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Curtins

Our Reference: 086593-CUR-XX-XX-T-TP-00001-P02

MCC Planning Reference: 140644/VO/2024

15 October 2024

Gorton Square – Transport Note

Curtins has been appointed by Halliday Meecham Architects to provide transport and highways advice in relation to a planning application for the conversion of part of the existing car park at the Tesco Extra, Gorton store to a new public square which would effectively serve as an extension to Gorton Market.

The proposed scheme was developed by Halliday Meecham Architects and submitted to Manchester City Council (MCC) for approval.

Following planning submission, MCC Highway Officers reviewed the submitted documents and provided a number of comments which covered the followings elements;

- Site access;
- Pedestrian provision;
- Car parking;
- Cycle parking;
- Refuse and servicing; and
- Construction management.

Each of the points is considered below and to assist the reader the comment is reproduced in italics, followed by Curtins' response underneath. This Note is supported by appendices containing supplementary information.

A draft version of this document (P01, dated 4th October 2024) was shared with MCC Highways, who provided updated comments on 14th October 2024. The note has been updated to address these comments and incorporate further information from the client.

1.0 Proposed Development

Overview

The proposed development would convert part of the existing Tesco Extra, Gorton car park into a gateway with improved landscaping and public realm. Seating and an outdoor dining area, lighting, play elements, trees and planting, temporary market stalls, bins and waymarking signs would be provided.

Bollards would be provided along the western boundary of the site to define the boundaries and provide protection to pedestrians.

The proposed layout, which has been updated to address MCC Highways' comments, is provided in **Appendix A** at the rear of this note.

Access

The proposed scheme will utilise the existing vehicular access into the Tesco Extra store via Garratt Way. The Garratt Way access/egress forms the secondary access point to the store with the primary access via a signal controlled junction on Hyde Road. A new pedestrian and cycle access will be provided between the existing vehicular access and the Tesco Extra. There will also be a new zebra crossing across the access road to the existing Gorton Market entrance.

1.HIGHWAYS RESPONSE ACCESS

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Registered office: 51-55 Tithebarn Street, Liverpool, L2 2SB
Branch registered in Ireland No. 908625

The proposals will retain the existing vehicular access at Garrett Way and as such no off-site highways works/S278 are required. The alignment of the internal access road will change which likely reduce vehicular speeds. However, Highways recommend that this is supported by some internal speed limit signage given that the access road will now route through and area likely to attract a higher level of pedestrian movement, including children.

Drawing 086593-CUR-XX-00-D-TP-75001 at the rear of this note illustrates the general arrangement, along with 20mph visibility splays at the access junction.

The existing Garratt Way / car park access junction will be unchanged. Within the site, the route of the access road will be amended, bending to the west, to provide additional land for public realm adjacent to the Gorton Market building. As mentioned by MCC Highways, this will likely also result in lower vehicular speeds.

There is currently no speed limit signage internally within the Tesco Extra store.

As shown by the updated layout, 10mph speed limit signage will be provided within the site.

It is recommended that the proposed railings/pedestrian barrier running alongside the access road is set-back at least 450mm from the kerb-line in order to account for any vehicle body overhang. A swept-path assessment has been shown but it is unclear what vehicle has been tracked and axle/body overhang is not differentiated. Clarification is sought.

Drawings 086593-CUR-XX-00-D-TP-05001 and **086593-CUR-XX-00-D-TP-05002** at the rear of this note demonstrate a 7.9m fire tender and 7.5t box van, respectively, entering, traversing, and exiting the site.

There would be no overhang along the internal access road. Nonetheless, the layout has been updated in line with MCC Highways' request for the railings / barrier to be set back 450mm along the access road.

2.PEDESTRIAN PROVISION

A new 2m wide pedestrian access into the main public realm area will be provided, connecting from the existing Garratt Way footway, and min. 2m wide pedestrian routes are provided through the site which is considered acceptable to Highways.

However, it is unclear how these pedestrian routes will provide crossing provision or integrate with the remaining area of car park located to the far-west/adjacent to Tesco.

As detailed by the updated layout, a timber knee rail will be installed along the southern boundary (excluding the market area) and the southern part of the western boundary, with bollards provided along the rest of the western boundary. This will protect pedestrians and the landscaping.

The adjacent area is not expected to be resurfaced as part of the proposed development. Halliday Meecham has advised MCC and Tesco to decommission this area from vehicular use due to the limited space available for circulation and most importantly the safety of pedestrians' spillage from the square.

A new 2m wide footway is proposed to run along the eastern side of the access road. This is of sufficient width and kerbing would be required adjacent to the access road carriageway. Again, it is unclear how the southern section of this pedestrian route would integrate with the remaining car park area to the south.

The proposed footway along the access road will direct pedestrians from Garratt Way to the 'yellow brick road' and onto the crossing, while pedestrians from Hyde Road will be able to walk alongside Tesco.

As shown by the layout, pedestrians will be able to use the existing crossing (on the eastern side of the proposed temporary market stalls) to access the car park. This crossing would be c. 35m east from the southern extent of the footway along the eastern side of the access road.

Pedestrian routes around the market stalls should retain min. 2m width, particularly as there appears to be a narrow strip of block-paving in-between the market stalls and retained car-park circulation routes.

The narrow spaces between the market stalls and the retained car park circulation routes would not be a pedestrian route. The pedestrian route is provided by the wide 'yellow brick road' footway along the northern side of the temporary market stall, which the market stalls will face onto with metal barriers to the rear (i.e. the southern side).

Providing a 2m-wide footway between the market stall and the retained car park circulation routes would be detrimental to pedestrian amenity. It would either require narrowing the yellow brick road (which would be a much busier route when the market stalls are open) to provide a second footway along the southern side, or reorienting the market stall to face to the south and shifting them north so a single footway is provided on the southern side (which would not be in line with the proposed crossing across the access road to the west).

A crossing is proposed across the access road which will link both areas of public realm. Currently this appears to be designed with yellow-brick surfacing. Highways recommend that the crossing is demarcated as a raised zebra-crossing style facility in order to enhance both pedestrian/driver awareness and slow vehicle speeds. Dropped-kerbs/tactile paving at either side should also be provided together with appropriate lighting.

As shown by the updated layout, this will be a raised zebra crossing with flashing amber beacons.

Drawing 086593-CUR-XX-00-D-TP-75001 at the rear of this note advises that tactile paving be provided at this crossing.

Highways recommend that kerbing and boundary treatments around the whole site should be considered further given that there are areas of landscaping which may be utilised by children which are in close proximity to active vehicle routes.

As detailed by the layout, the boundary treatment have been amended, including barriers and bollards along the site boundary which will protect pedestrians.

REFUSE & SERVICING Highways assume that any requirements for refuse or servicing (i.e. associated with external market stalls) would align with existing operations at Gorton Market although confirmation is required.

This is correct.

Parking Provision

3.PARKING

The submitted application form states that the proposals would require the removal of 44no. standard car parking spaces, 12no. family parking spaces and 4no. (Tesco) collection point bays. Highways note that the existing car-park frequently has existing high levels of demand given that it accommodates both Tesco and Gorton Market. Further evidence is therefore required which demonstrates that parking demand currently does not exceed the reduced level of overall provision resultant of the proposals in order to ensure that the proposals would not result in overspill parking demand on the surrounding highway network. Any parking bay reprovision across the wider site should also be clearly identified at this stage. The application does not provide adequate detail on how the existing car park, including parking bays, circulation area, crossings and hatching will be updated to accommodate the proposals. Boundary treatments should also ensure that drivers within the car park are able to differentiate between the car park and areas of public realm. Highways request that such details are submitted and agreed prior to determination.

The following section details the existing parking demand.

Within the redline boundary, c. 47 standard car parking spaces, five Parent + Child bays, two Click + Collect bays, and one motorcycle space will be removed. A trolley rank will also be removed. It is expected that the potential relocation of the Click + Collect bays (which are approximately the size of two car parking spaces each) and trolley rank would lead to the loss of three further vehicle spaces in the wider car park. Immediately adjacent to the site, seven further Parent + Child and four standard spaces will be removed.

Prior to construction of the proposed development, all non-standard parking provision will be relocated to a suitable position elsewhere within the wider car park.

Overall, this equates to a loss of c. 68 standard car parking spaces, and one motorcycle space.

The car park currently provides c. 532 spaces which would reduce to c. 464 spaces.

4.CYCLE PARKING

A number of short-stay cycle stands are proposed to the south-western corner of the site which are welcomed by Highways. The level of demand should be continuously monitored and additional provision provided when necessary.

The proposed development will provide cycle stands and a cycle repair station. As requested by MCC Highways, further cycle parking could be provided in the future if demand is found to outstrip supply.

2.0 Parking Survey

Curtins commissioned an independent surveying company, Nationwide Data Collection, to undertake a parking occupancy survey of the 532-space Tesco Extra, Gorton car park on Friday 13th September and Saturday 14th September between 07:00 and 19:00.

The full results are provided in **Appendix B** at the rear of this note. **Figure 1** summarises the accumulation throughout both days and how this compares to the existing and proposed capacity.

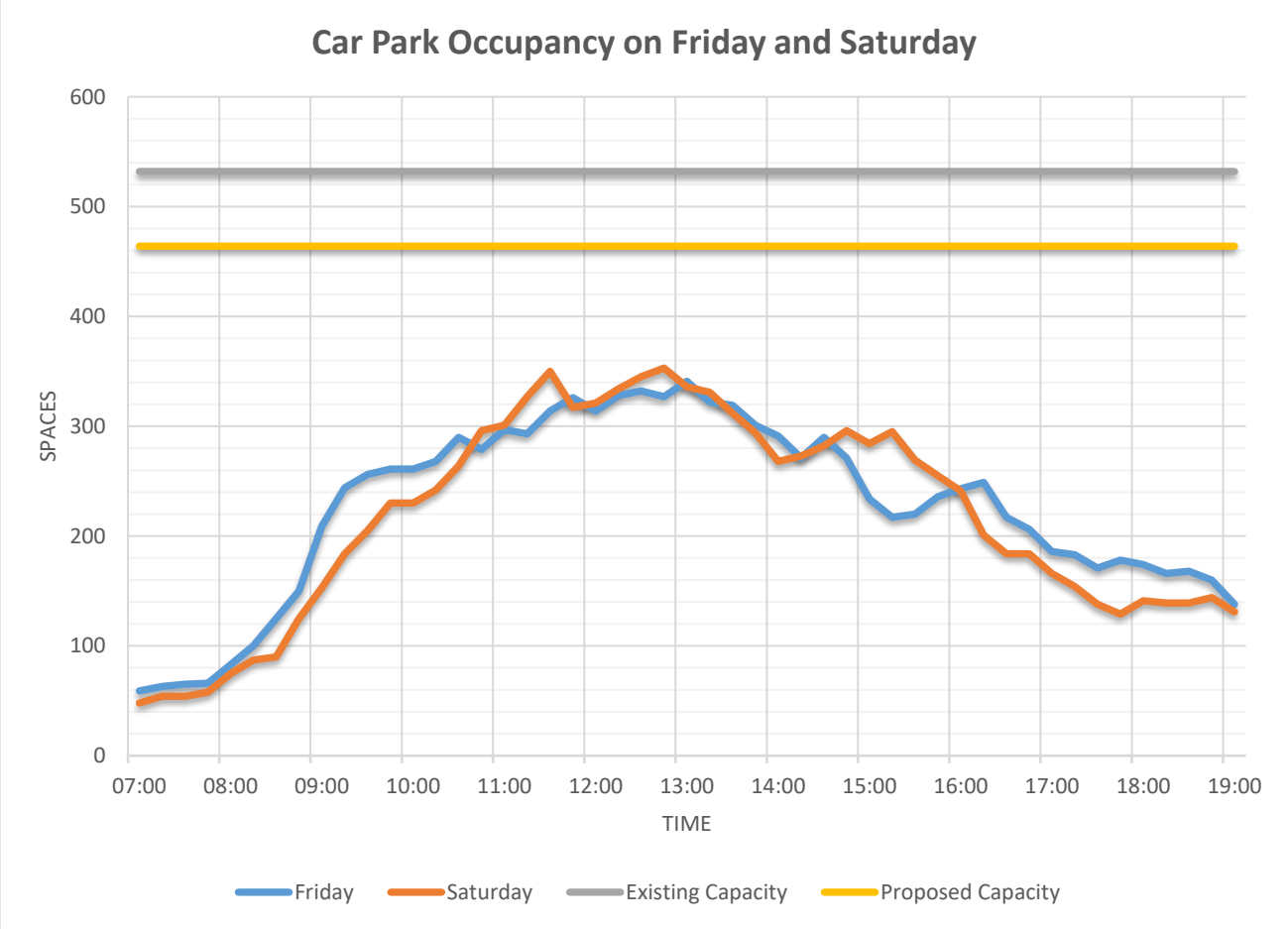


Figure 1 – Car Park Occupancy on Friday and Saturday, Compared to Existing and Proposed Capacity

As can be seen above, the car park operates well below capacity at all times, with the occupancy below 50% for most of both days.

The maximum accumulation was 341 vehicles on the Friday and 353 vehicles on the Saturday.

This equates to 66% of capacity on the Saturday with the existing capacity and 76% with the proposed capacity.

As such, the car park would continue to operate below capacity at the busiest periods of the week.

It is also noted that Tesco are comfortable with the reduction in parking provision and will continue to offer sufficient car parking provision to cater for demand.

3.0 Construction Management

5.CONSTRUCTION MANAGEMENT

Highways request that a Construction Management Plan is conditioned with any approval. It should detail the phasing and quantification / classification of vehicular activity associated with planned construction/works. This should include commentary on types and frequency of vehicular demands, evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway and associated traffic management. The document should also consider ongoing construction works and contractor parking in the locality and should work to safely manage ongoing vehicular and pedestrian movement experienced around the existing car-park, Tesco Store and Market. Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section 50 works skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams"

Warden, the main contractor, has prepared a Construction Management Plan, which will be shared with MCC shortly.

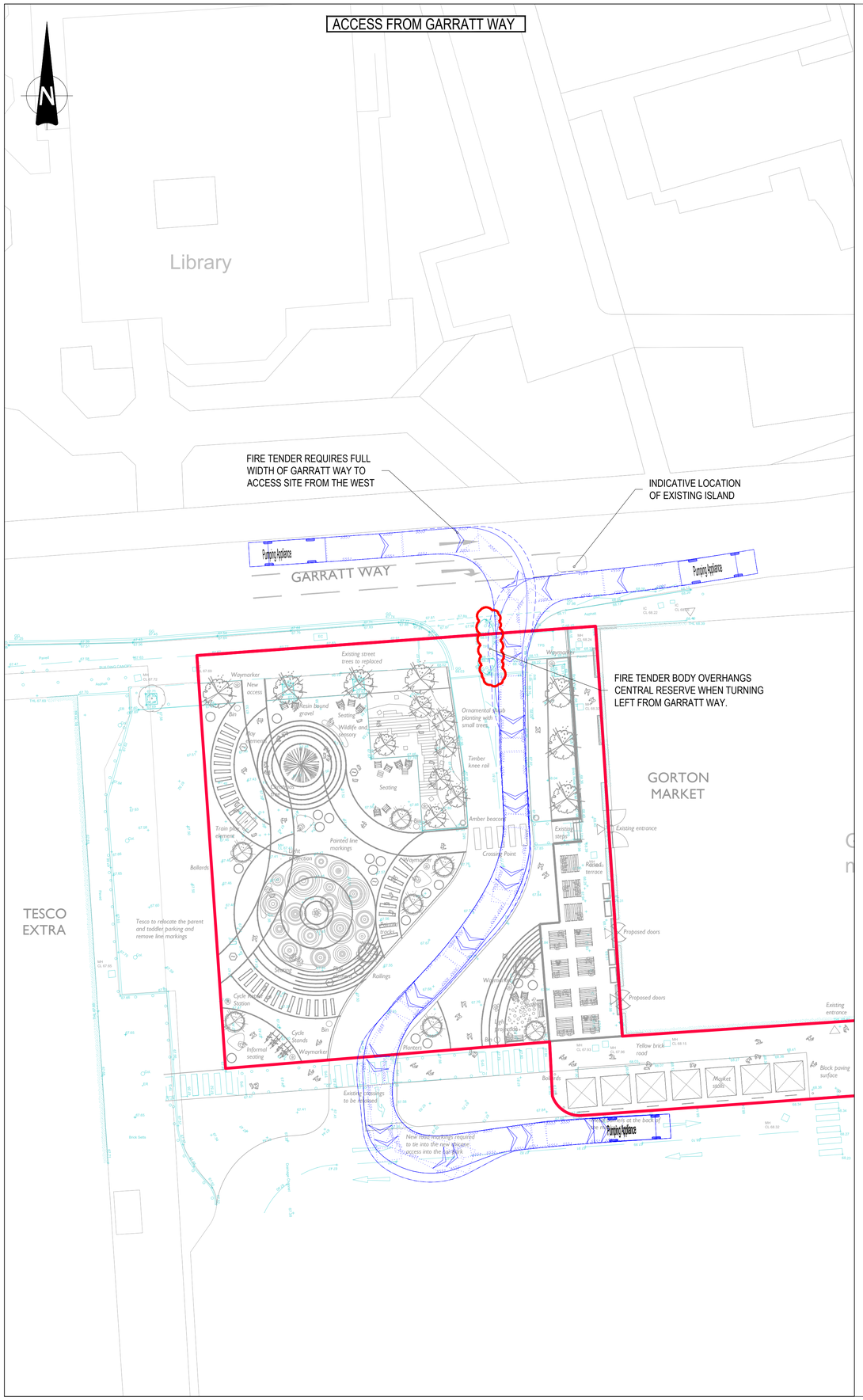
4.0 Conclusion

It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposal should not be granted planning approval.

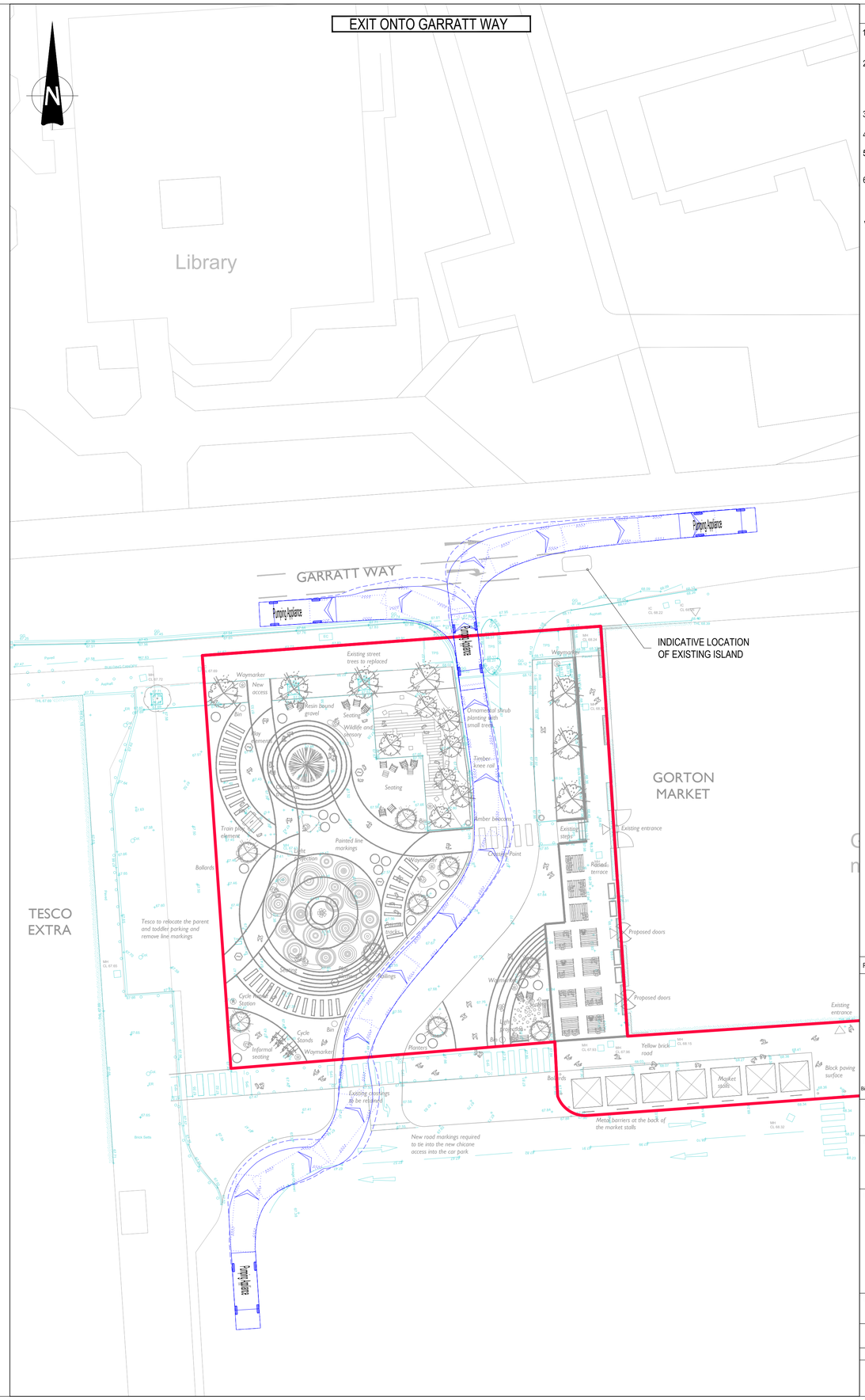
Drawings

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ACCESS FROM GARRATT WAY



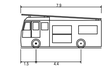
EXIT ONTO GARRATT WAY



GENERAL NOTES:

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5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. BASED ON DEP'S LAYOUT '5493.01F Landscape Scheme'

VEHICLE PROFILE:



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Rev:	Description:	Date:	By:	Chkd:

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Status:

PRELIMINARY

Project:

GORTON SQUARE

Drg Title:

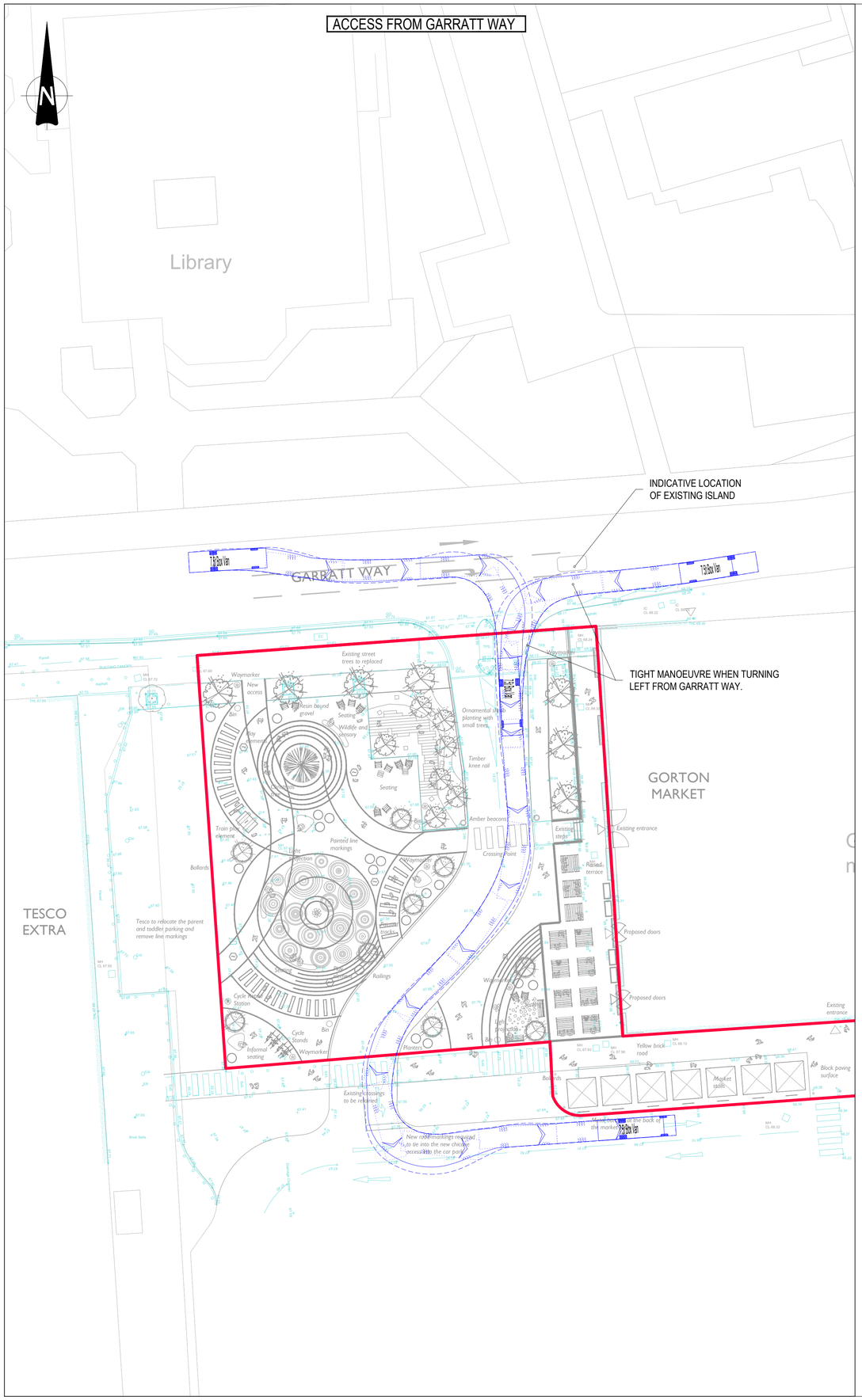
SWEPT PATH ANALYSIS
7.9m FIRE TENDER

Drawn By	Designed By	Checked By
JM	JM	AT
	Date: 17/09/24	Scales @ A1: 1:250

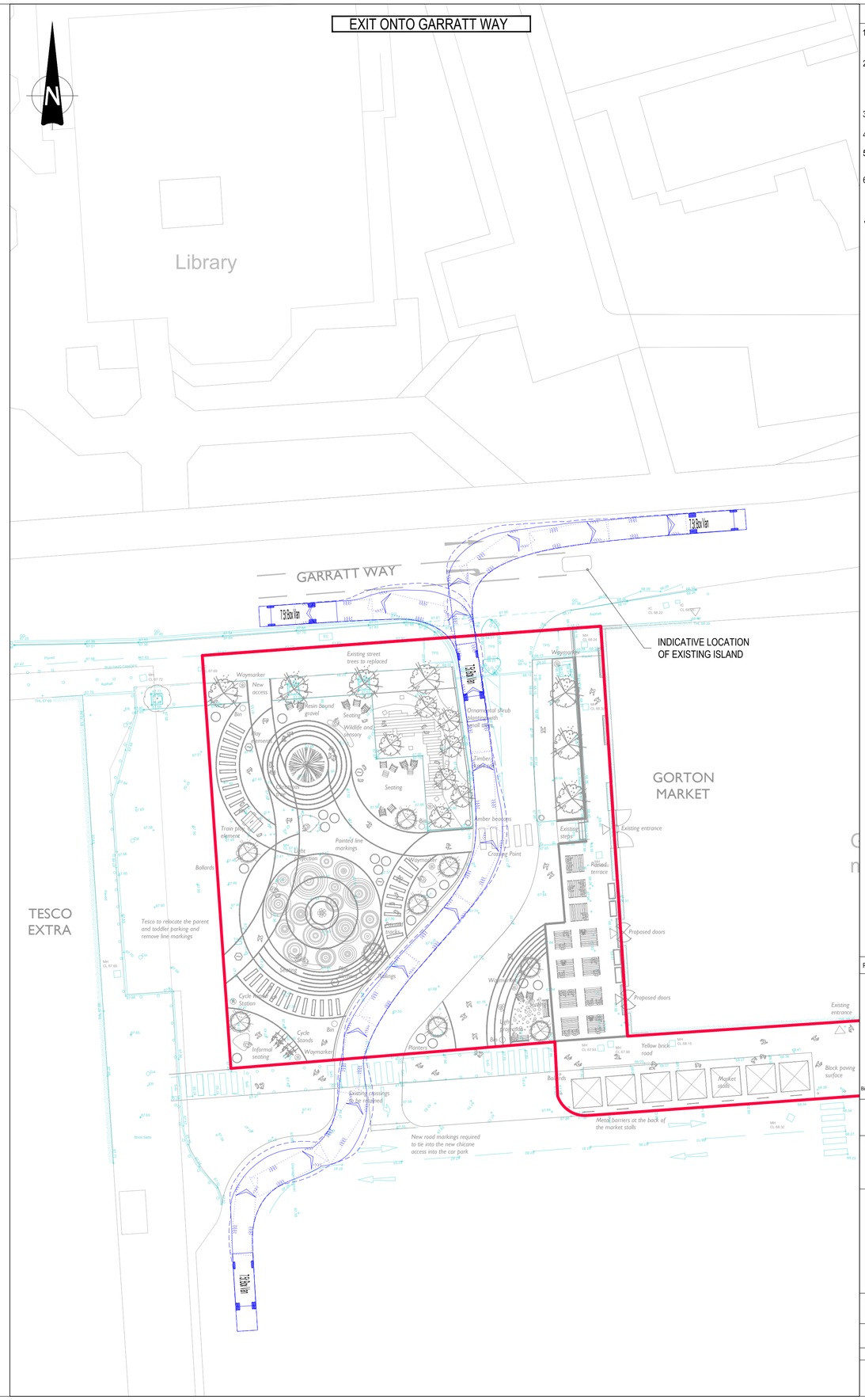
Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
86953 - CUR - XX - 00 - D -TP- 05001	P01

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ACCESS FROM GARRATT WAY



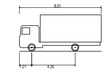
EXIT ONTO GARRATT WAY



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6. BASED ON DEP'S LAYOUT '5493.01F Landscape Scheme'

VEHICLE PROFILE:



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	2.555m
Min. Body Ground Clearance	0.355m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Rev:	Description:	Date:	By:	Chkd:

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Status:

PRELIMINARY

Project:

GORTON SQUARE

Drg Title:

SWEPT PATH ANALYSIS
7.5t BOX VAN

Drawn By	Designed By	Checked By
JM	JM	AT
	Date: 17/09/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
86953 - CUR - XX - 00 - D -TP- 05002	P01

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6. BASED ON DEP'S LAYOUT '5493.01F Landscape Scheme'

KEY:
- RED LINE BOUNDARY AS SUPPLIED BY DEP LANDSCAPE
- 2.40 x 25.00m PROPOSED VISIBILITY SPLAYS (20mph)
- PROPOSED TANGENTIAL VISIBILITY SPLAY

The Dell

Library

GARRATT WAY

EXISTING MARKINGS ALONG GARRATT WAY IN VICINITY OF SITE ACCESS

INDICATIVE LOCATION OF EXISTING ISLAND

3.60

2.30

3.80

25.00m

25.00m

3.00

3.20

TACTILE PAVING ADVISED AT NEW CROSSING POINT

GORTON MARKET

Gorton Retail market

TESCO EXTRA

6.70

7.00

7.00

25.00m

10.00m

25.00m

TACTILE PAVING TO BE REINSTATED FOLLOWING NEW ROAD ALIGNMENT HERE

TESCO EXTRA DROP-OFF ZONE (existing)

Rev:	Description:	Date:	By:	Chkd:

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Status: PRELIMINARY

Project: GORTON SQUARE

Drg Title: GENERAL ARRANGEMENT VISIBILITY SPLAYS

Drawn By	Designed By	Checked By
JM	JM	AT
	Date: 17/09/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
86953 - CUR - XX - 00 - D -TP- 75001	P01

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Appendix A – Proposed Layout

GARRATT WAY

GORTON MARKET

TESCO EXTRA

Indicates tracking into the site for the new chicane access road into Tesco

Existing street trees to replaced

Waymarker

New access

Bin

Resin bound gravel

Seating

Wildlife and sensory

Play elements

Ornamental shrub planting with small trees

Timber knee rail

Christmas tree

Seating

Bin

Amber beacons

Train play element

Painted line markings

Light projection

Bollards

Waymarker

Raised Crossing Ramp

Existing steps

Existing entrance

Raised terrace

Tesco to relocate the parent and toddler parking and remove line markings

Painted tracks

Proposed doors

10mph sign limit

Seating

Play element

Railings

Waymarker

Cycle Repair Station

Cycle Stands

Bin

Informal seating

Waymarker

Light projection

Planters

Bin

Proposed doors

Existing entrance

Yellow brick road

Bollards

Block paving surface

Market stalls

Bollards

Existing crossings to be retained

Metal barriers at the back of the market stalls

New road markings required to tie into the new chicane access into the car park

NORTH
WEST EAST
SOUTH

0 10 20

SCALE - METRES - 1:200

KEY

Soft Landscape Treatments

- Proposed Trees to be planted within the development to include a mixture of formal street trees, native trees and wildlife beneficial trees.
- Proposed Trees within planters to include small growing multi-stemmed ornamentals for seasonal interest.
- Proposed Structured shrub planting along the road frontage to comprises low maintenance, flowering species to add colour and visual interest to the streetscene.
- Proposed Ornamental shrub planting within the development to comprises low growing shrubs, herbaceous perennials and grasses that are drought tolerant and wildlife beneficial.
- Proposed Wildlife/Sensory planting within the development to comprises playful and colourful species which are textured and scented and attractive to wildlife such as bees and butterflies.
- Proposed Planters to comprise fixed 2m and 1m diameter planters to provide height and interest within the development. To be planted with drought tolerant species.
- Proposed Christmas Tree to comprise a real mature tree set within the hard landscape and planted into an underground tree cell system to provide a suitable growing environment.

Hard Landscape Treatments

- Raised Crossing Ramp with painted lines for new pedestrian crossing point
- Feature block paving outside of the existing market entrance to comprise blocks in two different colours as shown, with the 'yellow' brick road depicting the main pedestrian route between the market and Tesco.
- Feature tiles to the existing ramped access leading to the new raised terrace for the new outdoor dining area off the market.
- Tarmac surface to have the line markings removed/ replaced and areas within the main development to be resurfaced ready for the new feature yellow markings.
- Yellow thermoplastic line markings to create patterns in the landscape to create movement and playful elements in the development.
- Light coloured thermoplastic line markings to depict a railway track thorough the development as a playful interactive element.
- Resin bound gravel in a light colour to depict the feature seating areas to be installed with a flexible aluminum edge to create sweeping curves.

Boundaries

- Metal railings/ Pedestrian barrier to direct pedestrian traffic to the safe crossing points to help reduce conflicts between people and vehicles.
- Metal barriers at the end of the market stalls to match the railings
- Timber knee rail to protect the soft landscape.
- Raised terrace to be defined with a low brick wall and metal railings to match the pedestrian railings as described above.
- Bollards to be installed between the Tesco site and the development to define the boundaries and protect pedestrians until future engagement with Tesco about the future use of the parent and toddler space.

Street Furniture

- Timber and metal picnic style tables and benches for the cafe terrace and the family area in the main square.
- Timber and metal benches, lounger chairs and single seats with back and arm rests for inclusive and social seating suitable for the elderly.
- Concrete seating within the main square to be set around the focal points to be robust seating options suitable for several people during an event or gathering.
- Informal seating/ artistic feature elements for the more transient/ circulation areas to provide short term seating options.
- Feature bike racks with an artistic element to provide short stay secure cycle parking options. Public Bike Repair Stand and Pump.
- Bin — Bins to be installed inline with Manchester City Council specifications
- Sign — Waymarker signs to be installed at the main pedestrian junctions to help people navigate through the site and to provide information.

Features

- Nature trail within the wildlife/ sensory area to be made of linear permeable concrete paving to maintain accessibility and to encourage interaction with the natural landscape.
- Habitat features for example, insect and solitary bee houses, bird boxes, log piles or hedgehog house.
- Play elements within the landscape to include interactive play pillars, small equipment, elements to stimulate creative and interactive play. Subject to detailed design and discussions with the council.
- Play element as an interactive play feature to represent a train (Gorton Tank), subject to detailed design and discussions with the council.
- Light columns to be fitted with a Gobo projector to cast interesting artistic patterns on the landscape, final deigns and colours to be agreed.
- Indicates the positions of the temporary outdoor market stalls.
- Zebra crossing to be installed with flashing amber beacons
- Sign — 10mph speed limit sign

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2 COMMERCIAL STREET
MANCHESTER, M15 4RQ
T: 0161 2419878
E: info@dep.co.uk
W: www.dep.co.uk

Client
Manchester City Council

Project
Gorton Market

Description
Landscape Masterplan

Status
Planning

Scale	Drawn
1:200@A2	KR/NN/EP

Job number	Drawing number	Date	Revision
5493	01	Jun 24	G

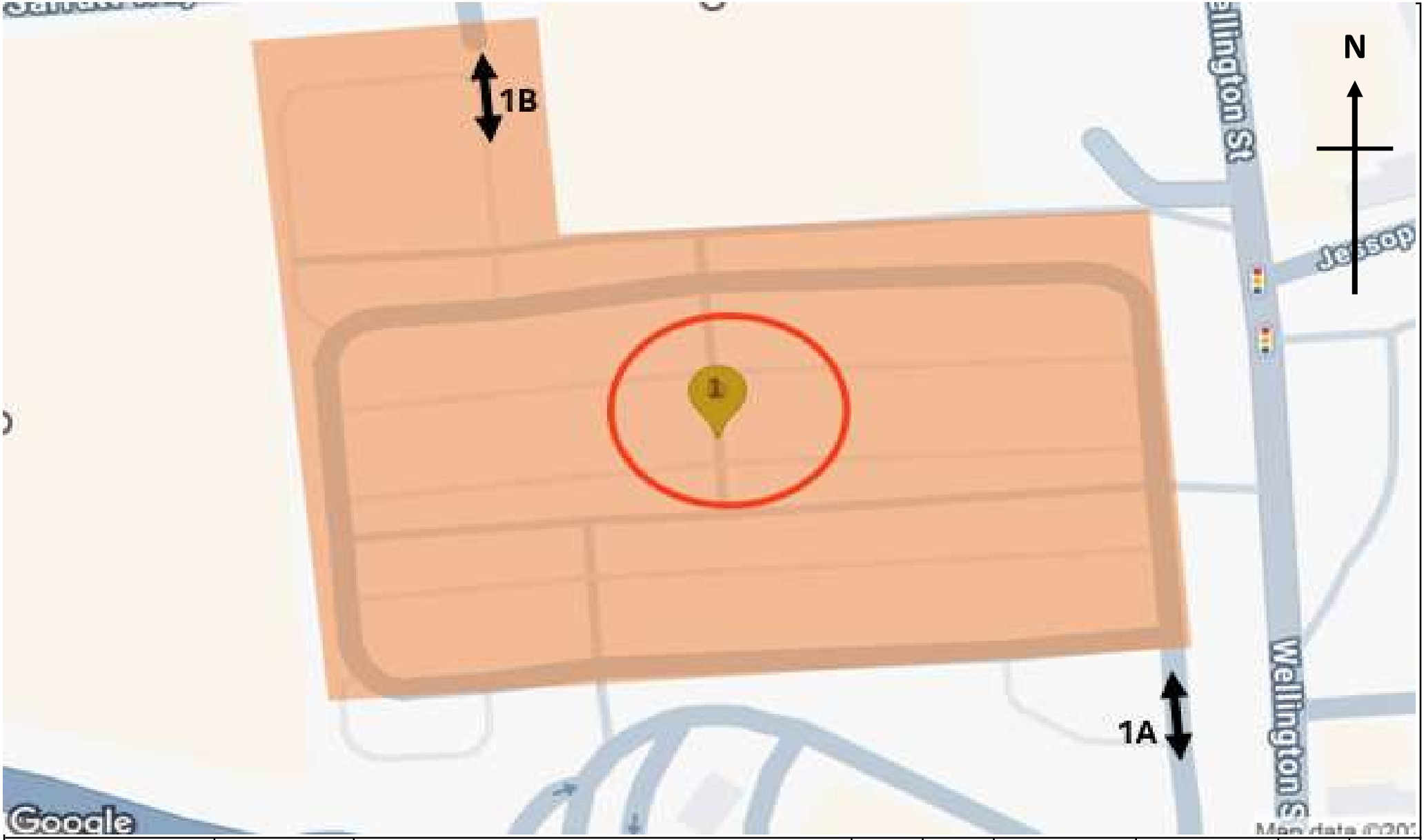
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Appendix B – Car Park Survey Results

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NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1 - Tesco Extra Car Park	**Project No:**	15918	**Drawing No:**	15918-01	**Drawn By:** KM
	Survey Date:	Friday 13th and Saturday 14th September 2024	**Project Name:**	Gorton Parking			
	Survey Times:	07:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

15918 / Gorton
Sep-24
CAR PARK OCCUPANCY

SITE: 1 DATE: 13/09/2024

Location: Tesco Extra Car Park DAY: Friday

Occupancy at 07:00 **59**
Total Available Spaces 532

	Car Park 1a		Car Park 1b		TOT	TOT
TIME	IN	OUT	IN	OUT	OCC	OCC %
07:00 - 07:15	21	16	21	22	**63**	12%
07:15 - 07:30	22	18	16	18	**65**	12%
07:30 - 07:45	23	26	18	14	**66**	12%
07:45 - 08:00	23	18	26	14	**83**	16%
08:00 - 08:15	26	36	42	15	**100**	19%
08:15 - 08:30	37	54	62	20	**125**	23%
08:30 - 08:45	42	37	52	32	**150**	28%
08:45 - 09:00	47	32	69	25	**209**	39%
09:00 - 09:15	55	28	52	44	**244**	46%
09:15 - 09:30	41	30	47	46	**256**	48%
09:30 - 09:45	54	42	40	47	**261**	49%
09:45 - 10:00	52	45	49	56	**261**	49%
10:00 - 10:15	36	34	41	36	**268**	50%
10:15 - 10:30	64	47	41	36	**290**	55%
10:30 - 10:45	34	59	53	39	**279**	52%
10:45 - 11:00	47	56	72	45	**297**	56%
11:00 - 11:15	41	50	49	44	**293**	55%
11:15 - 11:30	66	47	48	46	**314**	59%
11:30 - 11:45	56	44	48	48	**326**	61%
11:45 - 12:00	65	66	52	63	**314**	59%
12:00 - 12:15	70	73	55	38	**328**	62%
12:15 - 12:30	71	68	57	56	**332**	62%
12:30 - 12:45	66	63	52	60	**327**	61%
12:45 - 13:00	64	80	78	48	**341**	64%
13:00 - 13:15	52	78	64	57	**322**	61%
13:15 - 13:30	57	63	59	56	**319**	60%
13:30 - 13:45	55	57	65	81	**301**	57%
13:45 - 14:00	54	71	59	52	**291**	55%
14:00 - 14:15	76	84	50	62	**271**	51%
14:15 - 14:30	53	59	77	52	**290**	55%
14:30 - 14:45	58	75	55	57	**271**	51%
14:45 - 15:00	41	72	54	60	**234**	44%
15:00 - 15:15	50	56	44	55	**217**	41%
15:15 - 15:30	58	48	42	49	**220**	41%
15:30 - 15:45	51	50	53	38	**236**	44%
15:45 - 16:00	56	58	54	45	**243**	46%
16:00 - 16:15	62	59	61	58	**249**	47%
16:15 - 16:30	44	73	56	59	**217**	41%
16:30 - 16:45	44	55	54	54	**206**	39%
16:45 - 17:00	44	72	66	58	**186**	35%
17:00 - 17:15	55	78	69	49	**183**	34%
17:15 - 17:30	42	52	41	43	**171**	32%
17:30 - 17:45	38	48	54	37	**178**	33%
17:45 - 18:00	46	47	47	50	**174**	33%
18:00 - 18:15	40	58	56	46	**166**	31%
18:15 - 18:30	49	46	35	36	**168**	32%
18:30 - 18:45	47	51	38	42	**160**	30%
18:45 - 19:00	33	56	38	37	**138**	26%
P/TOT	2328	2535	2431	2145		

15918 / Gorton
Sep-24
CAR PARK OCCUPANCY

SITE: 1 DATE: 14/09/2024

Location: Tesco Extra Car Park DAY: Saturday

Occupancy at 07:00 **48**
Total Available Spaces 532

	Car Park 1a		Car Park 1b		TOT	TOT
TIME	IN	OUT	IN	OUT	OCC	OCC %
07:00 - 07:15	14	11	10	7	**54**	10%
07:15 - 07:30	13	9	8	12	**54**	10%
07:30 - 07:45	10	9	15	12	**58**	11%
07:45 - 08:00	24	9	16	14	**75**	14%
08:00 - 08:15	18	13	16	9	**87**	16%
08:15 - 08:30	20	18	15	14	**90**	17%
08:30 - 08:45	33	22	39	15	**125**	23%
08:45 - 09:00	41	24	34	23	**153**	29%
09:00 - 09:15	46	28	35	22	**184**	35%
09:15 - 09:30	54	45	46	34	**205**	39%
09:30 - 09:45	44	35	51	35	**230**	43%
09:45 - 10:00	40	42	45	43	**230**	43%
10:00 - 10:15	43	48	41	24	**242**	45%
10:15 - 10:30	68	49	49	46	**264**	50%
10:30 - 10:45	66	49	62	47	**296**	56%
10:45 - 11:00	69	70	57	51	**301**	57%
11:00 - 11:15	60	53	72	53	**327**	61%
11:15 - 11:30	74	71	72	52	**350**	66%
11:30 - 11:45	65	84	55	69	**317**	60%
11:45 - 12:00	73	80	81	70	**321**	60%
12:00 - 12:15	69	68	64	52	**334**	63%
12:15 - 12:30	73	72	62	52	**345**	65%
12:30 - 12:45	72	79	71	56	**353**	66%
12:45 - 13:00	71	86	60	62	**336**	63%
13:00 - 13:15	77	90	68	60	**331**	62%
13:15 - 13:30	62	77	62	66	**312**	59%
13:30 - 13:45	67	72	54	67	**294**	55%
13:45 - 14:00	44	60	56	66	**268**	50%
14:00 - 14:15	59	57	60	57	**273**	51%
14:15 - 14:30	66	60	54	51	**282**	53%
14:30 - 14:45	67	73	71	51	**296**	56%
14:45 - 15:00	66	70	58	66	**284**	53%
15:00 - 15:15	61	73	73	50	**295**	55%
15:15 - 15:30	56	75	54	61	**269**	51%
15:30 - 15:45	67	70	39	50	**255**	48%
15:45 - 16:00	47	56	49	54	**241**	45%
16:00 - 16:15	37	81	53	49	**201**	38%
16:15 - 16:30	46	62	43	44	**184**	35%
16:30 - 16:45	49	51	41	39	**184**	35%
16:45 - 17:00	44	56	35	41	**166**	31%
17:00 - 17:15	44	46	32	42	**154**	29%
17:15 - 17:30	43	73	51	37	**138**	26%
17:30 - 17:45	36	80	63	28	**129**	24%
17:45 - 18:00	38	45	53	34	**141**	27%
18:00 - 18:15	36	45	42	35	**139**	26%
18:15 - 18:30	44	47	43	40	**139**	26%
18:30 - 18:45	55	57	38	31	**144**	27%
18:45 - 19:00	38	49	36	38	**131**	25%
P/TOT	2409	2599	2304	2031		