvoe to Quarry Road:

Table 1.

	02-05-2024	03-05-2024	04-05-2024	05-05-2024
Car	124	145	147	192
Hackney Cab	2	12	10	7
Private Hire	77	76	77	87
LGV	23	19	12	15
OGV1 and OGV2	3	2	5	1
Bus	39	45	27	16
Minibus	16	15	3	4
Motorcycle	23	43	100	30
Pedal Cycle	15	22	69	25

The only vehicles that are legally allowed to use bus lanes are Hackney Cabs, Buses, Minibuses, Motorcycles and Pedal Cycles.

Based on data collected on 4 days in May 2024, 1005 penalty notices would have been issued – potentially generating £70,350 / £35,175.

**2.13** There are a number of other “hotspots” across the Vale of Glamorgan where moving traffic offences occur. The include but are not limited to:

- The no right hand turn off Port Road, Barry into Whitmore High School
- The one-way system outside Ysgol Pen Y Garth leading into Sully Road
- The no right hand turn from Holton Road to Buttrills Road, Barry
- The one way system off Jenner Road into Alexandra Crescent, Barry

**2.14** The guidelines on Levels of Charges Order indicate that all moving traffic contraventions will have the same penalty charge of either £50 or £70. The Council will apply for a £70 value as part of its formal application to the Welsh Government, to be consistent with the penalty charge applicable to yellow line parking contraventions.

**2.15** Statistics from our civil parking enforcement activity indicate that approximately 75% of all the income of all Penalty Charge Notices are collected. From the data, we can calculate a projected annual income level.

**2.16** However, there are operational costs to consider. Cardiff Council will be responsible for the management of our moving traffic enforcement administration, which will effectively mean we do not have to engage additional staff.

**2.17** Taking into consideration the cost of software licensing, technical support, Traffic Enforcement Centre registration fees and other essential costs, the financial projection is positive. If any surplus is generated it will need to be ring-fenced and used in line with current legislation and invested back into relevant Highway/Transport schemes.

- 2.18** Enforcement of bus lane, school keep clear areas and moving traffic contraventions can only be recorded using devices that have been approved by the Vehicle Certification Agency. Therefore, it will be necessary to procure cameras that are able to record the full spectrum of contraventions for future use.
- 2.19** Cameras will also need to have the ability to be moved from site to site in order to allow for the maximum efficient use of these resources should the number of contraventions recorded at a particular location reduce.
- 2.20** The output from these approved cameras will feed into a software called Chipside that Cardiff Council already utilise for both their parking and moving traffic enforcement. If Cardiff Council become responsible for the administration of moving traffic enforcement on our behalf, we would be able to use their existing document templates albeit with our corporate logo.
- 2.21** Should Cabinet approval be granted to apply for the powers to enforce MTO's, an application will be submitted to Welsh Government, but this process can take up to 12 months before being approved.

### **3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?**

- 3.1** Long term - The proposal will allow us to ensure the sustainability of school street closures, providing a safe, traffic free environment outside of the school gate which is promoting active travel to and from school. The long-term goal is to introduce school streets closures to other schools in the Vale of Glamorgan where appropriate.
- 3.2** Having the powers to enforce Moving Traffic contraventions will provide a safer environment for road users and pedestrians with the use of cameras to enforce timed school street closures. The powers will also give the enforcement team the ability to enforce traffic offences and will facilitate us in providing safer streets for pedestrians and residents.
- 3.3** It will assist the Council in reaching net zero by reducing car journeys and increasing modal shift.
- 3.4** Integration – The powers to enforce Moving Traffic offences would integrate Road Safety, Enforcement and Active Travel ensuring a safer environment for pedestrians and road users. We will also be working with a neighbouring Local Authority (Cardiff Council) integrating into the systems they already have.
- 3.5** Involvement - a public consultation will be undertaken on agreement to the above recommendations, and feedback would be taken from that and fed back to Cabinet.

- 3.6** Collaboration – The proposal will involve working in collaboration with Sustrans Cymru, South Wales Police, Welsh Government, TfW, DVLA and neighbouring Local Authorities. We will be collaborating with Cardiff Council for the back office systems.
- 3.7** Prevention - The proposal promotes active travel and the health benefits that it brings. Actively travelling prevents health issues such as diabetes and obesity which puts a strain on the NHS. The road safety interventions will also reduce the potential for any road traffic accidents.
- 3.8** This report and supporting documents all align strongly to the new Corporate Plan and our Wellbeing Objectives, seeking to provide the best possible service to our citizens and the communities we serve. If we get powers for Moving Traffic Offences, we will update the enforcement policy accordingly.
- 3.9** The adoption of certain moving traffic enforcement powers from South Wales Police will allow the Enforcement Service to deploy camera resources where appropriate. The issuing of Penalty Charge Notices to those offending will seek to prevent that person from future offending. Speeding and more serious moving traffic offences will remain the responsibility of South Wales Police.

## **4. Climate Change and Nature Implications**

- 4.1** It is important that areas leading to schools provide a car free environment for pupils and parents/carers to encourage walking, cycling and scooting to school. By closing streets in front of schools to vehicles for timed periods in the morning and afternoon we are stopping idling vehicles in streets and encouraging less car usage. This will assist in the Councils commitment to meet Project Zero by 2030.

## **5. Resources and Legal Considerations**

### **Financial**

- 5.1** The Capital works will be fully funded by SRiC funding, by application to Welsh Government, in financial year 2025/26.
- 5.2** The ongoing revenue costs associated with these schemes are expected to be self-funding through Penalty Charge Notice income.
- 5.3** In the event of any financial surplus being generated, under current legislation, the surplus can only be utilised to fund other Highway/Transport-related projects and any costs associated with the same.
- 5.4** The Traffic Management Act 2004, Road traffic Regulation Act 1984 and the 2013 Regulations makes detailed provision, amongst other things, as to the requirement to keep separate income and expenditure accounts for each type of contravention and of significance specifies, how surplus income may be applied.



- 5.5** As far as additional legal costs are concerned, these should be largely covered by Penalty Charge Notice income. Cardiff Council have agreed to administer the Moving Traffic Enforcement scheme on our behalf. Consequently, many of the legal costs associated with establishing a scheme have already been met by Cardiff Council, as they have had the powers to enforce moving traffic contraventions since 2014.
- 5.6** At a national level, the subject of parking fees and enforcement frequently generates considerable public interest in terms of the scale of income that is generated. Civil parking enforcement and by extension, civil moving traffic enforcement, provides a means by which an authority can effectively deliver wider transport strategies and objectives.
- 5.7** Additional legal work in order to review existing Traffic Regulation Orders and to make replacement Orders will also generate costs and these will need to be met through Penalty Charge Notice income.
- 5.8** The Enforcement Service already regularly works closely with the Council's Legal Services department and will call on the same to provide legal advice when necessary.

### **Employment**

- 5.9** There are no employment considerations as part of this Report. Cardiff Council would be responsible for administering the back-office function for the Vale of Glamorgan's moving traffic offences using their existing staff members.
- 5.10** In addition, current resources in the Neighbourhood Services department can be used to undertake additional work on school street closures and other elements relating to moving traffic offences.

### **Legal (Including Equalities)**

- 5.11** Part 6 of the Traffic Management Act 2004 ("the 2004 Act") provides power to the 'appropriate national authority' (in Wales, this would be the Welsh Ministers) to make regulations for the civil enforcement by Local Authorities of road traffic contraventions. The road traffic contraventions in s.73(2) that may be subject to civil enforcement are:
1. Parking contraventions – The council has been enforcing parking contraventions following The Civil Enforcement of Parking Contraventions (County Borough of Vale of Glamorgan) Designation Order 2013.
  2. Bus lane contraventions, and
  3. some moving traffic contraventions.

- 5.12** The Welsh Government has made the Civil Enforcement of Road Traffic Contraventions (General Provisions) (Wales) Regulations 2013 (2013 No. 362) (hereinafter called “the 2013 Regulations”), which enables (subject to consent) Local Authorities to assume responsibility for enforcement of bus lanes and some moving traffic contraventions. Part 6 of the 2004 Act requires Local Authorities to apply to the Welsh Ministers for consent to adopt the civil enforcement powers to tackle bus lane and certain moving traffic contraventions. This report seeks authority to make such an application.
- 5.13** Provisions relating to the civil enforcement of parking, bus lanes and moving traffic contraventions have been consolidated through a package of statutory instrument. The 2013 Regulations should be read in conjunction with:
- The Civil Enforcement of Road Traffic Contraventions (Representations and Appeals) (Wales) Regulations 2013 (2013 No. 359),
  - The Civil Enforcement of Road Traffic Contraventions (Representation and Appeals) Removed Vehicles (Wales) Regulations 2013 (2013 No. 361 W.43),
  - The Civil Enforcement of Road Traffic Contraventions (Approved Devices) (Wales) Order 2013 (2013 No. 360 W.42) and
  - The Civil Enforcement of Traffic Contraventions (Guidelines on Levels of Charges) (Wales) Order 2013 (2013 No. 1969 W.191)
- 5.14** The enforcement of this range of contraventions will apply to all motorists equally and therefore it is not anticipated that this will impact negatively on any specific group of our citizens. Indeed, by improving traffic flow and safety, there should be benefits generally for all road users.

## **6. Background Papers**

None.

## **Appendix A – vehicle speed/volume data Dryden Road (Fairfield Primary)**

<b>Dryden Road vehicle survey data</b>	
7 day average Sep22	244
85% ile speed Sep22	19mph
7 day average Oct23	144
85% ile speed Oct23	13.5mph
7 day average Mar24	155
85% ile speed Mar24	17.2mph

	AM vehicle volume 0800-0900	PM vehicle volume 1500-1600
24 September 2022 (before closure)	11	7
25 September 2022	2	3
26 September 2022	89	47
27 September 2022	84	41
28 September 2022	85	39
29 September 2022	78	40
30 September 2022	98	65
20 October 2023 (after closure)	27	19
21 October 2023 (Saturday)	5	5
22 October 2023 (Sunday)	4	3
23 October 2023	26	12
24 October 2023	31	13
25 October 2023	26	17
26 October 2023	28	5
		**PM 26 <sup>th</sup> October 2023 was when Enforcement/Safer Vale/VOG were in attendance**
08 March 2024 (after closure)	31	16
09 March 2024	6	3
10 March 2024	3	3
11 March 2024	30	13
12 March 2024	36	16
13 March 2024	23	18
14 March 2024	34	16



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Company Registration Number: 11503589  
VAT Number: 306 4112 48

## Survey Overview


Job No'/Job Name	SS1431 VOG bus lanes
Date	(Sites 1 & 2) 2nd - 5th May 2024
Time	24 hours
Survey Type	Bus lane usage
Weather Conditions	

## Overview Map



## Comments





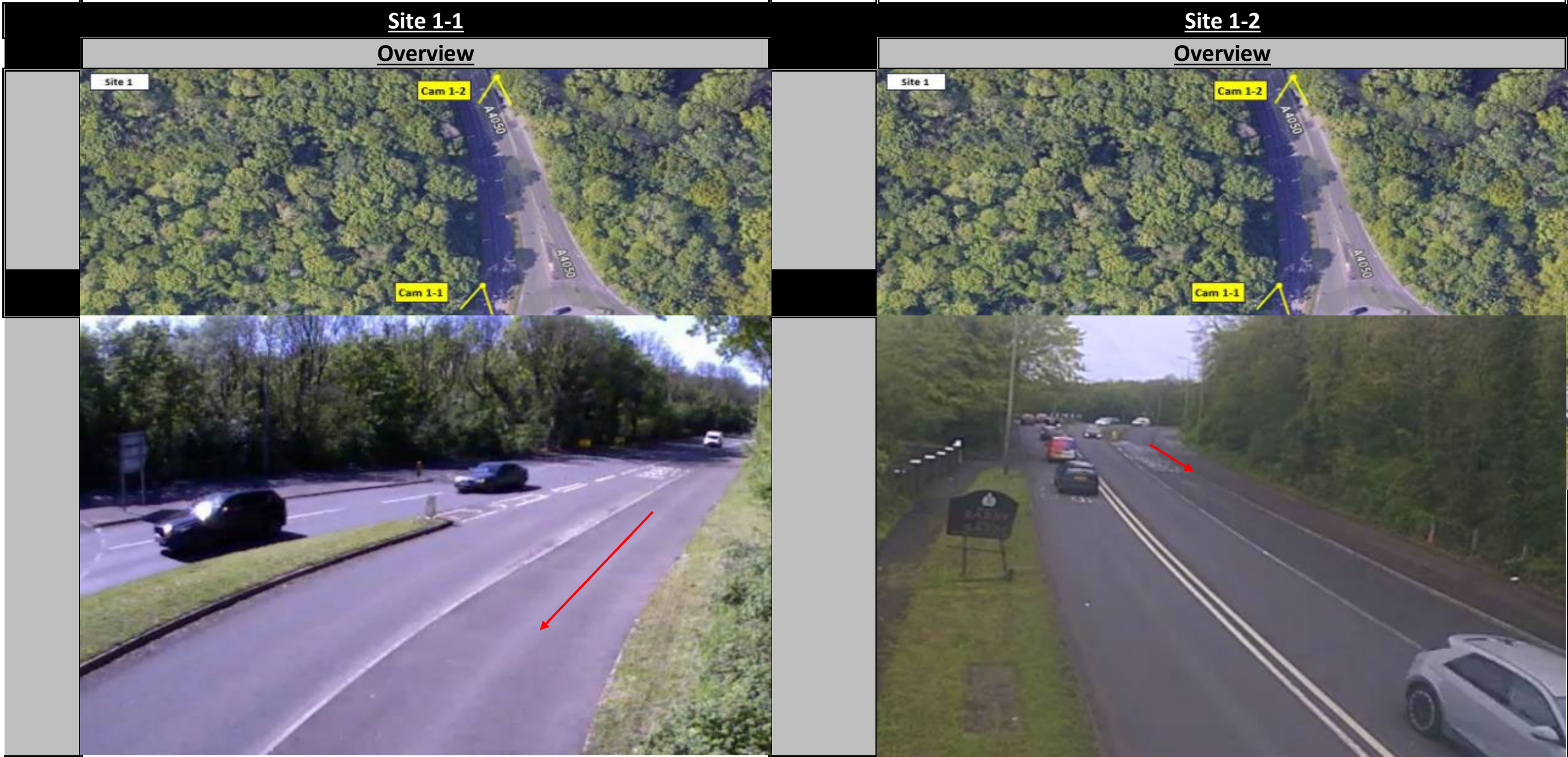
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SS1431 VOG bus lanes  
(Sites 1 & 2) 2nd - 5th May 2024  
24 hours  
Site 1



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SS1431 VOG bus lanes  
(Sites 1 & 2) 2nd - 5th May 2024  
24 hours  
Site 1





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SS1431 VOG bus lanes  
(Sites 1 & 2) 2nd - 5th May 2024  
24 hours  
Site 2



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(Sites 1 & 2) 2nd - 5th May 2024  
24 hours  
Site 2







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(Sites 1 & 2) 2nd - 5th May 2024  
24 hours  
Site 2

Site 2-3

Overview



Streetview





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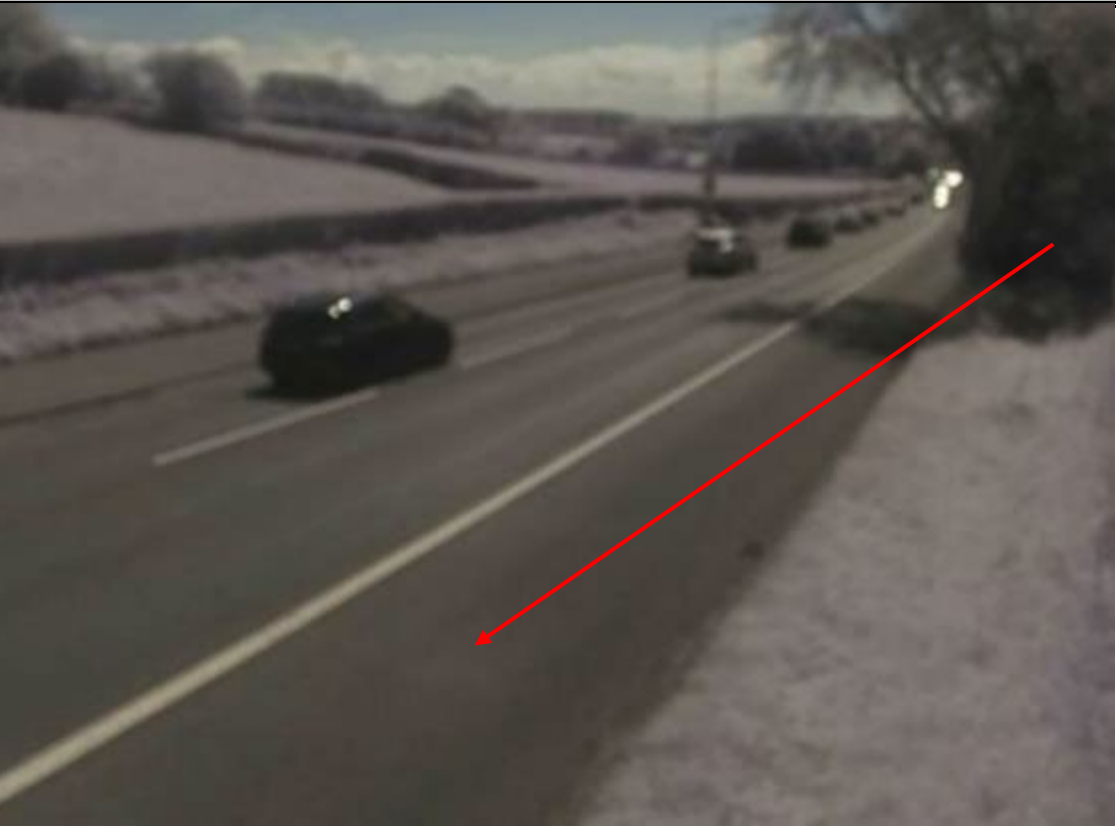
SS1431 VOG bus lanes  
(Sites 1 & 2) 2nd - 5th May 2024  
24 hours  
Site 2

Site 2-4

Overview



Streetview





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SS1431 VOG bus lanes  
(Sites 1 & 2) 2nd - 5th May 2024  
24 hours  
Site 2

Site 2-5

Overview



Streetview









SS1431 VOG bus lanes  
02/05/2024  
24 hours  
Site 1

	Bus lane usage										
	Car	ackney Car	ate Hire T	LGV	OGV1	OGV2	Bus	Minibus	MC	PC	Total
0000-0015	0	0	0	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0	0	0	0
0045-0100	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0
0100-0115	2	0	0	0	0	0	0	0	0	0	2
0115-0130	1	0	0	0	0	0	0	0	0	0	1
0130-0145	0	0	0	0	0	0	0	0	0	0	0
0145-0200	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	4	0	0	0	0	0	0	0	0	0	4
0200-0215	0	0	0	0	0	0	0	0	0	0	0
0215-0230	1	0	0	0	0	0	0	0	0	0	1
0230-0245	0	0	0	0	0	0	0	0	0	0	0
0245-0300	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	1	0	0	0	0	0	0	1	0	0	2
0300-0315	0	0	0	0	0	0	0	0	0	0	0
0315-0330	1	0	0	0	0	0	0	0	0	0	1
0330-0345	0	0	0	0	0	0	0	0	0	0	0
0345-0400	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	3	0	0	0	0	0	0	0	0	0	3
0400-0415	7	0	0	1	0	0	0	1	0	0	9
0415-0430	3	0	0	0	0	0	0	0	1	0	4
0430-0445	1	0	0	0	0	0	0	0	0	0	1
0445-0500	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	13	0	0	1	0	0	0	1	1	0	16
0500-0515	0	0	0	0	0	0	0	0	0	0	0
0515-0530	0	0	0	0	0	0	0	0	0	0	0
0530-0545	1	0	0	0	0	0	0	0	0	0	1
0545-0600	3	0	0	0	0	0	0	0	0	0	3
Hourly Total	4	0	0	0	0	0	0	0	0	0	4
0600-0615	3	0	0	0	0	0	0	1	0	0	4
0615-0630	3	0	0	1	0	0	0	0	0	3	7
0630-0645	5	0	1	0	0	0	1	0	0	0	7
0645-0700	5	0	0	0	0	0	0	0	2	0	7
Hourly Total	16	0	1	1	0	0	1	1	2	3	25
0700-0715	1	0	1	0	0	0	0	2	0	1	5
0715-0730	3	0	1	0	0	1	0	1	1	0	7
0730-0745	0	0	4	0	0	0	1	0	1	0	6
0745-0800	0	0	0	0	0	0	1	0	0	1	2
Hourly Total	4	0	6	0	0	1	2	3	2	2	20
0800-0815	5	0	0	1	0	0	1	1	1	0	9
0815-0830	3	0	1	1	0	0	2	0	1	0	8
0830-0845	2	0	2	2	1	0	2	0	0	0	9
0845-0900	0	0	2	0	0	0	1	0	0	0	3



Hourly Total	10	0	5	4	1	0	6	1	2	0	29
0900-0915	2	0	3	0	0	0	0	0	1	0	6
0915-0930	1	0	2	0	0	0	1	0	0	0	4
0930-0945	1	0	4	1	0	0	2	0	1	0	9
0945-1000	1	0	0	0	0	0	1	0	0	1	3
Hourly Total	5	0	9	1	0	0	4	0	2	1	22
1000-1015	2	0	4	1	0	0	0	0	2	0	9
1015-1030	2	0	1	0	0	0	1	0	0	0	4
1030-1045	1	0	3	0	0	0	0	0	0	0	4
1045-1100	0	0	0	1	0	0	0	0	1	0	2
Hourly Total	5	0	8	2	0	0	1	0	3	0	19
1100-1115	0	0	0	2	0	0	0	0	0	1	3
1115-1130	0	0	6	1	0	0	1	0	0	0	8
1130-1145	0	0	1	0	0	0	0	0	0	0	1
1145-1200	1	0	0	0	0	0	0	1	0	0	2
Hourly Total	1	0	7	3	0	0	1	1	0	1	14
1200-1215	2	0	0	0	0	0	0	1	0	0	3
1215-1230	1	0	0	1	0	0	1	0	0	0	3
1230-1245	1	0	0	1	0	0	0	0	0	1	3
1245-1300	0	1	5	1	0	0	0	0	0	0	7
Hourly Total	4	1	5	3	0	0	1	1	0	1	16
1300-1315	1	1	5	0	0	0	2	0	0	0	9
1315-1330	2	0	2	1	0	0	2	2	0	0	9
1330-1345	1	0	0	0	0	0	1	1	1	0	4
1345-1400	1	0	1	0	1	0	0	0	0	0	3
Hourly Total	5	1	8	1	1	0	5	3	1	0	25
1400-1415	2	0	1	0	0	0	1	0	1	0	5
1415-1430	1	0	2	0	0	0	0	1	0	1	5
1430-1445	2	0	2	0	0	0	1	0	0	0	5
1445-1500	1	0	0	0	0	0	0	0	0	1	2
Hourly Total	6	0	5	0	0	0	2	1	1	2	17
1500-1515	0	0	2	0	0	0	1	0	0	0	3
1515-1530	1	0	2	0	0	0	1	0	0	0	4
1530-1545	1	0	0	0	0	0	1	0	0	0	2
1545-1600	4	0	1	0	0	0	1	0	0	0	6
Hourly Total	6	0	5	0	0	0	4	0	0	0	15
1600-1615	0	0	1	1	0	0	0	0	1	0	3
1615-1630	1	0	1	0	0	0	3	0	0	0	5
1630-1645	3	0	1	1	0	0	0	0	0	0	5
1645-1700	1	0	0	0	0	0	1	0	1	0	3
Hourly Total	5	0	3	2	0	0	4	0	2	0	16
1700-1715	1	0	0	0	0	0	0	0	0	0	1
1715-1730	3	0	5	2	0	0	0	0	0	0	10
1730-1745	1	0	1	0	0	0	1	0	2	1	6
1745-1800	0	0	2	0	0	0	0	0	0	0	2
Hourly Total	5	0	8	2	0	0	1	0	2	1	19
1800-1815	0	0	1	1	0	0	1	1	0	2	6
1815-1830	0	0	2	0	0	0	0	0	1	1	4

1830-1845	0	0	1	0	0	0	1	0	1	0	3
1845-1900	2	0	0	1	0	0	0	0	0	0	3
Hourly Total	2	0	4	2	0	0	2	1	2	3	16
1900-1915	0	0	0	0	0	0	0	0	0	0	0
1915-1930	1	0	0	0	0	0	1	0	0	1	3
1930-1945	4	0	2	1	0	0	0	0	0	0	7
1945-2000	0	0	0	0	0	0	0	0	2	0	2
Hourly Total	5	0	2	1	0	0	1	0	2	1	12
2000-2015	1	0	1	0	0	0	0	0	0	0	2
2015-2030	2	0	0	0	0	0	0	1	0	0	3
2030-2045	0	0	0	0	0	0	1	0	0	0	1
2045-2100	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	5	0	1	0	0	0	1	1	0	0	8
2100-2115	2	0	0	0	0	0	0	0	1	0	3
2115-2130	0	0	0	0	0	0	1	0	0	0	1
2130-2145	3	0	0	0	0	0	0	0	0	0	3
2145-2200	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	5	0	0	0	0	0	1	1	1	0	8
2200-2215	1	0	0	0	0	0	0	0	0	0	1
2215-2230	1	0	0	0	0	0	1	0	0	0	2
2230-2245	1	0	0	0	0	0	0	0	0	0	1
2245-2300	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	4	0	0	0	0	0	1	0	0	0	5
2300-2315	1	0	0	0	0	0	0	0	0	0	1
2315-2330	2	0	0	0	0	0	1	0	0	0	3
2330-2345	3	0	0	0	0	0	0	0	0	0	3
2345-0000	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	6	0	0	0	0	0	1	0	0	0	7

Total	124	2	77	23	2	1	39	16	23	15	322
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	Bus lane usage										
	Car	ackney Cab	ate Hire Ta	LGV	OGV1	OGV2	Bus	Minibus	MC	PC	Total
0000-0015	0	0	0	0	0	0	0	0	0	0	0
0015-0030	3	0	0	1	0	0	0	0	0	0	4
0030-0045	1	0	0	0	0	0	0	0	0	0	1
0045-0100	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	0	0	1	0	0	0	0	0	0	5
0100-0115	0	0	0	0	0	0	0	0	1	0	1
0115-0130	4	0	0	0	0	0	0	0	0	0	4
0130-0145	0	0	0	0	0	0	0	0	0	0	0
0145-0200	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	0	0	0	0	0	0	0	1	0	5
0200-0215	0	0	0	0	0	0	0	0	0	0	0
0215-0230	1	0	0	0	0	0	0	0	0	0	1
0230-0245	1	0	0	0	0	0	0	0	0	0	1
0245-0300	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	4	0	0	0	0	0	0	0	0	0	4
0300-0315	3	0	0	0	0	0	0	0	0	0	3
0315-0330	3	0	0	0	0	0	0	0	0	0	3
0330-0345	1	0	0	0	0	0	0	0	0	0	1
0345-0400	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	9	0	0	0	0	0	0	0	0	0	9
0400-0415	1	0	0	0	0	0	0	0	0	0	1
0415-0430	2	0	0	0	0	0	0	0	0	0	2
0430-0445	4	0	0	0	0	0	0	0	0	0	4
0445-0500	3	0	0	0	0	0	0	0	0	0	3
Hourly Total	10	0	0	0	0	0	0	0	0	0	10
0500-0515	3	0	0	0	0	0	0	0	0	0	3
0515-0530	0	0	0	0	0	0	0	0	0	0	0
0530-0545	0	0	0	0	0	0	0	0	0	0	0
0545-0600	0	0	0	0	0	0	1	0	1	0	2
Hourly Total	3	0	0	0	0	0	1	0	1	0	5
0600-0615	1	0	0	0	0	0	0	0	3	0	4
0615-0630	2	0	0	1	0	0	0	1	1	0	5
0630-0645	3	0	0	0	0	0	1	0	0	0	4
0645-0700	1	0	0	0	0	0	0	2	3	0	6
Hourly Total	7	0	0	1	0	0	1	3	7	0	19
0700-0715	1	0	1	1	0	0	0	1	1	0	5
0715-0730	1	1	0	0	0	1	0	1	2	0	6
0730-0745	6	0	3	0	0	0	1	1	0	0	11
0745-0800	0	0	2	0	0	0	1	0	2	0	5
Hourly Total	8	1	6	1	0	1	2	3	5	0	27
0800-0815	2	0	2	0	0	0	2	0	2	2	10
0815-0830	0	0	0	0	1	0	3	0	0	1	5
0830-0845	1	0	0	0	0	0	0	0	0	0	1
0845-0900	1	0	0	0	0	0	1	0	0	1	3
Hourly Total	4	0	2	0	1	0	6	0	2	4	19
0900-0915	4	0	2	0	0	0	1	2	0	0	9
0915-0930	0	0	4	0	0	0	1	2	1	0	8
0930-0945	3	0	2	0	0	0	1	0	3	0	9
0945-1000	1	1	5	0	0	0	1	0	0	0	8
Hourly Total	8	1	13	0	0	0	4	4	4	0	34
1000-1015	0	0	2	0	0	0	0	0	0	1	3
1015-1030	0	0	0	1	0	0	1	0	0	0	2
1030-1045	0	0	2	3	0	0	0	0	0	0	5
1045-1100	1	0	3	0	0	0	1	0	0	0	5
Hourly Total	1	0	7	4	0	0	2	0	0	1	15

1100-1115	0	1	1	0	0	0	0	0	0	0	2
1115-1130	0	0	1	0	0	0	3	0	0	1	5
1130-1145	1	1	1	0	0	0	0	0	1	0	4
1145-1200	1	0	1	0	0	0	0	0	0	0	2
Hourly Total	2	2	4	0	0	0	3	0	1	1	13
1200-1215	0	1	1	0	0	0	1	0	0	1	4
1215-1230	0	0	1	0	0	0	1	0	0	0	2
1230-1245	0	0	1	0	0	0	0	0	0	0	1
1245-1300	1	0	2	1	0	0	0	0	0	2	6
Hourly Total	1	1	5	1	0	0	2	0	0	3	13
1300-1315	4	0	1	0	0	0	2	1	1	0	9
1315-1330	1	0	0	2	0	0	0	0	2	0	5
1330-1345	1	0	1	1	0	0	1	0	3	0	7
1345-1400	3	0	1	1	0	0	0	0	0	1	6
Hourly Total	9	0	3	4	0	0	3	1	6	1	27
1400-1415	0	0	3	0	0	0	0	0	1	0	4
1415-1430	1	0	1	0	0	0	2	1	0	2	7
1430-1445	1	0	3	0	0	0	1	0	1	0	6
1445-1500	1	1	4	0	0	0	0	0	0	0	6
Hourly Total	3	1	11	0	0	0	3	1	2	2	23
1500-1515	0	0	1	0	0	0	2	0	0	0	3
1515-1530	1	0	1	0	0	0	0	0	0	2	4
1530-1545	1	1	0	1	0	0	1	0	0	0	4
1545-1600	0	0	1	0	0	0	2	0	1	0	4
Hourly Total	2	1	3	1	0	0	5	0	1	2	15
1600-1615	1	1	2	1	0	0	0	1	1	1	8
1615-1630	1	0	1	0	0	0	2	1	0	0	5
1630-1645	2	0	0	0	0	0	0	1	1	0	4
1645-1700	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	5	1	3	1	0	0	2	3	2	1	18
1700-1715	3	0	4	0	0	0	0	0	0	1	8
1715-1730	3	0	0	0	0	0	0	0	1	0	4
1730-1745	2	0	1	0	0	0	1	0	1	1	6
1745-1800	2	0	4	0	0	0	1	0	0	0	7
Hourly Total	10	0	9	0	0	0	2	0	2	2	25
1800-1815	3	0	2	0	0	0	1	0	2	1	9
1815-1830	0	0	0	0	0	0	0	0	2	0	2
1830-1845	0	0	2	0	0	0	2	0	0	0	4
1845-1900	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	0	4	0	0	0	3	0	4	1	15
1900-1915	0	0	1	3	0	0	0	0	0	1	5
1915-1930	0	1	1	1	0	0	1	0	0	0	4
1930-1945	0	0	2	0	0	0	0	0	0	0	2
1945-2000	2	0	0	0	0	0	0	0	1	0	3
Hourly Total	2	1	4	4	0	0	1	0	1	1	14
2000-2015	0	0	2	1	0	0	0	0	0	0	3
2015-2030	2	0	0	0	0	0	1	0	1	0	4
2030-2045	1	0	0	0	0	0	0	0	0	0	1
2045-2100	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	4	0	2	1	0	0	1	0	1	0	9
2100-2115	1	0	0	0	0	0	0	0	1	0	2
2115-2130	1	0	0	0	0	0	1	0	1	0	3
2130-2145	3	0	0	0	0	0	0	0	0	3	6
2145-2200	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	6	0	0	0	0	0	1	0	2	3	12
2200-2215	4	1	0	0	0	0	0	0	0	0	5
2215-2230	5	0	0	0	0	0	1	0	0	0	6
2230-2245	8	0	0	0	0	0	0	0	0	0	8
2245-2300	8	1	0	0	0	0	0	0	0	0	9
Hourly Total	25	2	0	0	0	0	1	0	0	0	28

2300-2315	3	1	0	0	0	0	0	0	0	0	4
2315-2330	1	0	0	0	0	0	2	0	0	0	3
2330-2345	2	0	0	0	0	0	0	0	1	0	3
2345-0000	5	0	0	0	0	0	0	0	0	0	5
Hourly Total	11	1	0	0	0	0	2	0	1	0	15

Total	145	12	76	19	1	1	45	15	43	22	379
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	Bus lane usage										
	Car	ackney Cab	ate Hire Ta	LGV	OGV1	OGV2	Bus	Minibus	MC	PC	Total
0000-0015	0	0	0	0	0	0	0	0	0	0	0
0015-0030	3	0	0	0	0	0	0	0	0	0	3
0030-0045	1	0	0	0	0	0	0	0	0	0	1
0045-0100	3	0	0	0	0	0	0	0	0	0	3
Hourly Total	7	0	0	0	0	0	0	0	0	0	7
0100-0115	7	2	0	0	0	0	0	0	0	0	9
0115-0130	3	1	0	0	0	0	0	0	0	0	4
0130-0145	4	0	0	0	0	0	0	0	0	0	4
0145-0200	1	1	0	1	0	0	0	0	0	0	3
Hourly Total	15	4	0	1	0	0	0	0	0	0	20
0200-0215	0	0	0	0	0	0	0	0	0	0	0
0215-0230	1	0	0	0	0	0	0	0	0	0	1
0230-0245	0	0	0	0	0	0	0	0	0	0	0
0245-0300	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	0	0	0	0	2
0300-0315	2	0	0	0	0	0	0	0	0	0	2
0315-0330	0	0	0	0	0	0	0	0	2	0	2
0330-0345	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	0	2	0	4
0400-0415	1	0	0	0	0	0	0	0	0	0	1
0415-0430	2	0	0	0	0	0	0	0	0	0	2
0430-0445	2	0	0	0	0	0	0	0	0	0	2
0445-0500	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	7	0	0	0	0	0	0	0	0	0	7
0500-0515	3	0	0	0	0	0	1	0	0	0	4
0515-0530	0	0	0	0	0	0	0	0	0	0	0
0530-0545	2	0	0	0	0	0	0	0	0	0	2
0545-0600	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	0	0	0	0	0	1	0	0	0	6
0600-0615	1	0	0	0	0	0	0	2	0	0	3
0615-0630	1	0	0	1	0	0	0	0	0	0	2
0630-0645	1	0	0	0	0	0	0	0	1	1	3
0645-0700	3	0	1	0	0	0	0	0	0	0	4
Hourly Total	6	0	1	1	0	0	0	2	1	1	12
0700-0715	1	0	0	0	0	0	0	0	2	0	3
0715-0730	0	0	1	0	0	1	1	0	0	0	3
0730-0745	0	0	1	0	0	0	0	0	0	4	5
0745-0800	0	0	1	0	0	0	1	0	1	1	4
Hourly Total	1	0	3	0	0	1	2	0	3	5	15
0800-0815	1	0	3	0	0	0	0	0	1	1	6
0815-0830	0	0	0	0	0	0	1	0	0	1	2
0830-0845	1	0	0	0	0	0	0	0	0	7	8
0845-0900	0	0	1	1	0	0	0	0	2	3	7
Hourly Total	2	0	4	1	0	0	1	0	3	12	23
0900-0915	1	0	0	0	0	0	0	0	0	0	1
0915-0930	1	0	1	0	0	0	0	0	2	3	7
0930-0945	1	0	0	0	0	0	1	0	3	1	6
0945-1000	0	0	0	0	0	0	0	0	2	0	2
Hourly Total	3	0	1	0	0	0	1	0	7	4	16
1000-1015	2	0	0	0	0	0	0	0	2	0	4
1015-1030	1	0	3	0	0	0	0	0	0	0	4
1030-1045	0	0	2	0	0	0	2	0	1	1	6
1045-1100	1	0	1	0	0	0	0	0	3	1	6
Hourly Total	4	0	6	0	0	0	2	0	6	2	20

1100-1115	0	0	0	0	0	0	0	0	1	2	3
1115-1130	1	1	2	0	0	0	0	0	2	3	9
1130-1145	0	0	0	0	0	0	1	0	6	0	7
1145-1200	2	0	0	0	1	0	0	0	0	2	5
Hourly Total	3	1	2	0	1	0	1	0	9	7	24
1200-1215	0	0	0	1	0	0	0	0	0	1	2
1215-1230	2	0	0	0	0	0	0	0	2	0	4
1230-1245	1	0	1	1	0	0	1	0	5	1	10
1245-1300	2	0	1	0	0	0	0	0	0	13	16
Hourly Total	5	0	2	2	0	0	1	0	7	15	32
1300-1315	1	1	3	0	0	0	0	0	1	6	12
1315-1330	2	0	1	0	0	0	0	0	0	1	4
1330-1345	2	0	3	0	0	0	0	0	6	2	13
1345-1400	3	0	3	0	1	0	1	0	2	0	10
Hourly Total	8	1	10	0	1	0	1	0	9	9	39
1400-1415	0	0	4	0	0	0	0	0	2	1	7
1415-1430	0	0	2	0	0	0	0	0	2	1	5
1430-1445	1	0	1	0	0	0	1	0	7	0	10
1445-1500	1	0	1	0	0	0	0	0	1	0	3
Hourly Total	2	0	8	0	0	0	1	0	12	2	25
1500-1515	1	1	2	0	0	0	0	0	3	0	7
1515-1530	2	0	7	0	0	0	0	0	1	1	11
1530-1545	1	0	0	0	0	1	1	0	0	1	4
1545-1600	1	0	1	0	0	0	0	0	7	2	11
Hourly Total	5	1	10	0	0	1	1	0	11	4	33
1600-1615	2	0	1	0	0	0	0	0	0	2	5
1615-1630	1	0	0	0	0	0	1	0	4	1	7
1630-1645	1	0	0	0	0	0	1	0	2	0	4
1645-1700	2	0	1	1	0	0	0	1	1	0	6
Hourly Total	6	0	2	1	0	0	2	1	7	3	22
1700-1715	1	0	4	0	0	0	1	0	4	0	10
1715-1730	3	0	4	0	0	0	0	0	0	0	7
1730-1745	3	0	7	1	0	0	1	0	2	0	14
1745-1800	2	0	3	2	0	0	2	0	0	0	9
Hourly Total	9	0	18	3	0	0	4	0	6	0	40
1800-1815	2	0	1	0	0	0	2	0	4	0	9
1815-1830	0	0	0	0	0	0	0	0	0	0	0
1830-1845	2	0	0	0	0	0	1	0	1	0	4
1845-1900	2	0	0	0	0	0	0	0	2	1	5
Hourly Total	6	0	1	0	0	0	3	0	7	1	18
1900-1915	1	0	2	0	0	0	0	0	3	0	6
1915-1930	2	0	1	0	0	0	1	0	2	0	6
1930-1945	1	0	1	1	0	0	0	0	1	0	4
1945-2000	1	0	0	1	0	0	0	0	0	0	2
Hourly Total	5	0	4	2	0	0	1	0	6	0	18
2000-2015	1	0	0	0	0	0	0	0	0	0	1
2015-2030	1	0	4	0	0	0	1	0	0	0	6
2030-2045	1	0	0	0	0	0	0	0	0	0	1
2045-2100	2	0	0	0	1	0	0	0	0	3	6
Hourly Total	5	0	4	0	1	0	1	0	0	3	14
2100-2115	3	0	1	0	0	0	0	0	1	1	6
2115-2130	2	0	0	0	0	0	1	0	1	0	4
2130-2145	3	0	0	0	0	0	0	0	1	0	4
2145-2200	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	10	0	1	0	0	0	1	0	3	1	16
2200-2215	3	1	0	0	0	0	0	0	0	0	4
2215-2230	3	1	0	0	0	0	1	0	0	0	5
2230-2245	5	0	0	0	0	0	0	0	0	0	5
2245-2300	3	0	0	0	0	0	0	0	1	0	4
Hourly Total	14	2	0	0	0	0	1	0	1	0	18

2300-2315	7	0	0	1	0	0	0	0	0	0	8
2315-2330	4	0	0	0	0	0	2	0	0	0	6
2330-2345	2	1	0	0	0	0	0	0	0	0	3
2345-0000	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	15	1	0	1	0	0	2	0	0	0	19

Total	147	10	77	12	3	2	27	3	100	69	450
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<div>  <div> SS1431 VOG bus lanes  02/05/2024  24 hours  Site 1 </div> </div>											
	Bus lane usage										
	Car	Jackney Cab	ate Hire T	LGV	OGV1	OGV2	Bus	Minibus	MC	PC	Total
0000-0015	5	0	0	0	0	0	0	0	0	0	5
0015-0030	4	0	0	0	0	0	0	0	0	0	4
0030-0045	2	0	0	1	0	0	0	0	0	0	3
0045-0100	4	0	0	0	0	0	0	0	0	0	4
Hourly Total	15	0	0	1	0	0	0	0	0	0	16
0100-0115	5	0	0	0	0	0	0	0	0	0	5
0115-0130	2	0	0	1	0	0	0	0	0	0	3
0130-0145	2	0	0	0	0	0	0	0	0	0	2
0145-0200	5	0	0	0	0	0	0	0	0	0	5
Hourly Total	14	0	0	1	0	0	0	0	0	0	15
0200-0215	3	0	0	1	0	0	0	0	0	0	4
0215-0230	7	0	0	0	0	0	0	0	0	0	7
0230-0245	1	0	0	0	0	0	0	0	0	0	1
0245-0300	2	1	0	0	0	0	0	0	0	0	3
Hourly Total	13	1	0	1	0	0	0	0	0	0	15
0300-0315	3	0	0	0	0	0	0	0	0	0	3
0315-0330	2	0	1	0	0	0	0	0	0	0	3
0330-0345	6	0	1	0	0	0	0	0	0	0	7
0345-0400	7	0	0	0	0	0	0	0	0	0	7
Hourly Total	18	0	2	0	0	0	0	0	0	0	20
0400-0415	3	0	0	0	0	0	0	0	0	0	3
0415-0430	3	0	0	0	0	0	0	0	0	0	3
0430-0445	3	0	0	0	0	0	0	0	0	0	3
0445-0500	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	11	0	0	0	0	0	0	0	0	0	11
0500-0515	1	0	0	0	0	0	0	0	0	0	1
0515-0530	0	0	0	0	0	0	0	0	0	0	0
0530-0545	0	0	0	0	0	0	0	0	0	0	0
0545-0600	1	0	1	0	0	0	0	0	0	0	2
Hourly Total	2	0	1	0	0	0	0	0	0	0	3
0600-0615	1	0	1	0	0	0	0	0	0	0	2
0615-0630	2	0	0	0	0	0	0	0	0	1	3
0630-0645	5	0	1	2	0	0	0	0	0	0	8
0645-0700	0	1	1	0	0	0	0	0	0	1	3
Hourly Total	8	1	3	2	0	0	0	0	0	2	16
0700-0715	0	0	0	0	0	0	0	0	1	0	1
0715-0730	2	0	0	0	0	1	0	0	0	2	5
0730-0745	0	0	1	0	0	0	1	0	0	0	2
0745-0800	1	0	2	0	0	0	0	0	1	3	7
Hourly Total	3	0	3	0	0	1	1	0	2	5	15
0800-0815	1	0	3	0	0	0	0	0	1	0	5
0815-0830	1	0	2	0	0	0	0	1	0	2	6
0830-0845	1	0	1	1	0	0	0	0	3	0	6
0845-0900	0	0	0	0	0	0	0	0	1	1	2
Hourly Total	3	0	6	1	0	0	0	1	5	3	19
0900-0915	1	0	1	0	0	0	0	0	2	4	8
0915-0930	0	0	0	1	0	0	0	0	1	0	2
0930-0945	1	0	2	0	0	0	0	0	1	0	4
0945-1000	0	0	2	0	0	0	0	0	1	0	3
Hourly Total	2	0	5	1	0	0	0	0	5	4	17
1000-1015	0	0	0	0	0	0	1	0	1	0	2
1015-1030	1	0	3	0	0	0	0	0	0	0	4
1030-1045	0	0	0	0	0	0	0	0	0	2	2
1045-1100	0	0	1	0	0	0	0	0	3	0	4
Hourly Total	1	0	4	0	0	0	1	0	4	2	12
1100-1115	0	0	2	0	0	0	0	1	0	1	4
1115-1130	1	0	0	0	0	0	0	0	1	0	2
1130-1145	1	0	1	0	0	0	1	1	3	0	7
1145-1200	0	0	3	0	0	0	0	1	0	0	4
Hourly Total	2	0	6	0	0	0	1	3	4	1	17
1200-1215	0	0	2	0	0	0	0	0	0	0	2
1215-1230	1	0	2	0	0	0	1	0	0	1	5
1230-1245	2	0	1	1	0	0	0	0	0	0	4
1245-1300	0	0	3	0	0	0	0	0	0	1	4
Hourly Total	3	0	8	1	0	0	1	0	0	2	15
1300-1315	0	0	4	0	0	0	0	0	1	0	5