Land Between 57 and 59 Ducie Street

Manchester

Servicing Strategy

240814/SK22456/SS01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22456	SS	00	First Draft (text only issue)	L Speers	LGS	24/07/2024
SK22456	SS	01	Updated with Private Contract	L Speers	LGS	14/08/2024

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1 Introduction

Purpose

1.1 SK has been appointed to prepare a Servicing Strategy for a residential development located on the land between 57 and 59 Ducie Street in Manchester city centre.

1.2 Planning permission was granted for the development in 2019 under planning reference 120149/FO/2018.

Consented Development

1.3 The ground floor layout is shown in Figure 1.1.

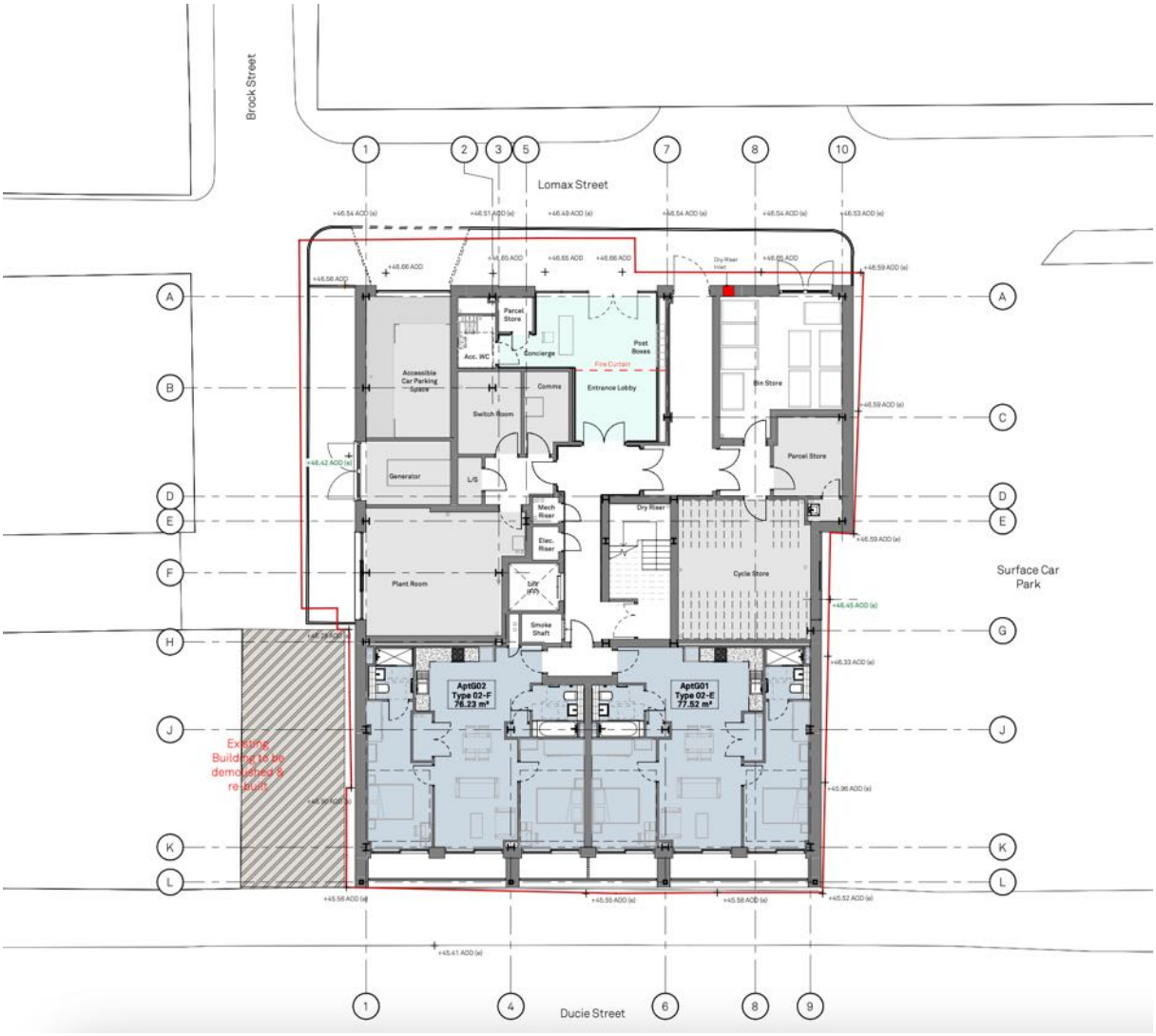

Figure 1.1: Ground Floor Layout
[source: FCH]

1.4 The development provides 41 apartments (Use Class C3).

1.5 The main entrance to the site is provided from Lomax Street on the northern boundary of the site. This provides access to the entrance foyer, concierge area, post boxes, parcel stores (x2), cycle store, bin store, lifts, etc.

1.6 The site is car-free other than a single accessible parking space accessed from Lomax Street.

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1.7 Cycle parking is provided in a ground floor store accessed from either the entrance foyer or via a dedicated route to a secondary access point on Lomax Street.

1.8 The bin store is located at ground floor adjacent to the Lomax Street frontage. An external door is provided direct onto Lomax Street to facilitate bin collection. A door is also provided through to the rest of the building to allow residents to move rubbish.

2 Site Location & Local Highway Network

Site Location

2.1 The location of the site is shown on Figure 2.1.

2.2 The site is bounded to the north by Lomax Street, to the east by a small commuter car park (accessed off Ducie Street), to the south by Ducie Street, and to the west by a consented development site. Immediately to the north of the site is an apart-hotel building.

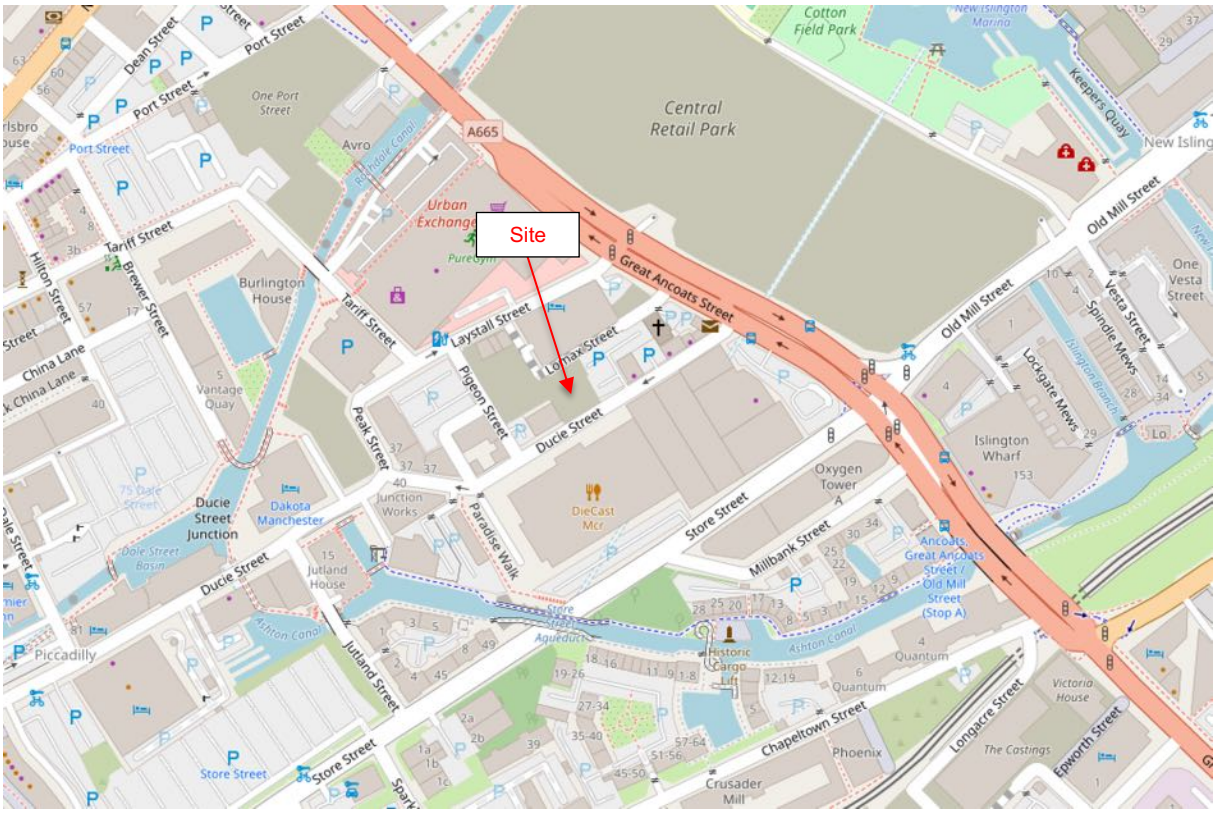

Figure 2.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

Local Highway Network

2.3 The site fronts Lomax Street which is a lightly trafficked road that routes east-west past the site between the A665 (Great Ancoats Street) and Brock Street. The road operates two-way for vehicles. Footways are provided on both sides of Lomax Street and street lighting is present. Lomax Street is subject to a 20mph speed limit.

2.4 At its western end, Lomax Street routes north where it becomes Brock Street. At its northern end Brock Street meets Laystall Street at a priority junction. Laystall Street is one-way eastbound and due to this vehicles are only permitted to turn right out of Brock Street and to turn right into Brock Street.

2.5 At its eastern end, Lomax Street meets Great Ancoats Street at a priority junction.

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Traffic Regulation Orders

2.6 Traffic Regulation Order (TRO) controls are in place for the full length of Lomax Street in the form of double yellow lines. TRO controls are also in place for the full length of Brock Street in the form of double yellow line controls.

2.7 There are no loading restrictions on the double yellow lines and the roads are used for existing and proposed development servicing activity.

Service Route Functions

2.8 Lomax Street and Brock Street provide a local service function for the sites fronting it. The service locations for existing and consented developments are summarised in Table 2.1.

Site	Use	Ref	Pedestrian Entrance	Delivery Location	Refuse Location
Ducie Street	Residential	120149/FO/2018	Lomax Street	Lomax Street frontage	Lomax Street frontage
Pigeon Street	Residential	128911/FO/2020	Pigeon Street/Laystall Street	Laystall Street frontage	Brock Street frontage
Laystall Street	Apart-hotel	119801/FU/2018	Laystall Street	Brock Street frontage	Brock Street frontage

Figure 2.1: Site Location

2.9 At the eastern end of Lomax Street (towards Great Ancoats Street) vehicle accesses are provided to the Lomax Street car park and Ducie Street car park.

3 Development Servicing Strategy

Agreed Position

3.1 The agreed delivery and refuse collection arrangements for the Ducie Street site are kerbside collection focused on Lomax Street. Loading and unloading from kerbside on Lomax Street is permitted by the existing TRO and is in line with the arrangements for the apart-hotel at Laystall Street and consented residential development at Pigeon Street.

3.2 Further details of these arrangements are set out below.

Refuse Collection Arrangements

3.3 Refuse collection will be undertaken by private contract. Confirmation of this arrangement is attached as Appendix A.

3.4 Residents will be required to move waste to the bin store from their apartments and will be advised of this when they move in.

3.5 The building management team will rotate the bins to make sure the bins due to be collected are closest to the external bin store door.

3.6 The development will be served by nine bins allowing separation of the following waste streams:

- General
- Organic
- Paper/Card
- Plastic/Metal/Glass

3.7 The use of a private contract means that there is more control over timings of waste collection. The site management team will periodically monitor refuse collection arrangements to ensure that these are timed to minimise disruption.

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3.8 As agreed during consideration of the planning application, bins will be collected directly from the bin store with the vehicle kerbside on collection day in line with the existing TRO controls.

3.9 The refuse collection location is shown in Figure 3.1.

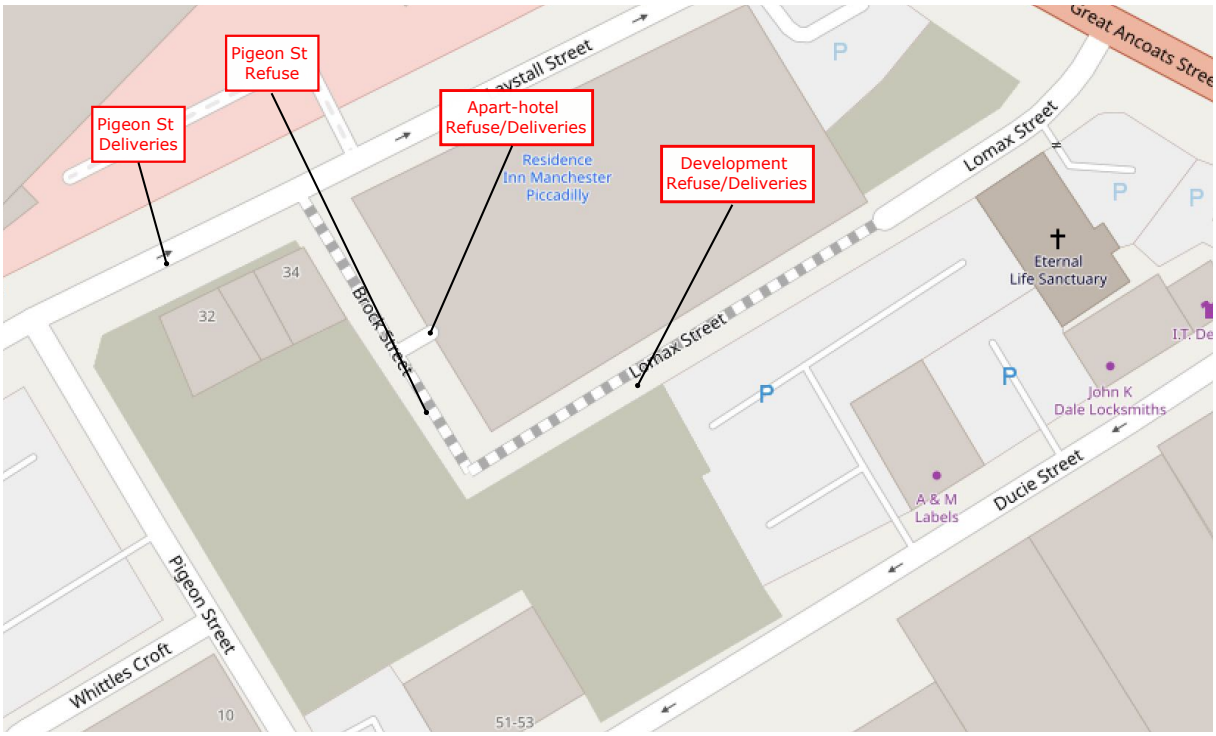

Figure 3.1: Lomax Street & Brock Street Service & Access Locations
[source: OpenStreetMap Foundation licensed under the Open Database License]

3.10 It is envisaged that the refuse collection route will be for access to be taken from Great Ancoat Streets westwards on Lomax Street and then to egress the area via Brock Street.

Delivery Arrangements

3.11 The development will attract day-to-day deliveries to residents, such as food deliveries, post, Amazon and take-aways. These delivery movements are undertaken in smaller vehicles (cars, light goods vehicles, and motorbikes).

3.12 The main entrance to the development is provided from Lomax Street. Deliveries will occur outside the main entrance within the existing TRO controls. The delivery driver will be expected to take the delivery to the entrance foyer/concierge area.

3.13 The delivery location is shown in Figure 3.1.

3.14 The development has a concierge area that includes post boxes and parcel storage areas (x2). The concierge will be able to take collection of deliveries for residents, other than take-away deliveries which residents will be expected to wait in the foyer to meet the delivery drivers.

3.15 Residents will be advised of the delivery arrangements when they move in.

3.16 To establish the level of delivery movements that will be generated by the development on a typical day the TRICS database has been referred to. The TRICS assessment has been undertaken in line with latest good practice guidance and a review has been made of the sites to ensure that they have the same, or worse, accessibility levels, as the proposal site.[1]

3.17 The TRICS output is attached as Appendix B and a summary of the trip rates and forecast servicing movements are provided below.

[1] TRICS (2023) TRICS Good Practice Guidance 2024

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OGV Trip Rates (per unit)			LGV Trip Rates (per unit)		
In	Out	Total	In	Out	Total
0.014	0.014	0.028	0.095	0.094	0.189
OGV Trips			LGV Trips		
In	Out	Total	In	Out	Total
1	1	2	4	4	8

Table 3.1: Daily Delivery Movements: Development

3.18 Table 3.1 shows that the development will attract a total of five service vehicles per day (10 trips). The development will attract eight delivery trips in LGV and two refuse collection trips in OGV.

Service Access to Adjacent Properties

3.19 Figure 3.1 shows the delivery and refuse collection arrangements for the development and the locations of the delivery/refuse collection locations for the Pigeon Street residential development and Laystall Street apart-hotel.

3.20 All three developments will be associated with infrequent servicing movements spread across the day much in the same manner as associated with other developments located next to each other in the city centre. Based on the forecast above, it is considered that the Ducie Street development will not cause undue inconvenience to the other users of Lomax Street, or vice versa. The cumulative levels of service vehicle movements using Lomax Street and Brock Street are considered below.

4 Cumulative Servicing Assessment

Overview

4.1 An assessment has been made of the number of service trips that will be attracted to the development and these are set out in Section 3. This section examines the cumulative level of servicing trips that could potential use the service route that includes Lomax Street fronting the development site.

Laystall Street Apart-hotel

4.2 The apart-hotel was granted planning permission for modifications to the existing building in 2018. The planning application (ref: 119801/FU/2018) shows that following the development it will provide 155 bedrooms.

4.3 The planning application and subsequent NMA confirm the following servicing arrangements for the site:

- Apart-hotel Deliveries: Brock Street
- Apart-hotel Refuse Collection: Brock Street

4.4 The location of the delivery and refuse collection access to the apart-hotel is shown on the plan in Figure 3.1.

4.5 The planning application states that bins will be collected from the apart-hotel three times per week.

4.6 There is no information on delivery movements in the planning documents and so TRICS has been used to forecast the number of delivery movements that can be expected per day. The TRICS output is attached as Appendix C with a summary provided below.

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OGV Trip Rates (per unit)			LGV Trip Rates (per unit)		
In	Out	Total	In	Out	Total
0.02	0.02	0.04	0.05	0.05	0.100
OGV Trips			LGV Trips		
In	Out	Total	In	Out	Total
3	3	6	8	8	16

Table 4.1: Daily Delivery Movements: Apart-hotel

4.7 The forecast shows that the apart-hotel can be expected to attract up to 11 servicing vehicles per day (22 trips). Based on this the apart-hotel will attract 18 LGV delivery trips and six OGV trips, which are assumed to be largely related to refuse collection.

Pigeon Street Residential Development

4.8 The residential development next to the site was granted planning permission in 2022, after the Ducie Street development was granted consent in 2019. The planning application (ref: 128911/FO/2020) shows the development will provide 89 apartments.

4.9 The planning application and subsequent NMA confirm the following servicing arrangements for the site:

- Deliveries: Laystall Street
- Refuse Collection: Brock Street

4.10 The planning application confirms that Brock Street will not be the focus of deliveries, this is because the building entrances are located on Pigeon Street and Laystall Street. Given this, deliveries to the development are not considered any further in this assessment as they will have no reason to be on Lomax Street.

4.11 The location of the refuse collection access is shown on the plan in Figure 3.1.

4.12 The planning application states that bins will be collected from the development once a week and this corresponds with the OGV TRICS forecast, as shown in Table 4.2.

OGV Trip Rates (per unit)		
In	Out	Total
0.019	0.02	0.039
OGV Trips		
In	Out	Total
1	1	2

Table 4.2: Daily Delivery Movements: Residential Development (OGV Only)

Cumulative Impact

4.13 Table 4.3 shows the total servicing trips that will use Lomax Street/Brock Street per day from all three land uses.

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	LGV Trips			OGV Trips		
	In	Out	Total	In	Out	Total
Ducie Street	4	4	8	1	1	2
Apart-hotel	8	8	16	3	3	6
Pigeon Street	0	0	0	1	1	2
Total	12	12	23	5	5	10

Table 4.3: Daily Servicing Movements on Lomax Street/Brock Street

4.14 The level of servicing trips associated with all three uses that will route on Lomax Street/Brock Street is not significant. The service movements will be spread across the day in line with activity associated at other land uses in the city centre. It is also notable that the majority of movements are associated with smaller vehicles that will be associated with quick drop-offs of delivery products.

4.15 The co-location of land uses and shared use of similar service category roads such as Lomax Street and Brock Street is not uncommon in the city centre. There is nothing to suggest that the operation of all three cannot co-exist.

Monitoring Strategy

4.16 It is proposed that the site management team encourage engagement with residents regarding delivery practices at the site. Once operational, the site management team can also engage with surrounding operators should the need arise and can alter time periods for refuse collection if necessary.

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Appendix A

kenny waste management

RECOVER > DIVERT FROM LANDFILL > RECYCLE

WASTE MANAGEMENT
PROPOSAL

My Property Host

GREATER MANCHESTER
TOTAL WASTE MANAGEMENT

- CONSTRUCTION WASTE <
- COMMERCIAL & TRADE WASTE <
- HAZARDOUS WASTE <
- WASHROOM FACILITIES <
- SECURE SHREDDING <
- TIPPING FACILITIES <

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RECOVER>DIVERT FROM LANDFILL>RECYCLE

Your Pricing

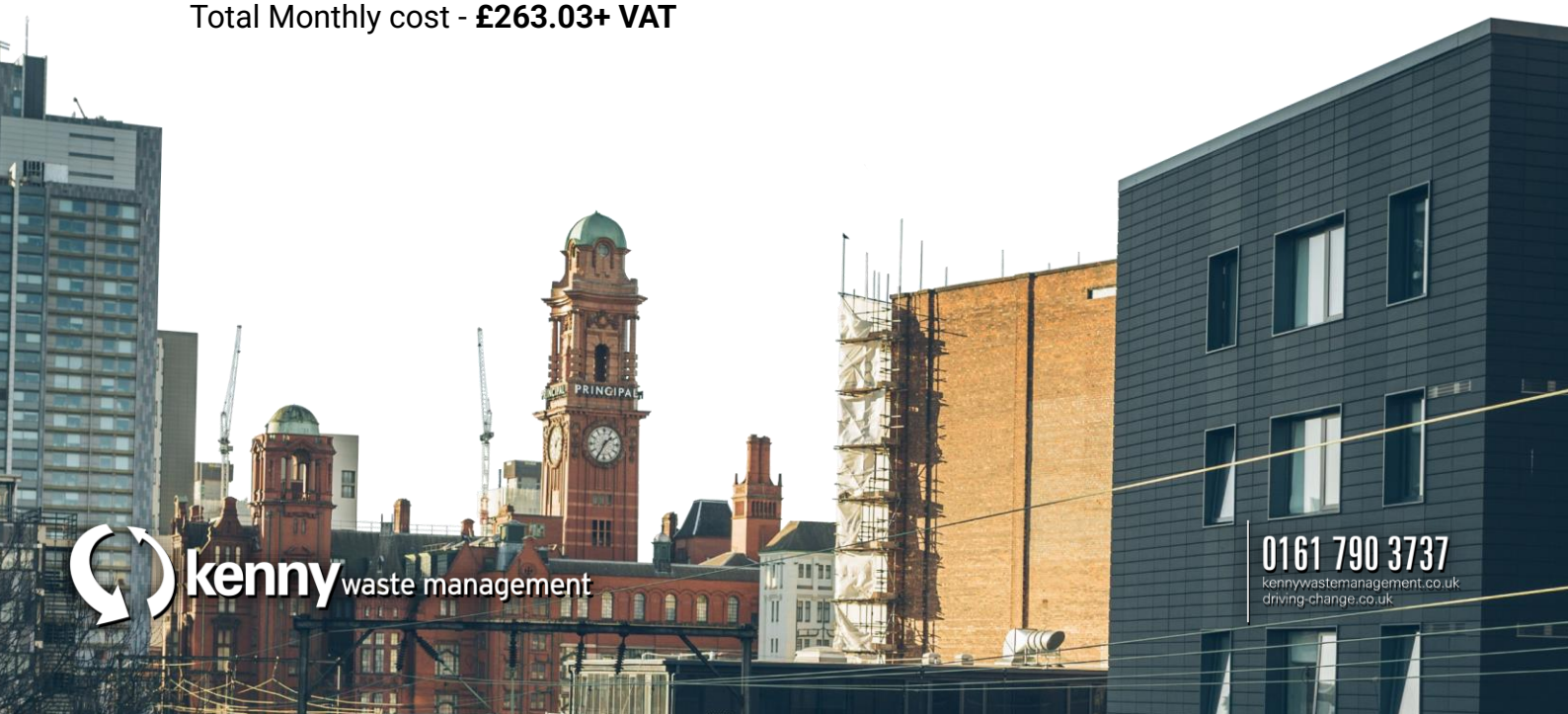
Our purpose is to manage your waste effectively, delivering tangible environmental and commercial benefits to all our customers. We firmly believe that you should feel entitled to a reliable waste management solution that is cost-effective and always environmentally responsible.

Please see our pricing structure affixed below:

Service	Item	No. of Containers	Collections per Annum	Charge per Lift	Weight Allowance	Excess Weight charge	Container Rental (£ per day)	One off Delivery Fee
General Waste	1100L Bin	5	52	£12.00	60kg	£0.22 per kg	0.10	£30.00

Duty of care included

Total Monthly cost - **£263.03+ VAT**



RECOVER>DIVERT FROM LANDFILL>RECYCLE

We Are Committed

Kenny Waste Management has put the customer first since 1985. We began as a family business in Manchester, providing a local best-in-class service to local businesses.

Today, we are the leading independent supplier of commercial and construction waste management solutions in the North West, guided by our zero landfill ethos. Regionally, we offer a complete managed service to our Greater Manchester customers, directly operating and maintaining our fleet of more than 50 low-carbon vehicles and our own bespoke Materials Recovery Facilities (MRFs) which process more than 180,000 tonnes of waste per year.

Every organisation is unique, and we recognise that every organisation generates waste in a way that is unique to its operations. One of our Commercial Waste Consultants will co-operate with you closely to determine the right cost-effective waste management solution for your business.

We are committed to being a Responsible Business, and our model provides you with the guarantee of transparency, auditability, and compliance. Our commitment to social value, our shared environment, and the communities we are a part of extends even further. In 2018, we were inspired to establish our very own Social Enterprise to strategically address the inequalities that exist for those who are furthest from meaningful employment.

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Appendix B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Selected regions and areas:

01	**GREATER LONDON**		
	BM	BROMLEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
05	**EAST MIDLANDS**		
	NG	NOTTINGHAM	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 46 to 194 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 16/11/23

Selected survey days:

Monday	2 days
Tuesday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	3

Selected Location Sub Categories:

Built-Up Zone	3

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	3 days - Not Selected

Secondary Filtering selection:

Use Class:

C3	3 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	2 days

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	2 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

Travel Plan:

Yes	1 days
No	2 days

PTAL Rating:

No PTAL Present	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

LIST OF SITES relevant to selection parameters

1 **BM-03-C-01** **BLOCKS OF FLATS** **BROMLEY**
RINGER'S ROAD
BROMLEY

Town Centre
Built-Up Zone
Total No of Dwellings: 160
Survey date: MONDAY *12/11/18* *Survey Type: MANUAL*

2 **HM-03-C-02** **BLOCKS OF FLATS** **HAMMERSMITH AND FULHAM**
GLENTHORNE ROAD
HAMMERSMITH

Town Centre
Built-Up Zone
Total No of Dwellings: 194
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

3 **NG-03-C-03** **BLOCK OF FLATS** **NOTTINGHAM**
CANAL STREET
NOTTINGHAM

Town Centre
Built-Up Zone
Total No of Dwellings: 46
Survey date: MONDAY *02/10/23* *Survey Type: MANUAL*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.000	3	133	0.000	3	133	0.000
08:00 - 09:00	3	133	0.003	3	133	0.003	3	133	0.006
09:00 - 10:00	**3**	**133**	**0.005**	**3**	**133**	**0.005**	**3**	**133**	**0.010**
10:00 - 11:00	3	133	0.003	3	133	0.003	3	133	0.006
11:00 - 12:00	3	133	0.003	3	133	0.003	3	133	0.006
12:00 - 13:00	3	133	0.000	3	133	0.000	3	133	0.000
13:00 - 14:00	3	133	0.000	3	133	0.000	3	133	0.000
14:00 - 15:00	3	133	0.000	3	133	0.000	3	133	0.000
15:00 - 16:00	3	133	0.000	3	133	0.000	3	133	0.000
16:00 - 17:00	3	133	0.000	3	133	0.000	3	133	0.000
17:00 - 18:00	3	133	0.000	3	133	0.000	3	133	0.000
18:00 - 19:00	3	133	0.000	3	133	0.000	3	133	0.000
19:00 - 20:00	2	177	0.000	2	177	0.000	2	177	0.000
20:00 - 21:00	2	177	0.000	2	177	0.000	2	177	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	133	0.007	3	133	0.007	3	133	0.014
08:00 - 09:00	3	133	0.010	3	133	0.007	3	133	0.017
09:00 - 10:00	**3**	**133**	**0.015**	**3**	**133**	**0.015**	**3**	**133**	**0.030**
10:00 - 11:00	3	133	0.015	3	133	0.010	3	133	0.025
11:00 - 12:00	3	133	0.005	3	133	0.013	3	133	0.018
12:00 - 13:00	3	133	0.007	3	133	0.007	3	133	0.014
13:00 - 14:00	3	133	0.010	3	133	0.010	3	133	0.020
14:00 - 15:00	3	133	0.000	3	133	0.000	3	133	0.000
15:00 - 16:00	3	133	0.013	3	133	0.010	3	133	0.023
16:00 - 17:00	3	133	0.013	3	133	0.015	3	133	0.028
17:00 - 18:00	3	133	0.003	3	133	0.003	3	133	0.006
18:00 - 19:00	3	133	0.005	3	133	0.005	3	133	0.010
19:00 - 20:00	2	177	0.006	2	177	0.006	2	177	0.012
20:00 - 21:00	2	177	0.000	2	177	0.000	2	177	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.108			0.217

Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL OGVS

Selected regions and areas:

01	GREATER LONDON		
	LB	LAMBETH	1 days
02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days

Primary Filtering selection:

Parameter:	Number of bedrooms
Actual Range:	92 to 297 (units:)
Range Selected by User:	80 to 349 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/05/23

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	3

Selected Location Sub Categories:

Built-Up Zone	2
High Street	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	1 days - Not Selected

Secondary Filtering selection:

Use Class:

C1	3 days

Population within 500m Range:
All Surveys Included

Population within 1 mile:

20,001 to 25,000	1 days
50,001 to 100,000	2 days

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days

Travel Plan:

Yes	1 days
No	2 days

PTAL Rating:

No PTAL Present	2 days
6b (High) Excellent	1 days

LIST OF SITES relevant to selection parameters

1 BH-06-A-01 HOTEL BRIGHTON & HOVE
KINGS ROAD
BRIGHTON

Town Centre
Built-Up Zone
Total Number of bedrooms: 154
Survey date: WEDNESDAY *16/10/19* *Survey Type: MANUAL*

2 CU-06-A-01 HOTEL CUMBERLAND
ENGLISH STREET
CARLISLE

Town Centre
High Street
Total Number of bedrooms: 92
Survey date: MONDAY *20/06/16* *Survey Type: MANUAL*

3 LB-06-A-01 HAMPTON BY HILTON LAMBETH
WATERLOO ROAD
LAMBETH

Town Centre
Built-Up Zone
Total Number of bedrooms: 297
Survey date: FRIDAY *23/11/18* *Survey Type: MANUAL*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	3	181	0.002	3	181	0.002	3	181	0.004
08:00 - 09:00	3	181	0.006	3	181	0.006	3	181	0.012
09:00 - 10:00	3	181	0.006	3	181	0.006	3	181	0.012
10:00 - 11:00	3	181	0.000	3	181	0.000	3	181	0.000
11:00 - 12:00	3	181	0.002	3	181	0.000	3	181	0.002
12:00 - 13:00	3	181	0.004	3	181	0.006	3	181	0.010
13:00 - 14:00	3	181	0.000	3	181	0.000	3	181	0.000
14:00 - 15:00	3	181	0.000	3	181	0.000	3	181	0.000
15:00 - 16:00	3	181	0.000	3	181	0.000	3	181	0.000
16:00 - 17:00	3	181	0.000	3	181	0.000	3	181	0.000
17:00 - 18:00	3	181	0.000	3	181	0.000	3	181	0.000
18:00 - 19:00	3	181	0.000	3	181	0.000	3	181	0.000
19:00 - 20:00	3	181	0.000	3	181	0.000	3	181	0.000
20:00 - 21:00	3	181	0.000	3	181	0.000	3	181	0.000
21:00 - 22:00	3	181	0.000	3	181	0.000	3	181	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	226	0.000	2	226	0.000	2	226	0.000
07:00 - 08:00	3	181	0.011	3	181	0.006	3	181	0.017
08:00 - 09:00	3	181	0.017	3	181	0.009	3	181	0.026
09:00 - 10:00	3	181	0.011	3	181	0.011	3	181	0.022
10:00 - 11:00	3	181	0.006	3	181	0.006	3	181	0.012
11:00 - 12:00	3	181	0.002	3	181	0.000	3	181	0.002
12:00 - 13:00	3	181	0.009	3	181	0.011	3	181	0.020
13:00 - 14:00	3	181	0.002	3	181	0.002	3	181	0.004
14:00 - 15:00	3	181	0.002	3	181	0.002	3	181	0.004
15:00 - 16:00	3	181	0.004	3	181	0.006	3	181	0.010
16:00 - 17:00	3	181	0.002	3	181	0.006	3	181	0.008
17:00 - 18:00	3	181	0.000	3	181	0.002	3	181	0.002
18:00 - 19:00	3	181	0.000	3	181	0.006	3	181	0.006
19:00 - 20:00	3	181	0.004	3	181	0.004	3	181	0.008
20:00 - 21:00	3	181	0.000	3	181	0.000	3	181	0.000
21:00 - 22:00	3	181	0.000	3	181	0.000	3	181	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.071			0.141