
**Please find attached the report in respect of Item 11 on
the agenda for the above meeting**

11.	On-Street Parking and Traffic Management (Pages 1 - 84) Consider report by Chief Roads Officer. (Copy attached.)	15 mins
-----	--	---------

This page is intentionally left blank



ON-STREET PARKING AND TRAFFIC MANAGEMENT

Report by Chief Roads Officer

SCOTTISH BORDERS COUNCIL

10 NOVEMBER 2016

1 PURPOSE AND SUMMARY

- 1.1 **This report provides an update to Council in relation to on-street parking and in particular reports on the findings of the town centre parking surveys.**
- 1.2 Following the withdrawal of the traffic warden service in February 2014 there has been concern, in some quarters, that a reduced level of enforcement has led to a deterioration in parking behaviour in some town centres.
- 1.3 Comprehensive three day parking surveys were undertaken in 12 town centres to ascertain the extent of on-street parking issues and this is discussed under section 4 of the report.
- 1.4 Analysis of the survey returns demonstrates that town centres are very busy in terms of parking and on occasions some operate at or above capacity. In general there appears to be reasonable observance of waiting restrictions but there are specific areas where there is greater mis-use; some of which is for prolonged periods. Turn-over and duration of stay were positive with a high percentage of vehicles, in all towns, only staying for an hour or less.
- 1.5 Other sources, such as the Household Survey and the Annual Footfall Survey, have also been examined to help determine how the removal of traffic wardens has impacted on town centres.
- 1.6 Feedback from the Scottish Borders Household Survey suggests that the majority of respondents do not perceive parking as a common problem, but that the level of concern has increased since previous surveys.
- 1.7 Analysis of the Annual Footfall Survey does not suggest that the removal of traffic wardens has had an impact on the number of pedestrians in town centres.
- 1.8 While Officers recognise that there are intermittent traffic management issues in some locations in the Borders, at this stage they consider that the introduction of Decriminalised Parking Enforcement (DPE) would be disproportionate, unnecessary and resource as well as cost prohibitive and would instead suggest an alternative approach of requesting increased

enforcement through Police Scotland, utilising powers in the Police and Fire Reform (Scotland) Act 2012.

2 RECOMMENDATIONS

2.1 I recommend that Council agrees:

- (a) to note the results of the parking surveys and the updated position in regard to on-street parking;**
- (b) (i) that, while commending Police Scotland on their work to date on parking enforcement, make stronger representations to enforce parking regulations, in particular in hot spots e.g. Gala, Hawick, Peebles and Selkirk, and to that end**
(ii) to the use of the powers provided within the Police and Fire Reform (Scotland) Act 2012 to inform the Local Policing Plan as a mechanism for greater control of on-street parking enforcement, using a targeted approach where necessary;
- (c) to instruct the Chief Officer Roads to establish a rolling programme of inspections to ensure that all signage and line markings in restricted parking areas are clear, visible and enforceable; and**
- (d) to instruct the Chief Officer Roads to investigate the costs, resource, staffing requirements and financial viability of introducing a disc-based parking system for use in restricted parking areas to assist Police Scotland in their parking enforcement role and bring back a report on such a system to Council no later than 31 March 2017.**

3 BACKGROUND

- 3.1 Following the withdrawal of the traffic warden service in February 2014 there has been concern, in some quarters, that a reduced level of enforcement has led to a deterioration in parking behaviour in town centres.
- 3.2 A Member/Officer Working Group was established to further explore the different options available to the Council in regard to on-street parking enforcement.
- 3.3 At its meeting of 29 June 2016, Scottish Borders Council determined that parking surveys should be commissioned in key town centres within the region in order to ascertain the nature and level of parking issues that are occurring.
- 3.4 It was also agreed at the Council meeting in June that the proposed details of any public consultation, in relation to the proposals, be presented to the Council in September.

4 RESULTS OF RECENT PARKING SURVEYS

- 4.1 In order to establish the scale of parking issues, three-day parking surveys were undertaken in each of 12 selected town centres across the Scottish Borders. The surveys were all undertaken in August 2016. As with any survey what is measured is essentially a snapshot in time. August is, however, widely recognised as the busiest month of the year in terms of vehicle numbers on the road so should have provided a good indicator of parking requirements and motorist behaviour in town centres.
- 4.2 Following a competitive tender process, the surveys were undertaken by Streetwise.
- 4.3 The results and information provided from the surveys is of a scale that cannot be readily reproduced as it consists of multiple graphs and tables for each day in each town.
- 4.4 For each site the key areas looked at were occupancy levels, duration of stay and turnover. In addition the parking of individual vehicles was analysed to illustrate illegal parking behaviour such as parking on single and/or double yellow lines.
- 4.5 Consequently summary pages of the findings for each town are provided as Appendix A, with an example of the typical output provided for each day at each town reproduced in Appendix B.
- 4.6 Analysis of the survey returns demonstrates that certain town centres are very busy in terms of on-street parking and can, on occasions, operate at or above capacity. In overall town centre terms, this was relatively rare with only a 14% incidence of a town centre being at or over parking capacity in a half hour period. These occurrences were restricted to Galashiels, Kelso, Peebles and, to a much lesser extent, Selkirk. It should also be noted that this was only in relation to on-street parking and there

was likely to have been spare capacity in nearby off-street car parks. No on-street capacity issues were found in Eyemouth, Lauder, Melrose or West Linton, while Hawick, Duns, Innerleithen and Jedburgh tended to fall between these two extremes in terms of how busy they were.

- 4.7 In general there appears to be a better observance of no-waiting restrictions than is generally perceived. There are, however, specific areas in most towns where there is greater misuse, as well as evidence of some parking on both single and double yellow lines being for prolonged periods of the day. There was also observation of low levels of misuse of disabled bays, bus stops, dropped kerbs and zig-zag markings at some locations.
- 4.8 Turn-over levels and length of stay is very positive with a significant majority of vehicles in all towns being in place for an hour or less. This in turn resulted in a good turn-over of vehicles at most locations. This is the most important measure of a successful parking regime and is noteworthy in demonstrating that there is no widespread or significant issue with parking in town centres.
- 4.9 A similar on-street parking survey was undertaken in Peebles in May 2013, prior to the withdrawal of traffic wardens. The two Peebles surveys are not directly comparable for a number of reasons, but some broad comparators can be drawn. Length of stay was broadly similar, particularly in terms of the percentage of vehicles staying three hours or more. Overall capacity levels were also similar, particularly at the upper end of the range. Illegal parking on double yellow lines was observed to be at similar levels in both surveys. This supports the view that the withdrawal of traffic warden has led to no significant change in behaviour.

5 OTHER RESEARCH : SCOTTISH BORDERS HOUSEHOLD SURVEY & TOWN CENTRE FOOTFALL SURVEY

- 5.1 In addition to the primary research conducted recently, officers have looked at two key sources of information, namely the Scottish Borders Household Survey (biennial, last undertaken in 2015) and SBC's Town Centre Footfall Survey, undertaken each year by the Forward Planning team within Regulatory Services every year in nine main towns.
- 5.2 Questions 1 and 20 within the 2015 Scottish Borders Household Survey directly related to people's perception of parking problems.
- 5.3 In question 1 of the 2015 survey, people were asked to think about their neighbourhood and how they would rate it as a place to live. They were then given 22 reasons (both positive and negative) to indicate on what they based their response. Reassuringly, the overall response to this question was very positive with most aspects ranked as fairly or very good. "Problems with parking" was identified as fairly or very poor by only 4.6% of respondents. This was the equal lowest of the fourteen "negative reasons" listed.
- 5.4 Somewhat contrary to this when asked, in question 20, about neighbourhood problems in general (and given a list to choose from) the most common problem identified was parking with 42.5%. This, however, must be treated with a significant caveat in that responders were not asked

specifically about town centre parking and could equally have been referring to the difficulty in finding residential parking near their homes.

- 5.5 Of more significance perhaps, albeit with the same caveat as above, is the comparison across the last three Household Surveys:

Perception that parking problems are not common in the local area			
	2010	2013	2015
Berwickshire	58%	68%	60%
Cheviot	61%	66%	57%
Eildon	60%	59%	52%
Teviot & Liddesdale	58%	61%	51%
Tweeddale	55%	57%	51%

From this it would appear clear that, although the majority of people still do not see parking problems in general as common, the perception of parking problems has heightened over the period of the last three household surveys.

It should also be noted that in each set of returns that, over and above the figures displayed in the table, there was a small percentage (typically about 5 %) who answered "Don't Know" to this question.

- 5.6 The Council also carries out an annual footfall survey in nine town centres across the Scottish Borders. A graph of the annual findings from those surveys for the period 2007 to 2015 is reproduced as Appendix C. The pattern changes from town to town with some showing year on year declines but others maintaining or even increasing footfall levels. The average footfall across the surveyed settlements actually increased by 13% last year (compared to a 2% increase nationally), but the long-term trend continues to be a downward one.
- 5.7 There are several factors, not least underlying economic trends; out of town development; and the weather at the time of the survey, that can impact on the results so it is difficult to draw firm conclusions from the findings. There is, however, nothing to suggest that the withdrawal of traffic wardens (which occurred prior to the 2014 results) has impacted detrimentally on the established footfall trends across the various towns.
- 5.8 As part of the consultation on the Council's Local Access and Transport Strategy consultees were asked "Have you noticed a difference in parking behaviour since the removal of traffic wardens". The response levels to this were very low but 8 said they had while 2 disagreed.

6 DECRIMINALISED PARKING ENFORCEMENT

- 6.1 The Member/Officer Group has concluded that, purely in operational terms and not considering cost implications, the best way forward for the Council would be to apply for the introduction of DPE. Decriminalised Parking Enforcement (DPE) is a regime which enables a local authority to administer its own parking penalties, including the issuing of Penalty Charge Notices (PCNs). In areas with DPE, stationary traffic offences cease to be criminal offences enforced by the Police and instead become civil

penalties enforced by the local authority.

- 6.2 A local authority may apply to Scottish Ministers to introduce Decriminalised Parking Enforcement (DPE) in their area. This process allows a Council to undertake the management and enforcement of on-street parking. It is, however, a protracted legal process with significant set-up and running costs associated with it.
- 6.3 DPE can only be introduced on an authority wide basis. There is no mechanism for pilot studies or permanent schemes on a reduced area or town by town basis. It is, however, entirely up to individual local authorities how it applies its resources once DPE is introduced. For clarity, the Council would be responsible for parking control over the wider Council area but could choose to concentrate on certain towns or areas within that area.
- 6.4 A comprehensive business case and application to Scottish Ministers is required. A key component of the business case is that a scheme must be financially sustainable. The preparation of a business case and the application to Scottish Ministers is a complex and specialist task that is likely to require the appointment of external consultants to undertake it. An important aspect of the process is the thorough examination and checking of existing Traffic Regulation Orders (TROs) and their application on the ground. This latter activity would be particularly onerous for the council given the historic nature of many of its TROs.
- 6.5 Once DPE has been introduced in an authority it is deemed unlikely that Police Scotland would consider accepting the return of any enforcement duties in the future given their own financial and resource constraints. As such any decision to implement DPE is unlikely to be reversible. Consequently the decision to implement DPE or not is particularly significant.

7 ALTERNATIVE MECHANISMS FOR TRAFFIC MANAGEMENT IN TOWN CENTRES

- 7.1 The Police and Fire Reform (Scotland) Act 2012 provides the Council with the mechanism to require the police to address parking enforcement as part of the local policing plan through section 45 (3) of the Act, which states "a local authority may specify policing measures that it wishes the local commander to include in a local policing plan". The Council is also afforded the opportunity to request performance information on parking enforcement through section 45(5)(a) of the Act which states "A local commander must provide to the local authority such reports on the carrying out of police functions in its area (including by reference to any local policing plan in force for the area)".
- 7.2 For clarity, this course of action could go considerably beyond the current process where Police Scotland have undertaken sporadic checking and enforcement in certain towns. In relation to the current enforcement regime, Police Scotland advises that in the six month period from 1 April to the end of September 2016 they issued a total of 312 penalty charges. These were primarily in relation to single and double yellow line offences and ranged across the Scottish Borders, but particularly in the towns of Galashiels, Hawick, Kelso and Peebles.

- 7.3 The local Police Commander can be held to account for the action suggested in 7.1 through the Police, Fire and Rescue and Safer Communities Board. Informal discussions with Police Scotland at a senior level suggest that they would be open to proceeding on this basis.
- 7.4 A recent Police Scotland statement indicates that they..." recognise the concerns of communities around dangerous or inconsiderate parking and continue to respond to concerns about dangerous parking as part of our commitment to our shared road safety priority. Through local engagement we additionally work towards educating around inconsiderate parking where our resources allow."
- 7.5 The introduction of disc parking in the Scottish Borders was one of the recommendations of the Member/Officer Working Group should DPE be pursued. This disc system could, however, also be introduced as part of the proposal for utilising the Police and Fire Reform (Scotland) Act 2012. Essentially it would allow police officers to know how long a vehicle had been in position when they first attend a location with restrictions in place, rather than assume it had recently arrived, and have to recheck following the allowed time period.

8 CONCLUSION

- 8.1 In arriving at these conclusions, proportionality, resource availability and value for money have been fundamental considerations by officers. While there are undoubtedly some issues in certain locations, it should be noted that average occupancy and turn-over were actually significantly better than anticipated.
- 8.2 In the current economic climate, and during a period of significant transformational change within the authority, any application for DPE would present a significant risk to the Council. Officers have concluded that to implement DPE would be disproportionate (given the survey results), resource intensive and demonstrate poor value for money at this time. As such, Officers can not recommend implementation of this course of action while viable alternatives exist which would potentially address the limited number of 'hot spot' areas.
- 8.3 It is apparent from the extensive surveys undertaken that some sporadic traffic management issues or hot spot areas exist in the larger towns in the Scottish Borders. Equally however, it would appear (from both the survey and other available information such as the household survey) that the issues are not as widespread or acute as is sometimes perceived and there is not what could be described as a major problem at this point in time.
- 8.4 Comparisons with previous similar surveys carried out in Peebles, combined with the annual footfall surveys, would appear to confirm that any traffic management issues identified were, to a large extent, equally prevalent when traffic wardens were operating and therefore are not entirely a result of their withdrawal.

- 8.5 As a first step in trying to address traffic management issues, it is recommended that the Council takes advantage of the powers contained within the Police and Fire Reform (Scotland) Act 2012 to request a much more robust enforcement regime.
- 8.6 Such a recommendation would not prevent the Council from reconsidering its future position on Decriminalised Parking Enforcement should current challenges not be addressed and traffic management becomes a more significant problem in future years. In the event that there is any further deterioration in the issues identified (and particularly should this occur in Galashiels, Peebles or Kelso) it is recommended that at that time, as an initial first stage, a Feasibility Study is commissioned in order to obtain an independent assessment on whether the full enactment of DPE would be the most appropriate and cost effective method of implementing a robust parking regime, which would include public consultation, as outlined in section 9.
- 8.7 It is also recommended that further exploration of the potential introduction of parking discs, in order to assist Police Scotland in the process of enforcement should be considered. While such a regime may, in itself, engender greater compliance of existing restrictions it is unlikely however to prevent illegal or inconsiderate parking out-with these areas where they exist within the town centres, i.e. double yellow lines, as noted previously in paragraph 4.7.

9 PROPOSED CONSULTATIONS

- 9.1 It was agreed at the Council meeting held on 29 June 2016 that should the Council decide to support DPE then a full public consultation will need to be carried out, and that proposed details on this consultation should be presented to the Council in September 2016.
- 9.2 Should Council agree to seek public opinion on introducing DPE and to allow the public to make as informed a decision as possible, on what is a complex issue, a clear statement would need to be provided that explains what DPE is, what it will mean for the public and what will be the estimated costs to the Council. It is suggested that a one-question consultation be undertaken, the question being, "Do you support Decriminalised Parking Enforcement (DPE) in the Scottish Borders?" Response options would be yes, no or don't know.
- 9.3 Due to the large number of people potentially affected by the nature of the proposal it is important that the consultation is visible and widely accessible. It is therefore proposed that, in order to engage as many people as possible, staff would canvas public opinion at a number of public spaces across the Borders on a face to face basis during the consultation period. The consultation would also be available in both paper and electronic formats.
- 9.4 If a consultation went ahead, a detailed communications plan would be undertaken with advice from the Communications and Marketing Team and would use :
- Local media
 - SBC's social media channels and website

- Intranet sites (SBC and partners where possible)
- Community newsletters
- External and internal council publications
- Council Contact Centre plasma Screens
- Partner organisations
- Community groups, including community councils and chamber of trades
- Third sector
- Appropriate trade organisations

9.5 If public consultation was to be undertaken it is imperative that the results be carefully considered and that it can be clearly demonstrated how public opinion has contributed to the decision making process.

10 IMPLICATIONS

10.1 Financial

- (a) Initial set-up costs of £220,500 have been identified for DPE as detailed in previous reports. It should be noted that £60,000 of this is required to introduce a map based Traffic Regulation Order system and while this is something that the Council may be required to implement in the future, it is not currently scheduled in any ICT programme. It should also be noted however that no optimism bias has been included in arriving at the figure above and consequently it is an initial estimate and not a figure that could be used as anything more than 'indicative'.
- (b) It is estimated that a DPE scheme would run at an initial operating loss of £15,390 per annum. An option for funding this would be to run it in conjunction with the existing off-street Pay & Display regime. The average surplus for the current off-street regime is £36,163 per annum (calculated over a six year period) with Galashiels providing the majority of this surplus. It should also be noted that for the introduction of DPE to be successful in addressing traffic management issues there needs to be a direct drop off in non-compliance. As this directly equates to reduced income from parking charges the projected deficit for the Council increases. Essentially the more effective DPE is in addressing traffic management issues the less viable it becomes financially.
- (c) There is currently no provision in the 2016/17 Financial Plan for any of the expenditure previously described. Provision of this service would require an ongoing and continual year on year subsidy from the Council and would require reductions in other service budgets in order to fund this additional expenditure at a time when resources are continuing to diminish.

10.2 Risk and Mitigations

- (a) There is a risk that the proposed measures, including a full DPE implementation, do not fully address the issues and concerns that have been raised. This could be partially mitigated through close liaison with Police Scotland and monitoring of the effect that the changes make.

- (b) There is a risk that any disc based parking system, if implemented, could prove to be unpopular with residents and visitors causing reputational damage to the authority. This could be partially mitigated through careful planning and a comprehensive explanation of the reasons and wider benefits for such a move utilising available social media options as appropriate.

10.3 Equalities

An Equalities Impact Assessment has been carried out on this proposal and it is anticipated that there are no adverse equality implications.

10.4 Acting Sustainably

There are no significant impacts on the economy, community or environment arising from the proposals contained in this report.

10.5 Carbon Management

It is not anticipated that the Council's carbon emissions will be effected by the Council's decision in regard to this report.

10.6 Rural Proofing

It is anticipated there will be no adverse impact on the rural area from the proposals contained in this report.

10.7 Changes to Scheme of Administration or Scheme of Delegation

If the Council decides to proceed down the route for introducing DPE it is likely that some amendments will be required to the Scheme of Administration and Scheme of Delegation

11 CONSULTATION

- 11.1 The Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Chief Officer Audit and Risk, the Chief Officer HR, and the Clerk to the Council have been consulted and comments received incorporated in the report.

Approved by

David Girdler
Chief Roads Officer

Signature

Author(s)

Name	Designation and Contact Number
Brian Young	Network Manager 01835 825178

Background Papers: None

Previous Minute Reference: Scottish Borders Council, 29 June 2016

Note – You can get this document on tape, in Braille, large print and various computer formats by contacting the address below. Jacqueline Whitelaw can also give information on other language translations as well as providing additional copies.

Contact us at Jacqueline Whitelaw, Place, Scottish Borders Council, Council
Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 825431, Fax 01835
825071, email eitranslationrequest@scotborders.gov.uk.

This page is intentionally left blank

TOWN - DUNS

Survey Day:	Monday	Tuesday	Wednesday
Survey Date:	15 August 2016	16 August 2016	17 August 2016
<p><u>Length of Stay:</u> Some 80% of drivers were parking on-street for less than an hour. Less than 5% of drivers stayed for 3 or more hours and of those a total of 19, across the three days, were in place throughout the survey period.</p> <p>Some 85% of drivers were parking off-street in the Showground for less than an hour. Less than 4% of drivers stayed for 3 or more hours and of those a total of 4, across the three days, were in place throughout the survey period.</p>			
<p><u>Occupancy Levels:</u> Occupancy levels were always at manageable levels. On-street occupancy levels ranging from 40% to 80% of capacity over the 3 survey days. The Showground showed occupancy levels ranging from 30% to 80% of capacity on the Monday, 50% to 90% of capacity on the Tuesday and 60% to 90% of capacity on the Wednesday.</p>			
<p><u>Turnover Levels:</u> Turn-over in terms of the number of vehicles occupying individual on-street spaces over the course of a day was generally high. Turn-over in the Showground was medium to high with spaces showing slightly less average usage than those on-street.</p>			
<u>Stress Levels:</u>			
	Day 1	Day 2	Day 3
Overall Capacity Range			
On street	50% - 86%	44% - 82%	39% - 80%
Car park areas	30% - 80%	50% - 90%	60% - 90%
<p><u>Busier Streets:</u> Market Square and Showground</p>			
<p><u>Quieter Streets:</u> Castle Street, Easter Street and South Street</p>			

Arrivals v Departures:				
Vehicles in place at 09:00		Day 1	Day 2	Day 3
	On-street	31	29	22
	Off-street	10	11	14
Vehicles in place at 17:00		Day 1	Day 2	Day 3
	On-street	29	25	25
	Off-street	14	16	12
Total vehicle Turn over on-street		241	292	297
Total vehicle Turn over off-street		107	106	129
<u>On-street</u>				
Within the half hour periods in between, arrivals and departures tended to balance each other out. There was some fluctuation in movements throughout the day ranging from 5 to 31 in terms of arrivals per period and 9 to 27 for departures. There was a tendency for movements to peak slightly over the lunch period.				
<u>Off-street</u>				
Within the half hour periods in between, arrivals and departures tended to balance each other out. There was some fluctuation in movements throughout the day ranging from 2 to 14 in terms of arrivals per period and 2 to 11 for departures.				
Observations on Restricted Parking:				
On-street observations over the 3 days suggest that while there was occasional short term parking on syl but dyl were much better observed. The situation was exacerbated over the survey period by 3 highway maintenance vans that parked for long periods on the sections of syl in South Street.				
<u>Off-street</u>				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Market Square			
	South Street			
	Easter Street	0,0	0,0	0,0
	Castle Street			
SYL	Market Square	0,0	8,2	3,4
	South Street	3,0,1,1	0,0,1,3	2,0,5,2
	Easter Street	0	0	0
	Castle Street			
Other Observations:				
There was also evidence of occasional short term parking in bus bays and at an I-bar marking (not enforceable). The taxi bay appears to be well respected by other vehicles.				

TOWN - EYEMOUTH

Survey Day:	Thursday	Friday	Saturday
Survey Date:	04 August 2016	05 August 2016	06 August 2016
<p><u>Length of Stay:</u> Some 67% of drivers were parking on-street for less than an hour. Some 16% of drivers stayed for 3 or more hours and of those, a total of 52 (5%) across the three days were in place throughout the daily survey period.</p>			
<p><u>Occupancy Levels:</u> Occupancy levels varied between 43% and 67% with generally 55% occupancy throughout the core of the survey days. Occupancy levels were lower on Saturday ranging from 43%-65%.</p>			
<p><u>Turnover Levels:</u> Turnover in terms of the number of vehicles occupying individual spaces over the course of a day was mixed. The best results were in the High Street and Market Place where length- of-stay restrictions exist. Home Place also has length- of-stay restrictions but showed a lower turnover of vehicles.</p>			
<p><u>Stress Levels:</u></p>			
Overall Capacity Range	Day 1 50% - 67%	Day 2 46% - 65%	Day 3 43% - 65%
<p><u>Busier Streets:</u> There was a consistently high level of occupancy in Market Place with little spare capacity, seldom below 85% and often at 100%. High Street also had a high turnover but occupancy levels were lower with maximum occupancy around 85%</p>			
<p><u>Quieter Streets:</u> Home Street and Church Street were quieter. Home Street was often used to capacity with Church Street peaking at around 50% capacity</p>			

Arrivals v Departures:				
Vehicles in place at 09:00		Day 1	Day 2	Day 3
		69	57	53
Vehicles in place at 17:00		Day 1	Day 2	Day 3
		68	62	64
Total vehicle Turn over		318	344	324
Arrivals and departures tend to balance throughout the day during all days with weekday lunchtimes showing a higher number of departures than arrivals. Saturday's figures were more evenly spread at lunchtime. Arrivals and departures were around 10-25 per half hour with least on Thursday.				
Observations on Restricted Parking:				
In High Street the narrow sections appear to be self-regulating. Most areas with DYL were also reasonably well observed with mainly low levels of non-compliance. There was however some incidences of vehicles illegally parking for much longer periods than permitted in Home Street but particularly in Market Place area opposite Royal Bank of Scotland.				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Albert Road	0,3,2,0,0,0,1,0,1	0,8,1,0,0,0,1,0,0	0,2,3,0,0,1,1,0,0
	Home Street	0,0,0	0,4,0	2,2,0
	Church Street	0,0	0,2	0,2
	High Street	0,0,0,0,1,0,0,21	0,0,0,0,0,0,0,21	0,0,0,0,0,0,0,24
	Market Place	0,0,1,1	0,0,0,0	1,2,0,0
SYL	Home Street	0	2	0
Other Observations:				
67 vehicles were observed parking on double yellow lines in the High Street. Of these, 52 stayed for up to 30 minutes, 12 up to 1 hour, 1 for up to 2 hours, 1 for up to 2.5 hours and 1 for up to 3 hours. Of the 67 observations, all but one was in the Market Place area opposite the Royal Bank of Scotland.				

TOWN - Galashiels

Survey Day:	Monday	Tuesday	Wednesday
Survey Date:	15 August	16 August	17 August
<p><u>Length of Stay:</u> There was general compliance on all days to the 1 hour restriction with the majority of vehicles staying moving on within the 1 hour limit in Bank Street and some parts of High Street and Channel Street but a number of vehicles were seen staying for 6 or more hours in High Street near Bridge Street and in Channel Street at the lower end near cinema.</p>			
<p><u>Occupancy Levels:</u> Occupancy levels on all days are generally above the Parking Strategy Threshold Level of 85% with only short periods where this level is not exceeded viz. on Monday from 09:00-09:30 & 16:00-16:30, Tuesday from 10:30-11:00 & 15:00-15:30 and Wednesday from 15:00-16:00. There are areas of single yellow lines being used for short-term parking in High Street near Bridge Street, at Bank Street/High Street junction and in Channel Street at the lower end near cinema.</p>			
<p><u>Turnover Levels:</u> Monday's survey showed good turnover all through town on limited waiting but as above, this is less in High Street and lower end of Channel Street. Tuesday's survey showed a lower level of turnover especially at south-east end of High Street Wednesday's survey results were similar to Tuesday's</p>			
<p><u>Stress Levels:</u> This emphasises the situation of long-stay and over-capacity in the High Street area.</p>			
Overall Capacity Range	Day 1 75% - 100%	Day 2 77% - 101%	Day 3 81% - 104%
<p><u>Busier Streets:</u> Yellow line restrictions as well as length-of-stay restrictions on High Street and Channel Street widely abused. High Street varied from 93% - 160% occupancy and Channel Street 113% - 165%</p>			
<p><u>Quieter Streets:</u> Bank Street would seem to be "quieter" but with more parking bays and a much higher turnover, was also busy but never over capacity reaching around 97 % maximum capacity. There was generally around 85% occupancy in Bank Street.</p>			

Arrivals v Departures:				
Vehicles in place at 09:00	Day 1	Day 2	Day 3	
	57	67	66	
Vehicles in place at 17:00	Day 1	Day 2	Day 3	
	62	70	64	
Total vehicle Turn over	520	536	526	
<p>Over the half hour periods arrivals and departures were fairly consistent with morning arrivals just more than departures with increased movements tending to occur during lunchtime and a balance of arrivals and departures during the afternoon. The ranges of arrivals and departures were 18-45 and 15-45 respectively.</p>				
Observations on Restricted Parking:				
<p>There are areas of single yellow lines being used for short-term parking in High Street near Bridge Street, at Bank Street/High Street junction and in Channel Street at the lower end near cinema. A number of vehicles were observed staying for 6 or more hours in High Street near Bridge Street and in Channel Street at the lower end near the cinema.</p>				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Bank Street	2,1,1,0,0	1,0,3,0,2	0,0,4,0,3,0
	High Street	6,2,0,1,3,1,0,0,1, 0,0,2,0,0,0	3,1,0,0,0,0,0,0,0 0,0,0,0,0,0	2,2,0,1,0,0,0,0,0, 0,0,2,1, 0,0,1
	Channel Street	0,0,0,1,1,1	0,0,0,1,0,0	0,0,2,2,0,0
SYL	High Street	14	17	11
	Channel Street	10,13	17,14	12,11
Other Observations:				
<p>Channel Street and High Street were generally operating at or near capacity during all survey days. Bank Street had some spare capacity most of the time during the surveys. There was low turnover of vehicles in High Street, medium turnover in Channel Street and the highest turnover was in Bank Street.</p>				

TOWN - Hawick

Survey Day:	Thursday	Friday	Saturday								
Survey Date:	11 August 2016	12 August 2016	13 August 2016								
<p><u>Length of Stay:</u> Generally, this was very positive with a significant majority (85%) of vehicles only staying for under an hour at a time. Where there were exceptions to this it tended to be for much longer periods, often the whole 8 hour survey period.</p>											
<p><u>Occupancy Levels:</u> In overall terms the central area was at times close to, but always below capacity.</p>											
<p><u>Turnover Levels:</u> This was mixed across the area with poor turn over in O'Connell Street, but reasonable to good turn over in most of the High Street and the north side of Bourtree Place.</p>											
<p><u>Stress Levels:</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 35%;"></th> <th style="width: 20%; text-align: center;">Day 1</th> <th style="width: 20%; text-align: center;">Day 2</th> <th style="width: 25%; text-align: center;">Day 3</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Overall Capacity Range</td> <td style="text-align: center;">84% - 98%</td> <td style="text-align: center;">76% - 95%</td> <td style="text-align: center;">58% - 93%</td> </tr> </tbody> </table>					Day 1	Day 2	Day 3	Overall Capacity Range	84% - 98%	76% - 95%	58% - 93%
	Day 1	Day 2	Day 3								
Overall Capacity Range	84% - 98%	76% - 95%	58% - 93%								
<p><u>Busier Streets:</u> O' Connell Street was by far the busiest street in capacity terms with its legal parking fully occupied and parking on syl and dyl on occasions taking it to 300% capacity. High Street was typically between 80% and 90% of capacity on the weekdays and somewhat less on the Saturday.</p>											
<p><u>Quieter Streets:</u> Bourtree Place was quieter by comparison but only in the afternoon when it would typically range from 50% to 80%. In the morning and between 1600 and 1700 it was more normally between 90% and full capacity.</p>											

Arrivals v Departures:

Vehicles in place at 09:00	Day 1	Day 2	Day 3
	94	77	79
Vehicles in place at 17:00	Day 1	Day 2	Day 3
	87	83	59
Total vehicle turnover	750	765	677

Over the half hour periods in between arrivals and departures were fairly consistent and tended to roughly match each other. The ranges being 26 to 62 and 28 to 61 respectively. The higher movements tending to occur just after lunch and over the final hour.

Observations on Restricted Parking:

There were a number of observations of parking on double yellow lines but in the main most restricted sections were well observed. A marked exception to this was a 26 metre length on High Street where there was much more regular abuse.

Despite the fact that they have the same meaning in law during the time periods of the survey there was a marked difference in the approach to parking on syl as opposed to dyl. Parking on syl was more commonplace at 3 of the 5 lengths in the survey area.

With the occasional exception those observed as parking on either a dyl or a syl were gone by the time of the next recording circuit (i.e. within the half hour).

Restriction	Street	Day 1	Day 2	Day 3
DYL	High Street	0,1,8,0,3,0,3,2,0,0,29	0,2,5,0,1,2,2,1,0,0,32	0,0,3,1,0,0,3,1,1,0,0,40
	Bourtrees Place	0,0,0,4,0,0,1,1,1	0,1,0,7,0,0,1,1,0	0,0,0,6,1,2,0,0,0
	O'Connell Street	0,4,0	0,6,0	0,4,0
SYL	O'Connell Street	1,32,20,0	1,28,16,0	2,21,23,0
	High Street	18	18	18

Other Observations:

There was also observance of vehicles parked or waiting on zig-zag markings, keep clears and disabled bays when not entitled to do so. Again this tended to be for short periods.

TOWN - INNERLEITHEN

Survey Day:	Monday	Tuesday	Wednesday								
Survey Date:	8 August 2016	9 August 2016	10 August 2016								
<p><u>Length of Stay:</u> Over half (55%) of the vehicles observed during the surveys were only present for one half hour period, with a further 10 – 15% gone within two half hour periods. Between 17 and 23% of vehicles were in place for 3 or more hours and of those a total of 44 across the three days were in place throughout the whole survey day.</p>											
<p><u>Occupancy Levels:</u> Overall the streets were quite busy throughout most of the day but parking levels were always well within capacity levels.</p>											
<p><u>Turnover Levels:</u> Turn-over in terms of the number of vehicles occupying individual spaces over the course of a day was mixed. The best results were on the north side of High Street at the west end and on the south side of High Street at the east end. Some isolated areas of Chapel Street and Bond Street also showed up reasonably well in terms of vehicle turn-over.</p>											
<p><u>Stress Levels:</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;"></th> <th style="text-align: center;">Day 1</th> <th style="text-align: center;">Day 2</th> <th style="text-align: center;">Day 3</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Overall Capacity Range</td> <td style="text-align: center;">59% - 85%</td> <td style="text-align: center;">58% - 80%</td> <td style="text-align: center;">70% - 90%</td> </tr> </tbody> </table>					Day 1	Day 2	Day 3	Overall Capacity Range	59% - 85%	58% - 80%	70% - 90%
	Day 1	Day 2	Day 3								
Overall Capacity Range	59% - 85%	58% - 80%	70% - 90%								
<p><u>Busier Streets:</u> The small numbers of spaces at the bottom of Leithen Road were often all occupied and at times this area was above capacity due to an additional illegally parked vehicle. Chapel Street was another section that went over capacity, although again this was on a rare occasion and levels were more typically between 60% and 85%. High Street was marginally above capacity on one isolated occasion but more typically occupancy was between 60 and 85%</p>											
<p><u>Quieter Streets:</u> Bond Street was predominantly between 60% and 80% capacity during the survey period.</p>											

Arrivals v Departures:				
Vehicles in place at 09:00	Day 1	Day 2	Day 3	
	50	48	50	
Vehicles in place at 17:00	Day 1	Day 2	Day 3	
	42	45	57	
Total vehicle Turn over	246	224	271	
<p>Within the half hour periods in between arrivals and departures tended to balance each other out. They were also fairly consistent throughout the day ranging from 4 to 22 and 7 to 23 respectively with a slight drop off of activity at either end of the survey period.</p>				
Observations on Restricted Parking:				
<p>In general both dyl & syl appear to be fairly well observed with observations of mis-use at low levels. Two exceptions to this on syl were a 61 metre length on High Street and a 31 meter length on Chapel Street where there was more regular mis-use, albeit this was, in the main, over relatively short durations. There was however some incidences of vehicles illegally parking for much longer periods on one occasion for 4 hours (syl).</p>				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Chapel Street	0,0,0,2,1,0,1	1,0,0,1,0,0,0	0,0,1,2,0,0,1
	Bond Street	0,1,0	0,0,0	0,1,0
	High Street	0,0,0,0,0,0,0	0,0,1,0,0,1,0	0,1,0,1,0,0,0,0
	Leithen Road	0,0	0,0	1,0
SYL	Chapel Street	1,0,0,0,15	4,0,0,0,8	3,0,2,0,11
	Bond Street	0	0	0
	High Street	2,0,1,0,1,9,0,0	3,0,1,0,3,11,0,0	1,3,2,0,4,19,0,1
	Leithen Road			
Other Observations:				
<p>There was also evidence of occasional short-term parking, at dropped kerbs, bus stops and in disabled bays when not entitled to do so.</p>				

TOWN - JEDBURGH

Survey Day:	Thursday	Friday	Saturday								
Survey Date:	04 August 2016	05 August 2016	06 August 2016								
<p><u>Length of Stay:</u> Some 73% of drivers were parking on-street for less than an hour. Across the three survey days, less than 13% of drivers (128 no) stayed for 3 or more hours and of those, a total of 48 were in place throughout the daily survey period. There was a high level of overstaying the time limit of 45 minutes in all areas and especially in mid High Street, Canongate and Castlegate.</p>											
<p><u>Occupancy Levels:</u> Of the 3 survey days, Thursday and Saturday were quieter days whereas on Friday, occupancy levels were in the range of 73% - 94% with 11:00-11:30 and 13:30-14:00 the highest times. There were occasions in each day when overall occupancy was at a significantly high level in Exchange Street through a degree of illegal parking rather than a lack of actual spaces, but all of the other areas generally had parking places available.</p>											
<p><u>Turnover Levels:</u> Turn-over in terms of the number of vehicles occupying individual spaces over the course of a day was mixed. The best results were in the central and northern areas of the High Street where length-of-stay restrictions exist. Sections of Castlegate and Canongate as well as the southern area of High Street gave a poorer turnover than on other sections of those streets.</p>											
<p><u>Stress Levels:</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 15%; text-align: center;">Day 1</th> <th style="width: 15%; text-align: center;">Day 2</th> <th style="width: 15%; text-align: center;">Day 3</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Overall Capacity Range</td> <td style="text-align: center;">73% - 90%</td> <td style="text-align: center;">73% - 94%</td> <td style="text-align: center;">72% - 90%</td> </tr> </tbody> </table>					Day 1	Day 2	Day 3	Overall Capacity Range	73% - 90%	73% - 94%	72% - 90%
	Day 1	Day 2	Day 3								
Overall Capacity Range	73% - 90%	73% - 94%	72% - 90%								
<p><u>Busier Streets:</u> Exchange Street operated from 57% - 157% Lanton Place also operated at over-capacity and with a combined total of only 9 spaces the overspill was on DYL Market Place also tended to be busy ranging between 85% and 100% on Thursday and Friday but was quieter on Saturday with levels of occupancy from 71% - 85%</p>											
<p><u>Quieter Streets:</u> There was a consistent level of occupancy in the High Street, seldom below 75% but never reaching 100%. Abbey Place showed long-term parking in nose in bays with little turnover due to being unrestricted but was very rarely at capacity, especially on the Saturday</p>											

Arrivals v Departures:			
Vehicles in place at 09:00	Day 1	Day 2	Day 3
	59	59	58
Vehicles in place at 17:00	Day 1	Day 2	Day 3
	62	60	57
Total vehicle Turn over	376	381	300

Much less usage on Saturday. Within the half hour periods arrivals and departures tended to balance each other out. On Thursday and Friday, the range of arrivals and departures were between 15 and 30 and fluctuated throughout the day. On Saturday, the balance between arrivals and departures and fluctuation was similar but arrivals/departures dropped to around 15-25

Observations on Restricted Parking:

In general dyl appear to be fairly well observed with observations of mis-use at fairly low levels but with locations in Market Place, High Street and Abbey Place having more incidences recorded. As in some other towns syl (despite having the same restriction in law as dyl for the time period of the survey) suffered much greater abuse.

In the main parking on syl & dyl was for fairly short durations. There was however some incidences of vehicles illegally parking for much longer periods; on one occasion for 6.5 hours on a dyl.

Restriction	Street	Day 1	Day 2	Day 3
DYL	Lanton Road	0,3	1,3	0,1
	Exchange Street	2,0,2,0,0,2	2,0,3,0,0,0	3,0,1,0,0,0
	High Street	0,1,0,1,1,2,0	0,0,0,2,0,7,0	0,0,0,0,0,0,0
	Market Place	6,0,3,3,1	8,0,2,3,0	1,0,0,1,0
	Canongate	0,0,0,0,0	0,0,0,0,0	0,0,0,0,0
	Castlegate	1,0,1	0,0,1	0,0,1
	Abbey Place	1,0,4,1	0,1,0,1	0,0,0,0
	Abbey Bridge End	0,0,0,0	0,0,0,0	0,0,0,0
SYL	High Street	12	3	4

Other Observations:

Vehicle parking over a section of I-bar was also noted on occasion. This is not an aspect that is enforceable in law.

Exchange Street and Lanton Road were often operating at over capacity during Thursday and Friday but this occurred only once on Saturday.

TOWN – KELSO

Survey Day:	Monday	Tuesday	Wednesday																				
Survey Date:	8 August 2016	9 August 2016	10 August 2016																				
<p><u>Length of Stay:</u> In each of the days surveyed over 60% of drivers were parking on-street for less than half an hour. A further 19 to 20 % of drivers stayed for between half an hour and an hour. Some 5% of drivers stayed for 3 or more hours and of those a total of only 16 across the three days remained in place throughout the survey period. Average length of stay in the Market Square car park area ranged from 1.7 hours on day 1 to 2.3 hours on day 2. Average length of stay in the unrestricted Coal Market car park was markedly higher at 3.3 hours.</p>																							
<p><u>Occupancy Levels:</u> There were occasions in each day when overall occupancy was at a significantly high level. This was exacerbated however by a survey error in that the rear section of the taxi rank which is available for cars during the day was not assigned as available capacity. The high level was also driven at times by good use of loading bays and a degree of illegal parking (neither of which is assigned as capacity) rather than a complete lack of allocated spaces.</p>																							
<p><u>Turnover Levels:</u> Turn-over in terms of the number of vehicles occupying individual spaces over the course of a day was good with the majority of areas where parking was permitted displaying in the higher ranges of what would be expected. In the Market Square car park area turn-over was over 6 vehicles per space with a high of 13 and a low of 1 (i.e. vehicle never moved). In the Coal Market car park average duration of stay was 3.5 vehicles per space with a high of 9 and a low of 1 (i.e. vehicle never moved).</p>																							
<p><u>Stress Levels:</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 15%; text-align: center;">Day 1</th> <th style="width: 15%; text-align: center;">Day 2</th> <th style="width: 15%; text-align: center;">Day 3</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Overall Capacity Range</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">On Street</td> <td style="text-align: center;">69% - 114%</td> <td style="text-align: center;">77% - 123%</td> <td style="text-align: center;">62% - 122%</td> </tr> <tr> <td style="text-align: center;">Market Square Car Park Area</td> <td style="text-align: center;">80% - 102%</td> <td style="text-align: center;">76% - 102%</td> <td style="text-align: center;">70% - 100%</td> </tr> <tr> <td style="text-align: center;">Coal Market Car Park Area</td> <td style="text-align: center;">65% - 100%</td> <td style="text-align: center;">50% - 100%</td> <td style="text-align: center;">65% - 100%</td> </tr> </tbody> </table>					Day 1	Day 2	Day 3	Overall Capacity Range				On Street	69% - 114%	77% - 123%	62% - 122%	Market Square Car Park Area	80% - 102%	76% - 102%	70% - 100%	Coal Market Car Park Area	65% - 100%	50% - 100%	65% - 100%
	Day 1	Day 2	Day 3																				
Overall Capacity Range																							
On Street	69% - 114%	77% - 123%	62% - 122%																				
Market Square Car Park Area	80% - 102%	76% - 102%	70% - 100%																				
Coal Market Car Park Area	65% - 100%	50% - 100%	65% - 100%																				
<p><u>Busier Streets:</u> All the main areas had high occupancy rates; being at or near capacity from about 0930 onwards. Market Square car park operated at 90+% most of the day. Coal Market car park operated at 90% most of the day.</p>																							
<p><u>Quieter Streets:</u> N/A</p>																							

Arrivals v Departures:				
Vehicles in place at 09:00	Day 1	Day 2	Day 3	
On Street	53	59	48	
Market Square Car Park Area	51	47	38	
Coal Market Car Park Area	18	12	18	
Vehicles in place at 17:00	Day 1	Day 2	Day 3	
On Street	60	89	79	
Market Square Car Park Area	46	41	45	
Coal Market Car Park Area	16	10	13	
Total vehicle Turn over				
On Street	617	657	631	
Market Square Car Park Area	363	289	352	
Coal Market Car Park Area	70	76	81	
On Street areas				
Within the half hour periods in between, arrivals and departures tended to balance each other out. They were also reasonably consistent throughout the day ranging from 28 to 59 and 21 to 54 respectively but there tended to be slight peaks in turn-over late morning and mid-afternoon.				
Market Square Car Park				
Within the half hour periods in between, arrivals and departures tended to balance each other out. They were also reasonably consistent throughout the day ranging from 4 to 30 and 1 to 36 respectively but there tended to be slight peaks over the lunch period and mid-afternoon.				
Coal Market Car Park				
Within the half hour periods in between, arrivals and departures tended to balance each other out. They were also reasonably consistent throughout the day ranging from 1 to 9 and 1 to 12 respectively but there tended to be slight peaks late morning, over the lunch period and late afternoon as well as lower numbers first and last thing.				
Observations on Restricted Parking:				
In general syl and dyl were reasonably well observed in most locations. Notable exceptions to this however were at a section of double yellows near the bookmakers in Woodmarket and a section of single yellows outside the cash dispenser in Bridge Street and to a lesser extent a section of single yellows near the Post Office in Horsemarket. In the main this illegal parking was for short periods and vehicles were not observed in successive walk pasts. Again however there were exceptions with some vehicles observed as being in place for several hours.				
It should also be noted that not all incidences of parking on syl and dyl is illegal as blue badge holders have dispensation to park there when there is no accompanying loading prohibition.				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Horsemarket	4,0,0	0,0,0	1,0,0
	Woodmarket	1,0,7,0	0,0,11,0	0,0,3,0
	Bridge Street			
	Shedden Park Road			
SYL	Horsemarket	3,0,0,0,0,2,1,1,2	18,0,1,0,0,2,1,1,0	19,4,2,0,0,1,1,0,3
	Woodmarket	1,0	0,0	2,0
	Bridge Street	0,1,20	1,0,20	0,0,18
	Shedden Park Road	0,0	0,0	0,
Other Observations:				
There was evidence of short-term parking in the bus stop in Woodmarket.				
Disabled bays were well used, with only occasional abuse by non-blue badge holders.				
The electric car charging point was reasonably well used (typically 4 uses per survey day)				

TOWN - LAUDER

Survey Day:	Thursday	Friday	Saturday								
Survey Date:	18 August 2016	19 August 2016	20 August 2016								
<p><u>Length of Stay:</u> this was varied with a lot of short term parking but also a number of vehicles being in place for long periods or the entire survey time. Typically between 35 & 40% of vehicles were parked for only one half hour period with a further up to 20% being parked for two such periods. This is actually less than in most other towns but this can be attributed to the lack of limited waiting restrictions. Similarly the percentage of vehicles staying 3 hours or more was higher than in other towns at 25% on weekdays and 33% on the Saturday. Between 29 and 49 vehicles each day were observed as being place for the full survey period.</p>											
<p><u>Occupancy Levels:</u> Throughout the survey overall occupancy was well within capacity for the available parking.</p>											
<p><u>Turnover Levels:</u> Turn-over of parking was reasonable in the central area of the High Street with typically 3 to 6 vehicles using each space over the survey period. At all other locations the turn-over was much poorer.</p>											
<p><u>Stress Levels:</u></p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th></th> <th style="text-align: center;">Day 1</th> <th style="text-align: center;">Day 2</th> <th style="text-align: center;">Day 3</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Overall Capacity Range</td> <td style="text-align: center;">40% - 53%</td> <td style="text-align: center;">48% -56%</td> <td style="text-align: center;">47% - 60%</td> </tr> </tbody> </table>					Day 1	Day 2	Day 3	Overall Capacity Range	40% - 53%	48% -56%	47% - 60%
	Day 1	Day 2	Day 3								
Overall Capacity Range	40% - 53%	48% -56%	47% - 60%								
<p><u>Busier Streets:</u> East High Street was consistently above capacity through illegal parking, but only made up a small percentage of the survey area. The Avenue was consistently well occupied and on occasion at, or above, capacity.</p>											
<p><u>Quieter Streets:</u> Market Place typically between 35% and 60% capacity There was always significant spare capacity on West High Street</p>											

Arrivals v Departures:			
Vehicles in place at 09:00	Day 1	Day 2	Day 3
	88	101	110
Vehicles in place at 17:00	Day 1	Day 2	Day 3
	89	93	88
Total vehicle Turn over	344	401	333
<p>Within the half hour periods in between arrivals and departures tended to balance out. There was a level of consistency over the day with between 11 & 32 arrivals and 7 & 26 departures respectively in any half hour. Typically there was slight peaks in movements each day over the extended lunch period and later afternoon.</p>			
Observations on Restricted Parking:			
N/A			
There are no single or double yellow line restrictions in Lauder town centre.			
Restriction	Street	Day 1	Day 2
DYL			
SYL			
Other Observations:			
<p>There were a number of observations of short-term parking at marked bus stops and, to a lesser extent, at Keep Clear markings or in front of dropped kerbs. Zig zags appeared to be much better observed with only one recorded observance of parking during the 3 days. Unfortunately that one errant driver being in place for 2.5 hours.</p>			

TOWN - MELROSE

Survey Day:	Monday	Tuesday	Wednesday
Survey Date:	15 August 2016	16 August 2016	17 August 2016
<p><u>Length of Stay:</u> Overall approximately 55% of vehicles only stayed for half an hour, with a further almost 20% leaving within the hour. There are however examples of all day parking with up to 3% doing this each day. The majority of this took place where such parking was permissible but there was the odd example of it where parking was restricted to a much lesser period.</p>			
<p><u>Occupancy Levels:</u> At no point in the survey period did occupancy exceed capacity for the overall area. On one or two half hour periods both Buccleuch Street and Market Place were shown to be marginally over capacity as the result of vehicles parking in areas that were undesignated for parking.</p>			
<p><u>Turnover Levels:</u> The turn-over is highest in the limited waiting areas on Market Square and High Street and to a lesser extent on Buccleuch Street and Abbey Street. Even in areas where there is no time period on parking there would appear, in the main, to be reasonably good turn-over of vehicles</p>			
<p><u>Stress Levels:</u> Overall there was always sufficient capacity in the town. The bulk of this capacity was on the west end of the High Street, but it was also rare for any of the other three streets to reach full capacity.</p>			
Overall Capacity Range	Day 1 47% - 71%	Day 2 50% - 84%	Day 3 52% - 72%
<p><u>Busier Streets:</u> Market Street, Abbey Street and Buccleuch Street all tended to be busy at most points in the day. In percentage terms Abbey Street often reached the high 90s and on one occasion was over capacity. Buccleuch Street performed very similarly, while Market Square was often quiet until 1000 before fluctuating typically between 70% and 100%.</p>			
<p><u>Quieter Streets:</u> High Street began most days in the mid- teens and would typically peak at 45% occupancy in mid - afternoon but did get as high as 64% on one occasion.</p>			

Arrivals v Departures:			
Vehicles in place at 09:00	Day 1	Day 2	Day 3
	72	85	79
Vehicles in place at 17:00	Day 1	Day 2	Day 3
	92	87	97
Total vehicle Turn over	601	626	631

Over the half hour periods in between arrivals and departures were fairly consistent and tended to balance each other out. There was slightly increased activity over the lunch time period and mid-afternoon on each day.

Observations on Restricted Parking:

In general the survey showed that dyl and syl were well observed in Melrose with the vast majority of lengths of restriction having no recorded parking on them. Where there were observations these tended to be for the minimum time period and often were noted as waiting as opposed to parked. There was however some exceptions including one example of a vehicle parked for 2 hours on a dyl in the High Street. It was also noted that what abuse did occur tended to be on the same lengths of restriction each day.

Restriction	Street	Day 1	Day 2	Day 3
DYL	High Street	0,0,0,0,0,0,0,0,5,0,0	0,0,0,0,0,0,0,0,1,0,0	1,0,0,0,0,0,0,0,2,0,0
	Market Square	0,0,0,0,0,0	0,0,0,0,0,0	3,0,0,0,0
	Abbey Street	5,1,0,0,2	9,0,0,0,0	5,0,0,0,1
	Bucclench Street	2,0,0,6,2,0,0,0,0,0	3,0,0,1,2,0,0,0,0,0,0	1,0,0,3,1,0,0,0,0,0,0
SYL	High Street	0	0	0

Other Observations:

In High Street and Market Square the bus stop markings and the Keep Clear were very well observed with no recordings of any mis-use at all over the 3 days. In Bucclench Street however there was regular occurrences of vehicles parking for short periods in the marked bus stop. More informal markings such as I-bar and dropped kerbs also tended to suffer greater mis-use.

TOWN - PEEBLES

Survey Day:	Thursday	Friday	Saturday
Survey Date:	18 August 2016	19 August 2016	20 August 2016
<u>Length of Stay:</u> There was a wide variance in the length of period vehicles were parked from the minimum half hour observation period through to occasional 5 to 7 hour, and even full 8 hour period parking. The majority of parkers however were in the shorter category periods with over 60% each day staying for the minimum half hour period and a further 15 to 20% staying for one hour. Between 5 and 7% of vehicles were observed as staying for 3 or more hours and of these the number staying all day was 5 or less each day.			
<u>Occupancy Levels:</u> Overall occupancy was at a high level with there never being more than 25% spaces unoccupied throughout the period of the survey. At times, particularly on the Saturday capacity levels were approaching, and even over 100%. That does not necessarily mean there was no available spaces at that time as areas such as taxi ranks, buses and double yellow lines are allocated zero capacity but often had vehicles in them counting towards the overall number of vehicles parked.			
<u>Turnover Levels:</u> Turn-over was generally good with the vast majority of spaces displaying the mid to high range levels of vehicles per space.			
<u>Stress Levels:</u>			
Overall Capacity Range	Day 1	Day 2	Day 3
	76% - 91%	79% - 111%	79% - 96%
<u>Busier Streets:</u> Eastgate was regularly over capacity as a result of illegal parking on double yellow lines and in bus stops. The situation was exacerbated by taxi parking as it was not assigned as parking capacity due to it being unavailable to private vehicles. High Street was busy throughout the day ranging from 70 % to 100%, but typically being in the low 80%.			
<u>Quieter Streets:</u> N/A			

Arrivals v Departures:				
Vehicles in place at 09:00		Day 1	Day 2	Day 3
		66	67	62
Vehicles in place at 17:00		Day 1	Day 2	Day 3
		66	81	62
Total vehicle Turn over		511	568	550
<p>Over the half hour periods in between the arrivals and departures tended to balance each other out and were fairly consistent ranging from 21 to 43 and 18 to 41 respectively; with slight peaks in movements tending to occur at lunch-time and mid-afternoon.</p>				
Observations on Restricted Parking:				
<p>Parking and waiting was observed at dyl but this was at a fairly low level and typically only for short periods at a time.</p>				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Eastgate	3,1,1,0,0,0	7,7,2,0,0,0	2,3,4,0,0,1
	High Street	0,5,1,3,3,1,3	0,4,2,3,2,2,7	1,4,3,3,2,0,4
SYL	Eastgate			
	High Street			
Other Observations:				
<p>Disabled bays appear to be well used and have a good turn-over.</p> <p>There was evidence of abuse of bus stops by other vehicles but this tended to be for short periods only.</p> <p>Taxi bays appear to be well observed by other users and relatively well utilised by the trade particularly later in the afternoon.</p>				

TOWN - SELKIRK

Survey Day:	Thursday	Friday	Saturday								
Survey Date:	11 August 2016	12 August 2016	13 August 2016								
<p><u>Length of Stay:</u> Some 80% of drivers were parking on-street for less than an hour. Less than 10% of drivers stayed for 3 or more hours and of those a total of 19 across the three days were in place throughout the survey period.</p>											
<p><u>Occupancy Levels:</u> There were occasions in each day when overall occupancy was at a significantly high level. This was often driven by the high degree of illegal parking rather than a lack of actual spaces,</p>											
<p><u>Turnover Levels:</u> Turn-over in terms of the number of vehicles occupying individual spaces over the course of a day was mixed. The best results were in the Market Place and the High Street where length of stay restrictions exist. Sections of Tower Street and The Valley gave mid-range results while there was a poor turn over on other sections of those streets.</p>											
<p><u>Stress Levels:</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 15%; text-align: center;">Day 1</th> <th style="width: 15%; text-align: center;">Day 2</th> <th style="width: 15%; text-align: center;">Day 3</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Overall Capacity Range</td> <td style="text-align: center;">51% - 103%</td> <td style="text-align: center;">51% - 86%</td> <td style="text-align: center;">64% - 94%</td> </tr> </tbody> </table>					Day 1	Day 2	Day 3	Overall Capacity Range	51% - 103%	51% - 86%	64% - 94%
	Day 1	Day 2	Day 3								
Overall Capacity Range	51% - 103%	51% - 86%	64% - 94%								
<p><u>Busier Streets:</u> There was a consistently high level of occupancy in the High Street, seldom below 80% and often at or significantly above 100%. This included one exceptional lunch time period when 27 vehicles were observed compared to the capacity figure of 15. Market Place also tended to be busy ranging between 58% and 95% but more typically being in the high 70% Tower Street ranged between 30% and 70 % most of the time but occasionally reached capacity.</p>											
<p><u>Quieter Streets:</u> The Valley ranged between 32% and 74% but more typically was in its mid-range.</p>											

Arrivals v Departures:				
Vehicles in place at 09:00	Day 1	Day 2	Day 3	
	32	67	48	
Vehicles in place at 17:00	Day 1	Day 2	Day 3	
	49	46	41	
Total vehicle Turn over	331	377	339	
<p>Within the half hour periods in between arrivals and departures tended to balance each other out. They were also fairly consistent throughout the day ranging from 10 to 39 and 10 to 36 respectively.</p>				
Observations on Restricted Parking:				
<p>In The Valley and Tower Street dyl appear to be fairly well observed with observations of mis-use at low levels. Some areas of Market Place and High Street were also reasonably well observed but at other locations there was consistent and regular abuse albeit this was, in the main, over relatively short durations. There was however some incidences of vehicles illegally parking for much longer periods on one occasion for 3 hours.</p>				
Restriction	Street	Day 1	Day 2	Day 3
DYL	The Valley	0,0,1	0,1,0	1,0,0
	Market Place	4,2,4,7,1	4,0,6,6,0	0,0,4,12,1
	High Street	1,0,10,23	0,0,8,29	0,0,9,17
	Tower Street	0,1,0,0,1	7,1,0,0,0	2,0,0,0,1
SYL	The Valley			
	Market Place			
	High Street	18	17	17
	Tower Street			
Other Observations:				
<p>There was also evidence of short to medium term parking on areas of zig zags, at dropped kerbs and in disabled bays when not entitled to do so.</p>				

TOWN – WEST LINTON

Survey Day:	Monday	Tuesday	Friday
Survey Date:	8 August 2016	9 August 2016	12 August 2016
<p><u>Length of Stay:</u></p> <p>Main Street Some 65 to 70% of drivers were parking on-street for less than an hour each day. A little over 20% of drivers stayed for 3 or more hours and of those a total of 46 were in place throughout the survey period on 1 of the 3 days.</p> <p>Raemartin Square There was some short term parking but average stays tended to be 4 to 5 hours</p>			
<p><u>Occupancy Levels:</u></p> <p>Occupancy levels on Main Street were always at very manageable levels. In Raemartin Square they were much higher ranging from 60% to 107% over the 3 days.</p>			
<p><u>Turnover Levels:</u></p> <p>This was not as good as in some towns, but as there are no limited waiting restrictions and no capacity issues , this is not particularly surprising.</p>			
<p><u>Stress Levels:</u></p>			
Overall Capacity Range	Day 1 34% - 53%	Day 2 31% - 41%	Day 3 34% - 43%
<p><u>Busier Streets:</u></p> <p>Raemartin Square was typically near to being, or fully, occupied at the start of the survey day and stayed at high levels most of the morning but dropped away slightly in mid-afternoon finishing the period at between 65% and 85% occupancy.</p>			
<p><u>Quieter Streets:</u></p> <p>Main Street was seldom above half its overall capacity ranging between 31% and 53% over the 3 survey days.</p>			

Arrivals v Departures:				
Vehicles in place at 09:00		Day 1	Day 2	Day 3
Main Street		42	37	36
Raemartin Square		13	11	13
Vehicles in place at 17:00		Day 1	Day 2	Day 3
Main Street		42	40	40
Raemartin Square		11	10	11
Total vehicle Turn over				
Main Street		169	169	169
Raemartin Square		34	34	28
Main Street				
Within the half hour periods in between, arrivals and departures tended to balance each other out. They were also fairly consistent throughout the day ranging from 10 to 39 and 4 to 17 respectively.				
Raemartin Square				
Within the half hour periods in between, arrivals and departures were infrequent and tended to balance each other out. They were also fairly consistent throughout the day ranging from 0 to 4 and 0 to 3 respectively.				
Observations on Restricted Parking:				
Observations on the ground suggest excellent compliance on dyl but a level of illegal parking on syl between the 0700 and 1000 regulated time.				
Restriction	Street	Day 1	Day 2	Day 3
DYL	Main Street	0,0,0,0,0,0	0,0,0,0,0,0	0,0,0,0,0,0
SYL	Main Street	2	1	2
Other Observations:				
There was also evidence of short to medium term parking on areas of I-bars (not enforceable).				

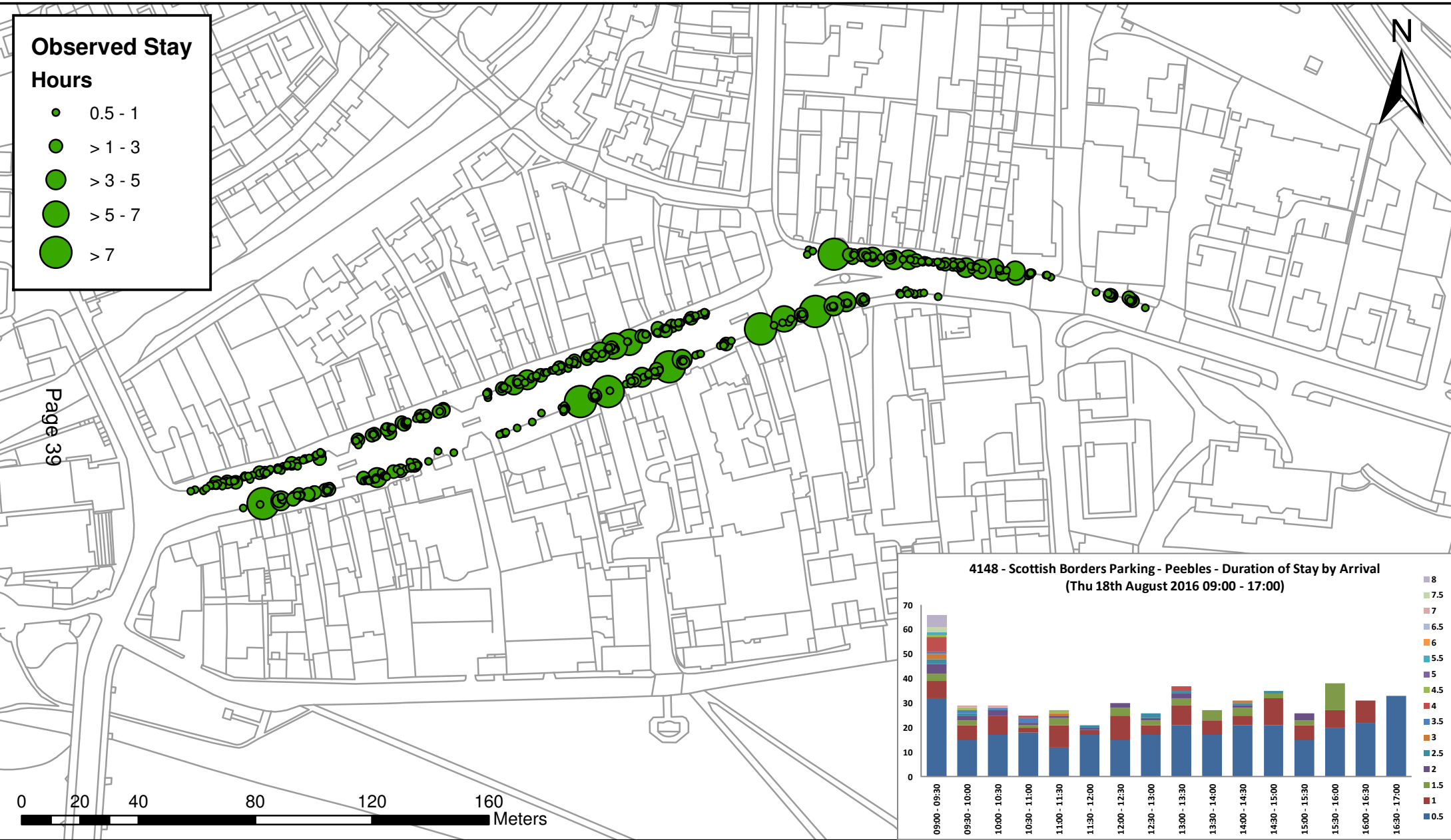
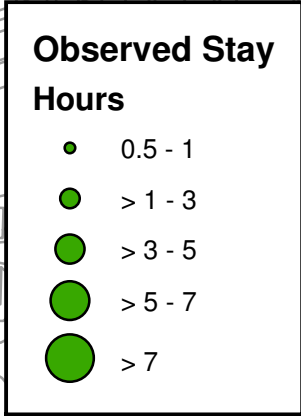
TOWN – PEEBLES 2013

Survey Day:	Saturday		Tuesday
Survey Date:	18 May 2013		21 May 2013
<u>Length of Stay:</u>			
<p>There was a wide variance in the length of period vehicles were parked from the minimum half hour observation period through to occasional 5 to 7 hour, and even on a rare occasion the full 9 hour parking period. The majority of parkers however were in the shorter category periods with 65% on the Tuesday and 82% on the Saturday staying for an hour or less. Some 9% of vehicles on a Tuesday and 5% on a Saturday were observed as staying for 3 or more hours and of these the number staying all day was 4 on the Tuesday (0900 – 1600) and 8 on the Saturday (0900 – 1700).</p>			
<u>Occupancy Levels:</u>			
<p>Overall occupancy was regularly at a high level. At times, particularly on the Saturday, capacity levels were approaching, and even at 100%. That does not necessarily mean there was no available spaces at that time as areas such as double yellow lines are allocated zero capacity but often had vehicles on them counting towards the overall number of vehicles parked.</p>			
<u>Turnover Levels:</u>			
<p>On a Tuesday turn-over was mixed with typically 2 to 4 cars observed per space over the survey period. The south side of Eastgate was the only area to show a better turn-over than this. Saturday figures were much better with both Eastgate and High Street showing turn-over in the mid to higher ranges and up to 10 vehicles per space per day at some locations.</p>			
<u>Stress Levels:</u>			
	Day 1		Day 2
Overall Capacity Range	80% - 100%		42% - 92%
<u>Busier Streets:</u>			
<u>Saturday</u>			
<p>High Street was regularly in the high 90% and over the lunch period when it was at or marginally over capacity as a result of illegal parking on double yellow lines. Eastgate was also busy throughout the day ranging from 81 % to 96%, but typically being in the low 80%.</p>			
<u>Tuesday</u>			
<p>After the 0900 to 0930 period when it was at 35% High Street was between 60% and the high 90s reaching capacity at one point in the afternoon.</p>			
<u>Quieter Streets:</u>			
<u>Tuesday</u>			
<p>Eastgate was between 56 % and 78% capacity on the Tuesday.</p>			

Arrivals v Departures:			
Vehicles in place at 09:00	Day 1		Day 2
	86		55
Vehicles in place at 17:00	Day 1		Day 2
	102		87
Total vehicle Turn over	820		453
<p>Over the half hour periods in between the arrivals and departures tended to balance each other each day. On the Tuesday the movements over each half hour were quite varied ranging from 5 to 60 arrivals and 6 to 59 departures; with distinct peaks in movements tending to occur over the lunch-time period, early and late afternoon. On the Saturday this was much more evenly balanced over the day with ranges of 33 – 58 and 32 – 62 respectively.</p>			
Observations on Restricted Parking:			
<p>Parking and waiting was observed at dyl but this was at a fairly low level, with one area of exception. On the Tuesday the periods of waiting observed ranged from 0.5 hrs to 2.5 hours with 1 hr to 1.5 hours being typical. On a Saturday those observed parked or waiting on a dyl were all gone within the half hour period.</p>			
Restriction	Street	Day 1	Day 2
DYL	Eastgate		
	High Street	6/0/4/2/2	4/2/0/0/14
SYL	Eastgate		
	High Street		
Other Observations:			
<p>Disabled bays appeared to be well used and have a good turn-over, but disappointingly there was as many parking in disabled bays that were not entitled to as those who were. On the Tuesday there were observances of illegal parking on zig zags.</p>			

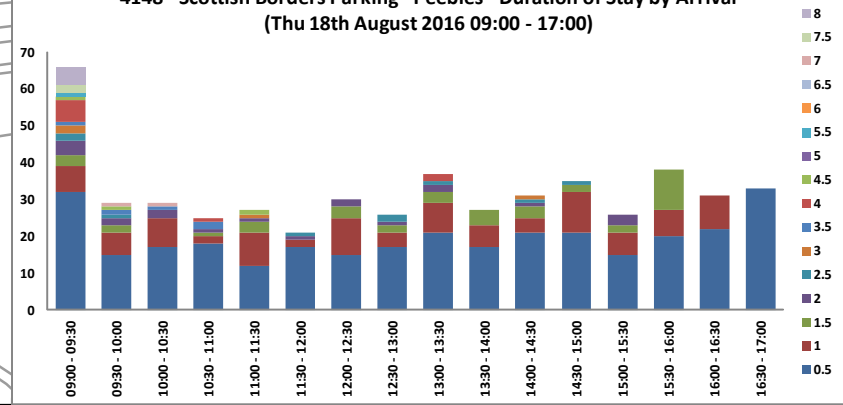
Scottish Borders Parking, Peebles - Thursday 18th August 2016 (09:00 - 17:00)

Duration of Stay



Page 39

4148 - Scottish Borders Parking - Peebles - Duration of Stay by Arrival
(Thu 18th August 2016 09:00 - 17:00)



Scottish Borders Parking, Peebles - Thursday 18th August 2016 (09:00 - 17:00)

Occupancy

Parking Locations

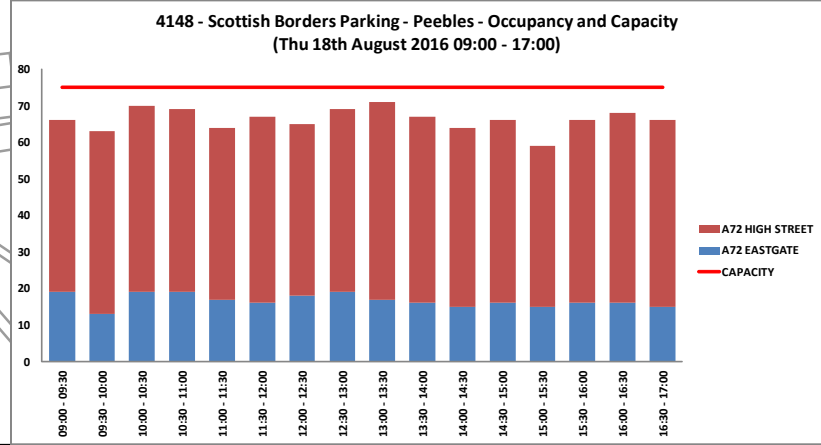
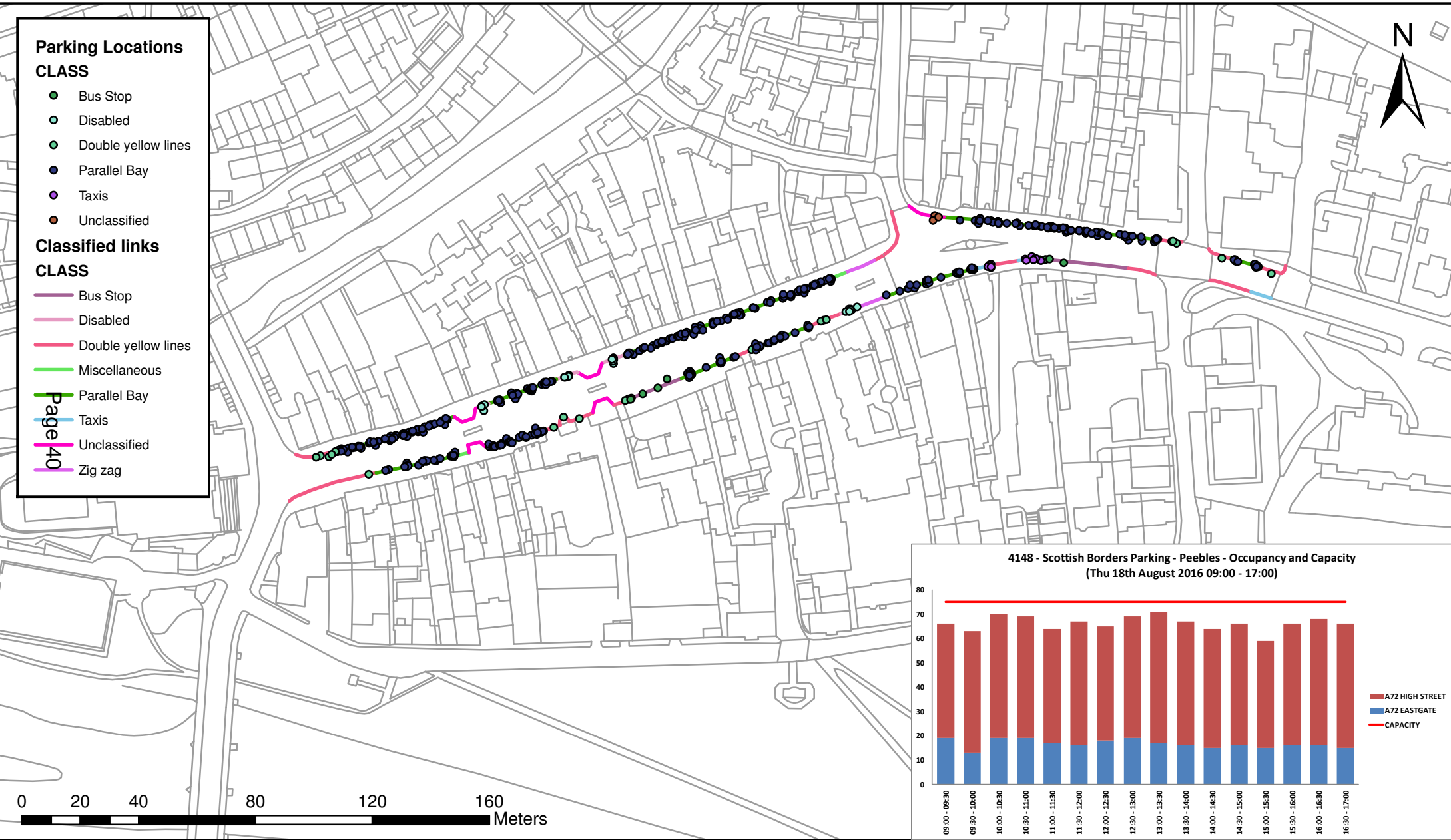
CLASS

- Bus Stop
- Disabled
- Double yellow lines
- Parallel Bay
- Taxis
- Unclassified

Classified links

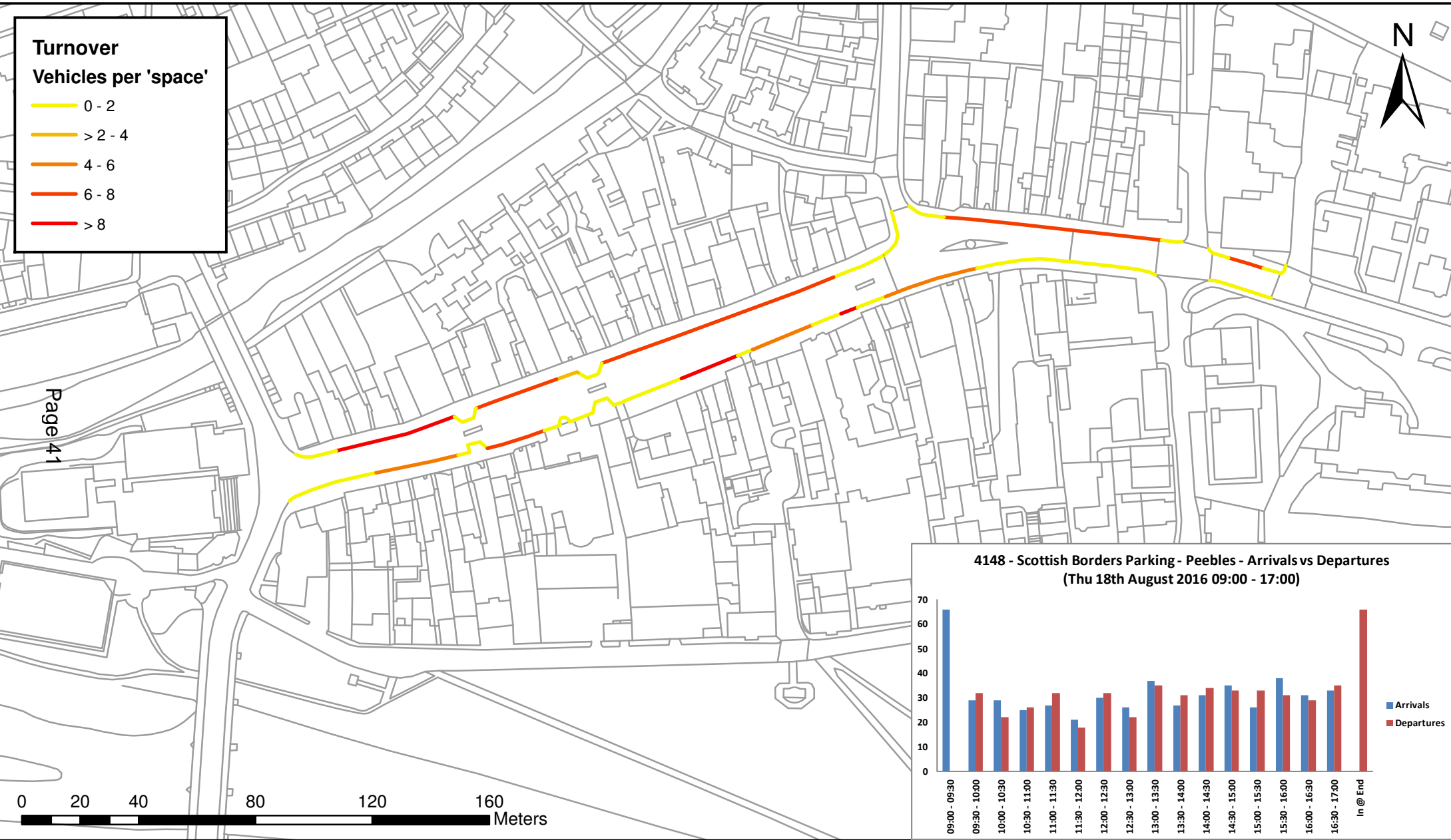
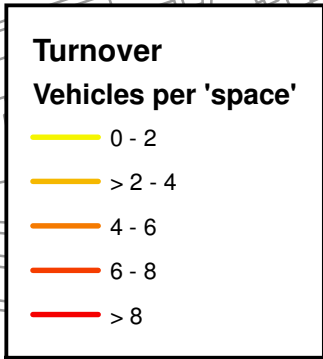
CLASS

- Bus Stop
- Disabled
- Double yellow lines
- Miscellaneous
- Parallel Bay
- Taxis
- Unclassified
- Zig zag

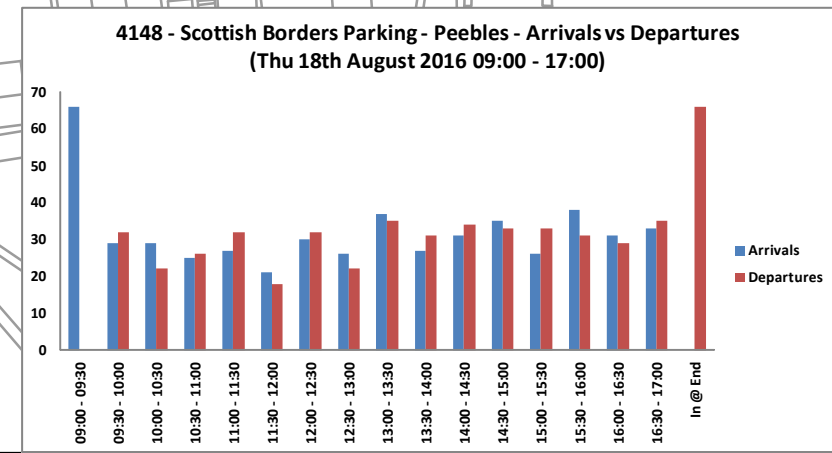


Scottish Borders Parking, Peebles - Thursday 18th August 2016 (09:00 - 17:00)

Turnover & Arrivals vs Departures



Page 41



This sheet provides a brief description of what information is held within each tab of this document, and how the results were achieved.

RESULTS TAB

Occupancy Vehicles by Link Table :- This table shows the occupancy per street / per beat. Therefore the maximum total value is the maximum number of vehicles present within the study area throughout the survey day. The graph below this table shows the "Accumulative" capacity - street by street stacked.

Duration of stay (Hrs) by Arrival Time :- This table presents the duration of stay (In Hours) that a vehicle has stayed for relative to the time period that it arrived (Example : 10 Vehicles arrived within beat 2 and stayed for 5 hours). The graph below this table shows the "Accumulative" number of vehicles by time period.

Arrivals vs Departures by Survey Period :- This table presents the number of vehicle that have arrived or departed within the survey. Note that a vehicle cannot depart in the 1st beat as the vehicle has to be active within the system to be departed. Generally the number of vehicles captured in the 1st beat represents the number of vehicles "In @ Start". The table to the right of table graphically shows the Arrival & Departure trend line.

PARKING TAB

Vehicle Information :- This tab contains all the VEHICLE information data which has been linked spatially to its nearest classified link restriction. This information can be easily queried by using the filter option to select specific streets, timebins, classification and much more. .

CAPACITY

Length of classifications (m) by link :- This table shows the length (Metres) of each classification within each street, that has been surveyed as part of the project. The length of each restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unrestricted".

Calculated capacity (spaces) by link :- The table shows the number of spaces available within each individual network section (No of Spaces). This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the section (example 5 number Parallel Bays). The second method is used where the spaces are not individually marked or there is no restriction present, to calculate the capacity using this method we would take each individual section length and divide it by 5 m (Standard car length) rounding the value "DOWN" at all calculations. As each restriction length is calculated individually, the combined value of capacity will often be less than the total length divided by 5m.

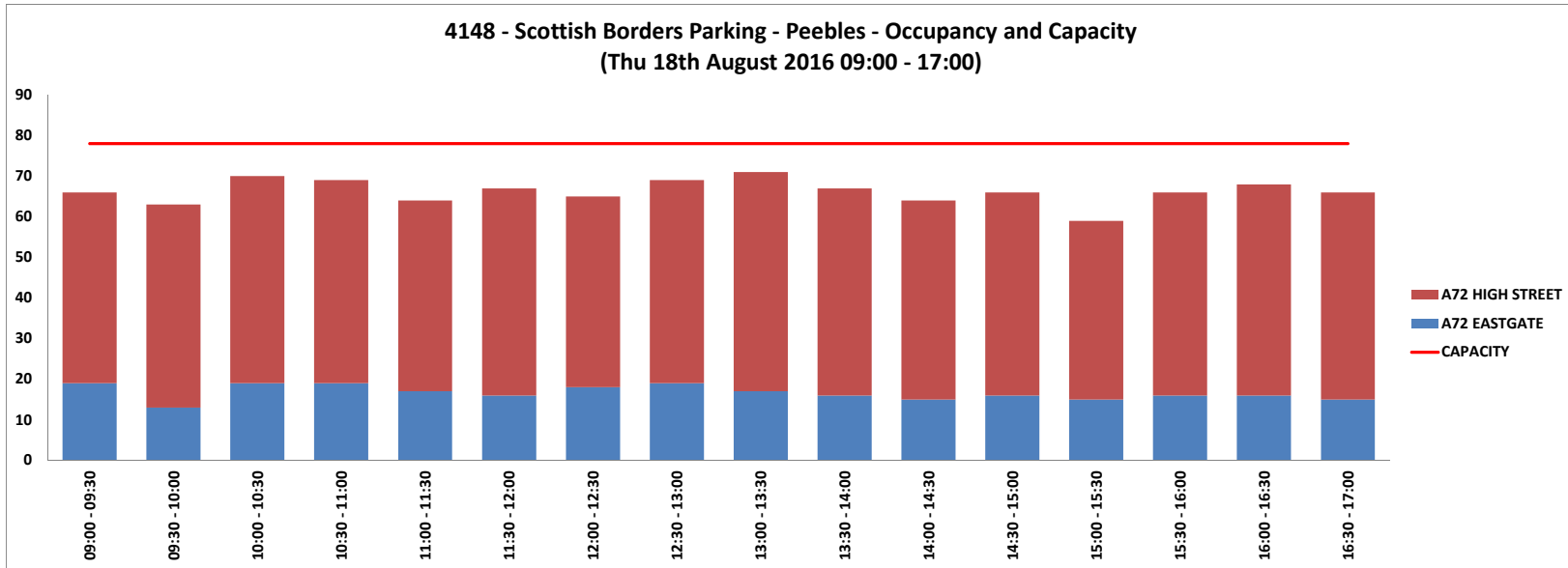
LINKS CLASSIFIED

Link Classification :- This tab contains all the individual link (Classified Restrictions) within the survey area providing details on the ID, Class, Length and Capacity. The column titled "Count of Vehicles" is the number of vehicles captured parking on the section throughout the survey period which is used to calculate the next column "Turnover" by dividing the number of vehicles captured by the number of spaces available.

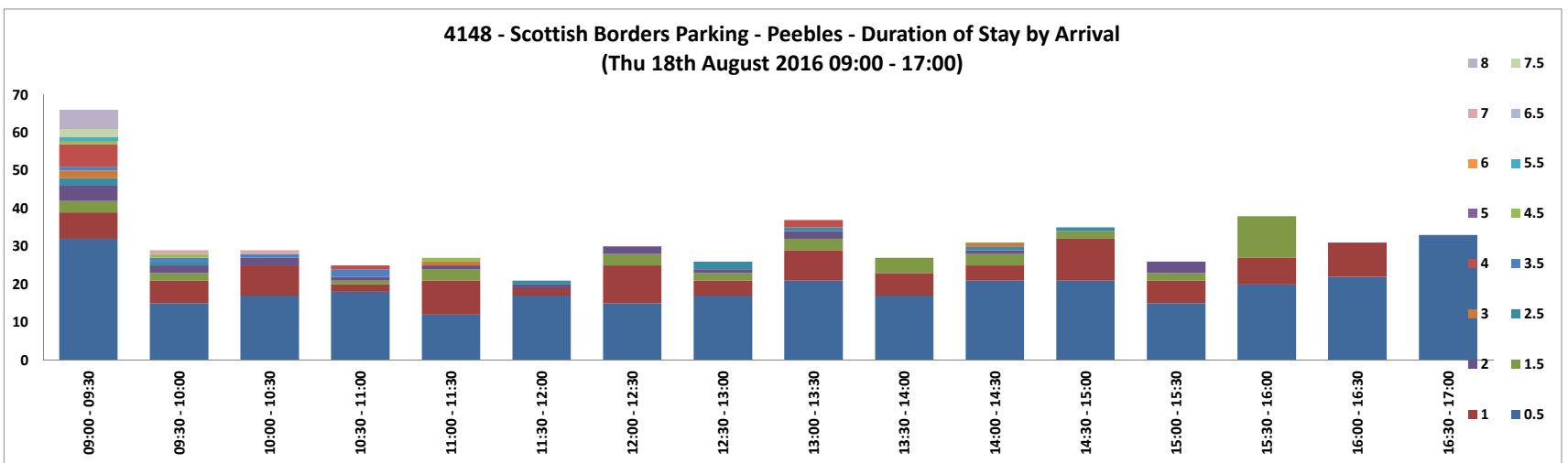
STRESS LEVEL

This table shows the capacity stress level (Legally Parked Only) for each street within the survey area for each beat conducted. It is possible for % capacity to exceed 100% if vehicle are parking closer together and the number of vehicles recorded within a beat is greater than that of the Capacity Calculation detailed above (Example. a section length of 29.2 m / 5 m = 5 Vehicles. However, in practise it would be possible to accommodate 6 vehicles).

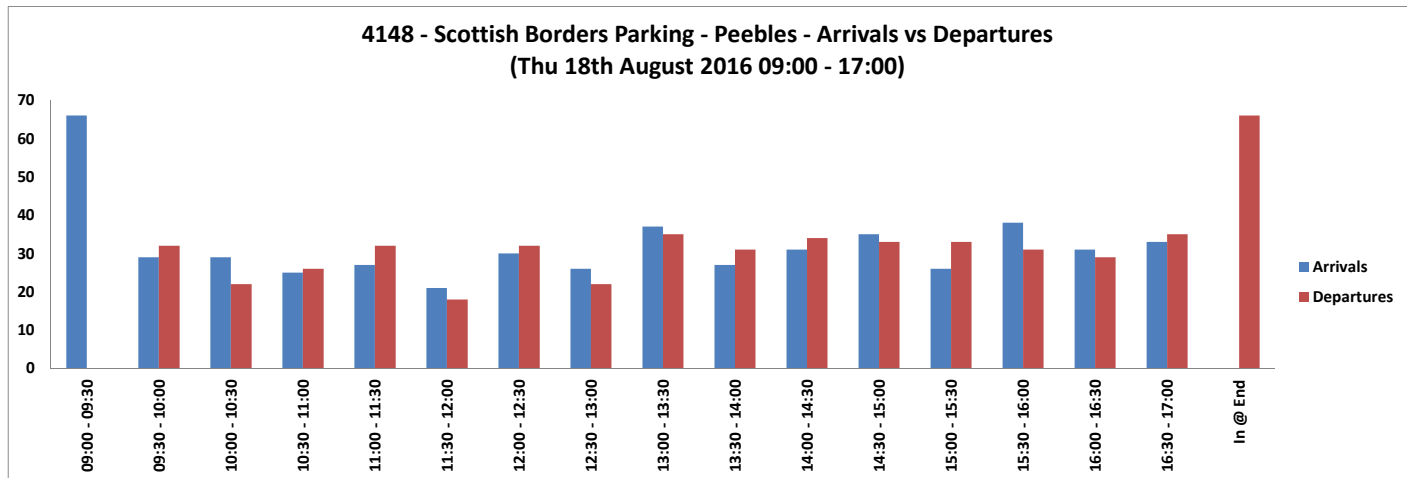
Vehicle Occupancy by Link		TIME PERIOD															
PERIOD	TIME	09:00 - 09:30	09:30 - 10:00	10:00 - 10:30	10:30 - 11:00	11:00 - 11:30	11:30 - 12:00	12:00 - 12:30	12:30 - 13:00	13:00 - 13:30	13:30 - 14:00	14:00 - 14:30	14:30 - 15:00	15:00 - 15:30	15:30 - 16:00	16:00 - 16:30	16:30 - 17:00
A72 EASTGATE		19	13	19	19	17	16	18	19	17	16	15	16	15	16	16	15
A72 HIGH STREET		47	50	51	50	47	51	47	50	54	51	49	50	44	50	52	51
OCCUPANCY		66	63	70	69	64	67	65	69	71	67	64	66	59	66	68	66
CAPACITY		78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78



Duration of stay (Hrs) by Arrival Time		TIME PERIOD																Grand Total
TOTAL LENGTH OF STAY(HOURS)	TIME PERIOD	09:00 - 09:30	09:30 - 10:00	10:00 - 10:30	10:30 - 11:00	11:00 - 11:30	11:30 - 12:00	12:00 - 12:30	12:30 - 13:00	13:00 - 13:30	13:30 - 14:00	14:00 - 14:30	14:30 - 15:00	15:00 - 15:30	15:30 - 16:00	16:00 - 16:30	16:30 - 17:00	
0.5		32	15	17	18	12	17	15	17	21	17	21	21	15	20	22	33	313
1		7	6	8	2	9	2	10	4	8	6	4	11	6	7	9	0	99
1.5		3	2	0	1	3	0	3	2	3	4	3	2	2	11	0	0	39
2		4	2	2	1	1	1	2	1	2	0	1	0	3	0	0	0	20
2.5		2	1	0	0	0	1	0	2	1	0	1	1	0	0	0	0	9
3		2	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4
3.5		1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
4		6	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	9
4.5		1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.5		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7.5		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total		66	29	29	25	27	21	30	26	37	27	31	35	26	38	31	33	511



Arrivals vs Departures by Survey Period (No. of Vehicles)		
Time Period	Arrivals	Departures
09:00 - 09:30	66	N/A
09:30 - 10:00	29	32
10:00 - 10:30	29	22
10:30 - 11:00	25	26
11:00 - 11:30	27	32
11:30 - 12:00	21	18
12:00 - 12:30	30	32
12:30 - 13:00	26	22
13:00 - 13:30	37	35
13:30 - 14:00	27	31
14:00 - 14:30	31	34
14:30 - 15:00	35	33
15:00 - 15:30	26	33
15:30 - 16:00	38	31
16:00 - 16:30	31	29
16:30 - 17:00	33	35
In @ End	N/A	66
Total		511





Length of Classifications by Link (Metres)									
Link	Bus Stop	Disabled	Double yellow lines	Miscellaneous	Parallel Bay	Taxis	Unclassified	Zig zag	Grand Total
A72 EASTGATE	28.98	0.00	56.15	0.00	87.34	23.00	0.00	0.00	195.46
A72 HIGH STREET	19.05	26.23	109.49	8.00	268.53	0.00	57.13	21.33	509.75
Grand Total	48.03	26.23	165.64	8.00	355.86	23.00	57.13	21.33	705.21

Calculated Capacity by Link (Official - No. of Spaces)									
Link	Bus Stop	Disabled	Double yellow lines	Miscellaneous	Parallel Bay	Taxis	Unclassified	Zig zag	Grand Total
A72 EASTGATE	0	0	0	0	16	0	0	0	16
A72 HIGH STREET	0	4	0	0	48	0	10	0	62
Grand Total	0	4	0	0	64	0	10	0	78

OBJECTID	TOWN	LINK	CLASS	CAPACITY (Spaces)	NOTES	LENGTH (M)
4398	PEEBLES	A72 HIGH STREET	Parallel Bay	6	mon-sat 8:30am-6pm 45mins nr 75mins	42.21
4399	PEEBLES	A72 HIGH STREET	Double yellow lines	0		21.17
4400	PEEBLES	A72 HIGH STREET	Zig zag	0		10.99
4401	PEEBLES	A72 HIGH STREET	Miscellaneous	0	cycles only	4.14
4402	PEEBLES	A72 HIGH STREET	Parallel Bay	14	mon-sat 8:30am-6pm 45mins nr 75mins	76.95
4403	PEEBLES	A72 HIGH STREET	Disabled	1		7.78
4404	PEEBLES	A72 HIGH STREET	Unclassified	2		11.43
4405	PEEBLES	A72 HIGH STREET	Disabled	1		7.83
4406	PEEBLES	A72 HIGH STREET	Parallel Bay	5	mon-sat 8:30am-6pm 45mins nr 75mins	24.59
4407	PEEBLES	A72 HIGH STREET	Disabled	1		4.58
4408	PEEBLES	A72 HIGH STREET	Unclassified	2		11.07
4409	PEEBLES	A72 HIGH STREET	Double yellow lines	0		14.33
4410	PEEBLES	A72 EASTGATE	Parallel Bay	14	mon-sat 8:30am-6pm 45mins nr 75mins	74.85
4411	PEEBLES	A72 HIGH STREET	Unclassified	2		12.93
4412	PEEBLES	A72 EASTGATE	Double yellow lines	0		6.98
4413	PEEBLES	A72 EASTGATE	Parallel Bay	2	mon-sat 8:30am-6pm 45mins nr 75mins	12.49
4414	PEEBLES	A72 EASTGATE	Double yellow lines	0		7.68
4415	PEEBLES	A72 EASTGATE	Double yellow lines	0		9.66
4416	PEEBLES	A72 EASTGATE	Double yellow lines	0		14.68
4417	PEEBLES	A72 EASTGATE	Taxis	0		7.24
4418	PEEBLES	A72 EASTGATE	Bus Stop	0		28.98
4419	PEEBLES	A72 HIGH STREET	Double yellow lines	0		31.42
4420	PEEBLES	A72 HIGH STREET	Parallel Bay	5	mon-sat 8:30am-6pm 45mins nr 75mins	28.73
4421	PEEBLES	A72 HIGH STREET	Miscellaneous	0	cycles only	3.86
4422	PEEBLES	A72 HIGH STREET	Unclassified	2		10.49
4423	PEEBLES	A72 HIGH STREET	Parallel Bay	4	mon-sat 8:30am-6pm 45mins nr 75mins	20.41
4424	PEEBLES	A72 HIGH STREET	Double yellow lines	0		20.65
4425	PEEBLES	A72 HIGH STREET	Unclassified	2		11.21
4426	PEEBLES	A72 HIGH STREET	Double yellow lines	0		5.80
4427	PEEBLES	A72 HIGH STREET	Bus Stop	0		19.05
4428	PEEBLES	A72 HIGH STREET	Parallel Bay	4	mon-sat 8:30am-6pm 45mins nr 75mins	20.76
4429	PEEBLES	A72 HIGH STREET	Double yellow lines	0		5.65
4430	PEEBLES	A72 HIGH STREET	Parallel Bay	4	mon-sat 8:30am-6pm 45mins nr 75mins	22.08
4431	PEEBLES	A72 HIGH STREET	Double yellow lines	0		10.47
4432	PEEBLES	A72 HIGH STREET	Disabled	1		6.04
4433	PEEBLES	A72 HIGH STREET	Zig zag	0		10.34
4434	PEEBLES	A72 HIGH STREET	Parallel Bay	6	mon-sat 8:30am-6pm 45mins nr 75mins	32.78
4435	PEEBLES	A72 EASTGATE	Taxis	0		6.81
4436	PEEBLES	A72 EASTGATE	Double yellow lines	0		7.59
4437	PEEBLES	A72 EASTGATE	Taxis	0		8.95
4438	PEEBLES	A72 EASTGATE	Double yellow lines	0		9.56

Count of Vehicles/Link	Turnover Day 1
67	11.17
0	0.00
0	0.00
0	0.00
95	6.79
7	7.00
0	0.00
4	4.00
32	6.40
7	7.00
0	0.00
5	0.00
88	6.29
3	1.50
3	0.00
15	7.50
1	0.00
1	0.00
0	0.00
0	0.00
3	0.00
1	0.00
27	5.40
0	0.00
0	0.00
32	8.00
3	0.00
0	0.00
3	0.00
5	0.00
26	6.50
1	0.00
22	5.50
3	0.00
10	10.00
0	0.00
31	5.17
7	0.00
0	0.00
9	0.00
0	0.00



OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14058	GJU		Car	Parked	09:00 - 09:30	10:30 - 11:00	1.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14059	WEJ		LGV	Parked	09:00 - 09:30	10:30 - 11:00	1.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14060	RPV		Car	Parked	09:00 - 09:30	17:00 - 17:30	8	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14110	PNJ		Car	Parked	09:00 - 09:30	10:00 - 10:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14111	JWG		Car	Parked	09:30 - 10:00	13:00 - 13:30	3.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14112	KXH		Car	Parked	09:30 - 10:00	12:00 - 12:30	2.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14113	DWR		Car	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14114	KPA		Car	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14115	EJC		Car	Parked	09:30 - 10:00	14:00 - 14:30	4.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14140	ZJJ		Car	Parked	10:00 - 10:30	11:00 - 11:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14141	EHH		Car	Parked	10:00 - 10:30	11:00 - 11:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14142	YLX		Car	Parked	10:00 - 10:30	11:00 - 11:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14146	UTE		LGV	Parked	10:00 - 10:30	13:30 - 14:00	3.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14195	OBP		LGV	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14196	JWP		Car	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14197	YPV		Car	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14219	SMF		LGV	Parked	11:00 - 11:30	12:00 - 12:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14220	CWD		Car	Parked	11:00 - 11:30	12:00 - 12:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14221	USS		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14222	URO		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14244	XZO		Car	Parked	12:00 - 12:30	13:00 - 13:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14245	OKA		Car	Parked	12:00 - 12:30	13:00 - 13:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14246	879		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14247	LSY		Car	Parked	12:00 - 12:30	13:00 - 13:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14272	YSV		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14273	TFU		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14274	MMF		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14327	APU		Car	Parked	13:00 - 13:30	15:00 - 15:30	2	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14328	LNR		Car	Parked	13:00 - 13:30	14:00 - 14:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14329	PVK		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14330	CTF		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14331	YZU		Car	Parked	13:00 - 13:30	14:00 - 14:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14332	JWG		Car	Parked	13:00 - 13:30	17:00 - 17:30	4	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14333	YSV		Car	Parked	13:00 - 13:30	14:30 - 15:00	1.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14334	BLE		Car	Parked	13:00 - 13:30	17:00 - 17:30	4	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14335	TRZ		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14359	URO		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14360	THG		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14361	UVE		Car	Parked	13:30 - 14:00	15:00 - 15:30	1.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14362	GVK		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14388	TVK		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14389	YYS		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14390	WDU		Car	Parked	14:00 - 14:30	15:30 - 16:00	1.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14391	GMB		Car	Parked	14:00 - 14:30	15:00 - 15:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14392	CNR		Car	Parked	14:00 - 14:30	15:00 - 15:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay

09:00 - 09:30	09:30 - 10:00	10:00 - 10:30	10:30 - 11:00	11:00 - 11:30	11:30 - 12:00	12:00 - 12:30	12:30 - 13:00	13:00 - 13:30	13:30 - 14:00	14:00 - 14:30	14:30 - 15:00	15:00 - 15:30
0.5	0.5	0.5										
0.5	0.5	0.5										
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5											
	0.5	0.5	0.5	0.5	0.5	0.5	0.5					
	0.5	0.5	0.5	0.5	0.5							
	0.5											
	0.5											
	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5			
		0.5	0.5									
		0.5	0.5									
		0.5	0.5									
		0.5	0.5	0.5	0.5	0.5	0.5	0.5				
				0.5								
				0.5								
				0.5	0.5							
				0.5	0.5							
					0.5							
					0.5							
						0.5	0.5					
						0.5	0.5					
						0.5						
						0.5	0.5					
						0.5	0.5					
						0.5	0.5					
							0.5					
							0.5					
							0.5	0.5	0.5	0.5		
							0.5	0.5				
							0.5	0.5				
							0.5	0.5	0.5	0.5	0.5	0.5
							0.5	0.5	0.5	0.5	0.5	0.5
								0.5				
								0.5				
								0.5	0.5	0.5		
								0.5				
									0.5			
									0.5	0.5	0.5	0.5
									0.5	0.5		
									0.5	0.5		
									0.5	0.5		

OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14393	HWP		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14426	CCY		Car	Parked	14:30 - 15:00	15:30 - 16:00	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14427	OWK		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14428	MLZ		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14429	WYD		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14452	KGG		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14453	PWX		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14454	769		Car	Parked	15:00 - 15:30	16:00 - 16:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14455	JGZ		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14456	BLS		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14490	WYV		Car	Parked	15:30 - 16:00	16:30 - 17:00	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14491	XDH		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14492	WGS		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14493	JEO		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14494	ONY		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14495	EJC		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14496	ZFA		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14522	YAE		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14523	JYC		Car	Parked	16:00 - 16:30	17:00 - 17:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14524	OJH		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14525	JXK		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14526	JRW		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14527	GBO		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14555	OPW		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14556	ZSP		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14557	CBC		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14558	EWB		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14559	HLW		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14560	218		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14048	WKP		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14049	CAW		Car	Parked	09:00 - 09:30	13:00 - 13:30	4	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14050	UOP		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14051	FPP		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14052	YMJ		Car	Parked	09:00 - 09:30	13:00 - 13:30	4	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14053	UXR		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14054	UTE		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14055	KOJ		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14057	HCF		Car	Parked	09:00 - 09:30	10:00 - 10:30	1	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14168	JWP		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14169	EUM		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14170	EJC		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14173	GJU		Car	Parked	10:30 - 11:00	14:00 - 14:30	3.5	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14174	WEJ		LGV	Parked	10:30 - 11:00	12:30 - 13:00	2	4410	PEEBLES	A72 EASTGATE	Parallel Bay
14116	DHX		Car	Parked	09:30 - 10:00	10:30 - 11:00	1	4411	PEEBLES	A72 HIGH STREET	Unclassified
14326	PYV		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4411	PEEBLES	A72 HIGH STREET	Unclassified

15:30 - 16:00	16:00 - 16:30	16:30 - 17:00	CHECK
			0
			0
			0
			0
			0
			0
			0
0.5			0
			0
			0
0.5	0.5		0
0.5			0
0.5	0.5	0.5	0
0.5			0
0.5			0
0.5	0.5	0.5	0
0.5			0
	0.5		0
	0.5	0.5	0
	0.5		0
	0.5		0
	0.5		0
	0.5		0
	0.5		0
		0.5	0
		0.5	0
		0.5	0
		0.5	0
		0.5	0
		0.5	0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0

OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14175	MZU		LGV	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4411	PEEBLES	A72 HIGH STREET	Unclassified
14271	KBJ		Car	Parked	12:00 - 12:30	13:00 - 13:30	1	4412	PEEBLES	A72 EASTGATE	Double yellow lines
14430	UOK		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4412	PEEBLES	A72 EASTGATE	Double yellow lines
14047	RWE		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4412	PEEBLES	A72 EASTGATE	Double yellow lines
14109	RNK		Car	Parked	09:00 - 09:30	11:00 - 11:30	2	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14194	NWZ		Car	Parked	11:00 - 11:30	14:00 - 14:30	3	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14218	HSN		LGV	Parked	11:00 - 11:30	12:00 - 12:30	1	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14242	7OS		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14270	KVL		Car	Parked	12:00 - 12:30	13:30 - 14:00	1.5	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14363	AXX		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14394	VTY		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14431	AJO		Car	Parked	14:30 - 15:00	16:00 - 16:30	1.5	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14432	EJK		Car	Parked	14:30 - 15:00	15:30 - 16:00	1	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14497	LCM		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14528	SEH		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14561	YUV		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14045	FNS		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14046	TLJ		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14167	VWS		LGV	Parked	10:00 - 10:30	11:00 - 11:30	1	4413	PEEBLES	A72 EASTGATE	Parallel Bay
14243	VYG		LGV	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4414	PEEBLES	A72 EASTGATE	Double yellow lines
14336	BXJ		LGV	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4415	PEEBLES	A72 EASTGATE	Double yellow lines
14143	DWL		Taxi	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4418	PEEBLES	A72 EASTGATE	Bus Stop
14144	XNP		LGV	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4418	PEEBLES	A72 EASTGATE	Bus Stop
14171	OHW		Bus	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4418	PEEBLES	A72 EASTGATE	Bus Stop
14346	RSP		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4419	PEEBLES	A72 HIGH STREET	Double yellow lines
14102	YUD		Car	Parked	09:00 - 09:30	11:00 - 11:30	2	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14106	URK		Car	Parked	09:00 - 09:30	10:30 - 11:00	1.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14107	BDZ		Car	Parked	09:00 - 09:30	13:00 - 13:30	4	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14108	EOB		Car	Parked	09:00 - 09:30	16:30 - 17:00	7.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14137	LUZ		Car	Parked	09:30 - 10:00	11:30 - 12:00	2	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14214	JUA		Car	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14239	KNN		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14240	NWX		Car	Parked	11:30 - 12:00	13:30 - 14:00	2	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14241	EZP		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14264	FXX		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14266	UWJ		Car	Parked	12:00 - 12:30	13:30 - 14:00	1.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14284	OVL		Car	Parked	12:30 - 13:00	13:30 - 14:00	1	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14308	MYP		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14342	YVC		Car	Parked	13:30 - 14:00	15:00 - 15:30	1.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14343	GZK		Car	Parked	13:30 - 14:00	15:00 - 15:30	1.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14344	JDK		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14345	OBO		Car	Parked	13:30 - 14:00	14:30 - 15:00	1	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14410	ZZF		Car	Parked	14:30 - 15:00	15:30 - 16:00	1	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14411	OXF		LGV	Parked	14:30 - 15:00	15:30 - 16:00	1	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14441	CGT		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay

15:30 - 16:00	16:00 - 16:30	16:30 - 17:00	CHECK
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
0.5			0
			0
0.5	0.5	0.5	0
	0.5		0
		0.5	0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
0.5	0.5		0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0

OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14466	GZK		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14467	AZL		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14468	HDK		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14469	NNK		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14509	EBG		Car	Parked	16:00 - 16:30	17:00 - 17:30	1	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14538	LTE		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14190	KZU		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4420	PEEBLES	A72 HIGH STREET	Parallel Bay
14095	LCA		LGV	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14096	OCL		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14097	CAS		Car	Parked	09:00 - 09:30	13:00 - 13:30	4	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14098	EFV		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14133	ASK		Car	Parked	09:30 - 10:00	10:30 - 11:00	1	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14210	BRV		Car	Parked	11:00 - 11:30	12:30 - 13:00	1.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14211	RRZ		Car	Parked	11:00 - 11:30	12:00 - 12:30	1	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14236	FTK		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14260	LFP		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14283	CNM		Car	Parked	12:30 - 13:00	14:00 - 14:30	1.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14305	NRU		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14306	ZGB		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14307	CXM		Car	Parked	13:00 - 13:30	14:00 - 14:30	1	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14341	BWN		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14369	OHF		Car	Parked	14:00 - 14:30	16:00 - 16:30	2	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14370	UXF		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14371	GZO		LGV	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14407	FFS		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14408	OPY		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14409	ASF		Car	Parked	14:30 - 15:00	15:30 - 16:00	1	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14439	AUT		Car	Parked	15:00 - 15:30	17:00 - 17:30	2	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14440	OGB		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14465	BJM		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14506	XZM		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14507	MHM		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14508	ZXH		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14535	OVX		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14536	WYS		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14537	FGD		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14161	LEG		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14185	YYL		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14188	VUA		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4423	PEEBLES	A72 HIGH STREET	Parallel Bay
14304	UHJ		LGV	Waiting	13:00 - 13:30	13:30 - 14:00	0.5	4424	PEEBLES	A72 HIGH STREET	Double yellow lines
14505	JVO		Taxi	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4424	PEEBLES	A72 HIGH STREET	Double yellow lines
14160	CLJ		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4424	PEEBLES	A72 HIGH STREET	Double yellow lines
14130	VEU		LGV	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4426	PEEBLES	A72 HIGH STREET	Double yellow lines
14232	MXW		LGV	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4426	PEEBLES	A72 HIGH STREET	Double yellow lines
14340	MSP		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4426	PEEBLES	A72 HIGH STREET	Double yellow lines

15:30 - 16:00	16:00 - 16:30	16:30 - 17:00	CHECK
0.5			0
0.5	0.5	0.5	0
0.5	0.5	0.5	0
0.5	0.5	0.5	0
	0.5	0.5	0
		0.5	0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
0.5			0
			0
			0
			0
			0
			0
0.5	0.5	0.5	0
			0
0.5			0
	0.5		0
	0.5		0
	0.5		0
		0.5	0
		0.5	0
		0.5	0
			0
			0
			0
			0
	0.5		0
			0
			0
			0
			0



OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14231	ZNR		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4427	PEEBLES	A72 HIGH STREET	Bus Stop
14282	OVX		Car	Waiting	12:30 - 13:00	13:00 - 13:30	0.5	4427	PEEBLES	A72 HIGH STREET	Bus Stop
14406	HXX		LGV	Loading	14:30 - 15:00	15:00 - 15:30	0.5	4427	PEEBLES	A72 HIGH STREET	Bus Stop
14464	KFW		LGV	Parked	15:30 - 16:00	16:30 - 17:00	1	4427	PEEBLES	A72 HIGH STREET	Bus Stop
14504	KFY		LGV	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4427	PEEBLES	A72 HIGH STREET	Bus Stop
14082	MWO		Car	Parked	09:00 - 09:30	16:30 - 17:00	7.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14083	XJX		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14084	TZA		LGV	Parked	09:00 - 09:30	17:00 - 17:30	8	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14085	AYS		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14129	CSH		Car	Parked	09:30 - 10:00	10:30 - 11:00	1	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14207	NME		Car	Parked	11:00 - 11:30	12:00 - 12:30	1	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14208	DUY		Car	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14230	HYA		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14253	RUU		Car	Parked	12:00 - 12:30	13:00 - 13:30	1	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14257	KYB		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14281	OVU		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14302	4VT		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14303	RBV		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14338	OZW		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14339	GSV		Car	Parked	13:30 - 14:00	14:30 - 15:00	1	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14368	Y22		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14404	HRR		Car	Parked	14:30 - 15:00	16:00 - 16:30	1.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14405	PYD		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14438	XGL		Car	Parked	15:00 - 15:30	16:00 - 16:30	1	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14503	AOJ		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14532	EFW		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14533	JZW		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14534	VKR		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14156	MHE		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14183	XFX		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14184	MUE		LGV	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4428	PEEBLES	A72 HIGH STREET	Parallel Bay
14081	LCA		LGV	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4429	PEEBLES	A72 HIGH STREET	Double yellow lines
14070	XGL		Car	Parked	09:00 - 09:30	10:00 - 10:30	1	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14071	PNU		Car	Parked	09:00 - 09:30	17:00 - 17:30	8	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14072	LDJ		Car	Parked	09:00 - 09:30	12:00 - 12:30	3	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14080	YUW		Car	Parked	09:00 - 09:30	13:30 - 14:00	4.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14200	XGL		Car	Parked	11:00 - 11:30	15:30 - 16:00	4.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14205	XUP		Car	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14228	FDC		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14252	DFX		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14280	AUA		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14300	HMA		Car	Parked	13:00 - 13:30	14:30 - 15:00	1.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14301	DFV		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14337	LWM		Car	Parked	13:30 - 14:00	14:30 - 15:00	1	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14402	LMO		Car	Parked	14:30 - 15:00	15:30 - 16:00	1	4430	PEEBLES	A72 HIGH STREET	Parallel Bay

OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14403	ZVM		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14436	KLS		Motorcycl	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14437	GCZ		LGV	Parked	15:00 - 15:30	17:00 - 17:30	2	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14462	HBF		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14463	FKE		Car	Parked	15:30 - 16:00	16:30 - 17:00	1	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14531	OKU		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14154	XGL		Car	Parked	10:00 - 10:30	11:00 - 11:30	1	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14155	OCG		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14182	VVK		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4430	PEEBLES	A72 HIGH STREET	Parallel Bay
14461	KTP		LGV	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4431	PEEBLES	A72 HIGH STREET	Double yellow lines
14530	YGP		LGV	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4431	PEEBLES	A72 HIGH STREET	Double yellow lines
14153	ZBJ		LGV	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4431	PEEBLES	A72 HIGH STREET	Double yellow lines
14123	XWK		LGV	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4432	PEEBLES	A72 HIGH STREET	Disabled
14201	NLR		Car	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4432	PEEBLES	A72 HIGH STREET	Disabled
14226	VOP		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4432	PEEBLES	A72 HIGH STREET	Disabled
14249	CGU		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4432	PEEBLES	A72 HIGH STREET	Disabled
14278	XTD		Car	Parked	12:30 - 13:00	14:30 - 15:00	2	4432	PEEBLES	A72 HIGH STREET	Disabled
14401	VFU		Taxi	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4432	PEEBLES	A72 HIGH STREET	Disabled
14460	OLO		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4432	PEEBLES	A72 HIGH STREET	Disabled
14501	02P		Motorcycl	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4432	PEEBLES	A72 HIGH STREET	Disabled
14502	PYY		Car	Parked	16:00 - 16:30	17:00 - 17:30	1	4432	PEEBLES	A72 HIGH STREET	Disabled
14181	ETX		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4432	PEEBLES	A72 HIGH STREET	Disabled
14062	TNF		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14063	SFX		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14064	XWM		LGV	Parked	09:00 - 09:30	17:00 - 17:30	8	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14065	BCX		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14066	ZZB		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14067	GHY		LGV	Parked	09:00 - 09:30	17:00 - 17:30	8	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14117	TXH		Car	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14118	JKO		Car	Parked	09:30 - 10:00	10:30 - 11:00	1	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14119	WRL		Car	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14120	AZA		Motorcycl	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14121	TEY		Motorcycl	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14122	KRX		Motorcycl	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14199	PKJ		Car	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14224	KBU		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14248	GWA		Car	Parked	12:00 - 12:30	14:00 - 14:30	2	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14366	ABU		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14367	LDD		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14398	GXN		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14399	ONY		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14400	MVE		Car	Parked	14:30 - 15:00	17:00 - 17:30	2.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14434	YUV		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14435	ZPV		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14459	VZO		Car	Parked	15:30 - 16:00	16:30 - 17:00	1	4434	PEEBLES	A72 HIGH STREET	Parallel Bay

09:00 - 09:30	09:30 - 10:00	10:00 - 10:30	10:30 - 11:00	11:00 - 11:30	11:30 - 12:00	12:00 - 12:30	12:30 - 13:00	13:00 - 13:30	13:30 - 14:00	14:00 - 14:30	14:30 - 15:00	15:00 - 15:30
											0.5	
												0.5
												0.5
			0.5	0.5								
			0.5									
				0.5								
			0.5									
	0.5				0.5							
						0.5						
							0.5					
								0.5	0.5	0.5	0.5	
											0.5	
				0.5								
0.5												
0.5												
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5												
0.5												
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	0.5											
	0.5	0.5										
	0.5											
	0.5											
	0.5											
					0.5							
						0.5						
							0.5	0.5	0.5	0.5		
										0.5		
										0.5		
											0.5	0.5
												0.5
												0.5

15:30 - 16:00	16:00 - 16:30	16:30 - 17:00	CHECK
			0
			0
0.5	0.5	0.5	0
0.5	0.5	0.5	0
0.5	0.5		0
		0.5	0
			0
			0
			0
0.5			0
		0.5	0
			0
			0
			0
			0
0.5			0
	0.5		0
	0.5	0.5	0
			0
			0
			0
0.5	0.5	0.5	0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
0.5	0.5	0.5	0
			0
			0
0.5	0.5		0

OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14500	BKE		Car	Parked	16:00 - 16:30	17:00 - 17:30	1	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14529	OCJ		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14148	YMU		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14149	WOD		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14150	WUG		Car	Parked	10:00 - 10:30	17:00 - 17:30	7	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14176	OMT		Car	Parked	10:30 - 11:00	14:30 - 15:00	4	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14177	OLK		Car	Parked	10:30 - 11:00	14:00 - 14:30	3.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14178	PDZ		LGV	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4434	PEEBLES	A72 HIGH STREET	Parallel Bay
14061	HBF		Taxi	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4435	PEEBLES	A72 EASTGATE	Taxis
14147	YGU		Taxi	Parked	10:00 - 10:30	11:00 - 11:30	1	4435	PEEBLES	A72 EASTGATE	Taxis
14198	GYA		Car	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4435	PEEBLES	A72 EASTGATE	Taxis
14223	UGD		Taxi	Parked	11:30 - 12:00	14:00 - 14:30	2.5	4435	PEEBLES	A72 EASTGATE	Taxis
14365	UNF		Taxi	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4435	PEEBLES	A72 EASTGATE	Taxis
14433	UNF		Taxi	Parked	15:00 - 15:30	16:00 - 16:30	1	4435	PEEBLES	A72 EASTGATE	Taxis
14499	JVO		Car	Parked	16:00 - 16:30	17:00 - 17:30	1	4435	PEEBLES	A72 EASTGATE	Taxis
14145	UZB		LGV	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4437	PEEBLES	A72 EASTGATE	Taxis
14275	TVF		Taxi	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4437	PEEBLES	A72 EASTGATE	Taxis
14276	HBF		Taxi	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4437	PEEBLES	A72 EASTGATE	Taxis
14396	FZN		LGV	Parked	14:00 - 14:30	15:00 - 15:30	1	4437	PEEBLES	A72 EASTGATE	Taxis
14457	JVO		Taxi	Parked	15:00 - 15:30	16:00 - 16:30	1	4437	PEEBLES	A72 EASTGATE	Taxis
14458	UGD		Taxi	Parked	15:00 - 15:30	16:00 - 16:30	1	4437	PEEBLES	A72 EASTGATE	Taxis
14498	KTG		Taxi	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4437	PEEBLES	A72 EASTGATE	Taxis
14056	DWL		Taxi	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4437	PEEBLES	A72 EASTGATE	Taxis
14172	UNF		Taxi	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4437	PEEBLES	A72 EASTGATE	Taxis
14099	NKU		Car	Parked	09:00 - 09:30	10:00 - 10:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14100	CKY		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14101	XGJ		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14103	VGK		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14104	KHH		Car	Parked	09:00 - 09:30	10:00 - 10:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14105	WZO		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14134	EOG		Car	Parked	09:30 - 10:00	10:30 - 11:00	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14135	EYW		Car	Parked	09:30 - 10:00	10:30 - 11:00	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14136	YXX		Car	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14138	SWV		Car	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14193	OYZ		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14212	GHD		Car	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14213	GVP		Car	Parked	11:00 - 11:30	12:00 - 12:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14215	WMX		Car	Parked	11:00 - 11:30	12:00 - 12:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14216	1FW		Car	Parked	11:00 - 11:30	12:00 - 12:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14217	OYM		Car	Parked	11:00 - 11:30	12:30 - 13:00	1.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14237	LCN		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14238	HZR		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14265	BGZ		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14267	ABC		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14268	NKD		Car	Parked	12:00 - 12:30	13:00 - 13:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay

15:30 - 16:00	16:00 - 16:30	16:30 - 17:00	CHECK
	0.5	0.5	0
		0.5	0
			0
			0
0.5	0.5	0.5	0
			0
			0
			0
			0
			0
			0
0.5			0
	0.5	0.5	0
			0
			0
			0
0.5			0
0.5			0
	0.5		0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0

OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14269	OAM		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14285	TUU		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14287	CVU		OGV	Loading	12:30 - 13:00	13:00 - 13:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14288	YCA		Car	Parked	12:30 - 13:00	13:30 - 14:00	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14289	XHK		Car	Parked	12:30 - 13:00	13:30 - 14:00	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14290	PWU		Car	Parked	12:30 - 13:00	15:00 - 15:30	2.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14309	UBZ		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14310	EPD		Car	Parked	13:00 - 13:30	15:00 - 15:30	2	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14311	VZR		LGV	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14312	WVF		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14347	BRZ		LGV	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14348	LHG		Car	Parked	13:30 - 14:00	14:30 - 15:00	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14349	ZDX		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14350	JOY		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14351	TCK		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14372	GHU		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14373	OOC		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14374	NWE		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14375	YBY		Car	Parked	14:00 - 14:30	15:30 - 16:00	1.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14413	XJY		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14414	LFU		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14415	LVM		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14442	AHC		Car	Parked	15:00 - 15:30	16:30 - 17:00	1.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14443	AEA		Car	Parked	15:00 - 15:30	17:00 - 17:30	2	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14444	BVG		Car	Parked	15:00 - 15:30	16:00 - 16:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14445	AUD		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14470	FBO		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14471	PXP		Car	Parked	15:30 - 16:00	16:30 - 17:00	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14472	CRV		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14473	DDA		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14510	YSV		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14511	LVL		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14512	CFF		Car	Parked	16:00 - 16:30	17:00 - 17:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14513	USF		Car	Parked	16:00 - 16:30	17:00 - 17:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14541	WCO		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14542	MLF		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14543	HMO		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14544	EHW		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14162	UEC		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14163	ZZF		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14164	PXK		Car	Parked	10:00 - 10:30	11:00 - 11:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14165	KCV		Car	Parked	10:00 - 10:30	11:00 - 11:30	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14166	IOT		Motorcycl	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14189	MYP		Car	Parked	10:30 - 11:00	11:30 - 12:00	1	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14191	FKE		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay

OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14192	OMH		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4398	PEEBLES	A72 HIGH STREET	Parallel Bay
14068	PXE		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14069	JHY		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14073	157		Car	Parked	09:00 - 09:30	11:00 - 11:30	2	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14074	USX		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14075	DDA		Car	Parked	09:00 - 09:30	11:30 - 12:00	2.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14076	RLB		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14077	CYC		Car	Parked	09:00 - 09:30	14:30 - 15:00	5.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14078	DZR		Car	Parked	09:00 - 09:30	12:30 - 13:00	3.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14079	CWT		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14086	RYJ		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14087	UYS		Car	Parked	09:00 - 09:30	10:00 - 10:30	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14088	ECW		LGV	Parked	09:00 - 09:30	13:00 - 13:30	4	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14089	HLG		Car	Parked	09:00 - 09:30	13:00 - 13:30	4	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14124	ZXY		Car	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14125	EEC		Car	Parked	09:30 - 10:00	11:00 - 11:30	1.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14126	YFJ		Car	Parked	09:30 - 10:00	16:30 - 17:00	7	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14127	CEJ		Car	Parked	09:30 - 10:00	11:00 - 11:30	1.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14128	BSH		Car	Parked	09:30 - 10:00	11:30 - 12:00	2	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14202	FKE		Car	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14203	HVZ		Car	Parked	11:00 - 11:30	12:00 - 12:30	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14204	YDG		Car	Parked	11:00 - 11:30	12:30 - 13:00	1.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14206	BBW		Car	Parked	11:00 - 11:30	13:00 - 13:30	2	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14225	LRD		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14227	GDF		Car	Parked	11:30 - 12:00	12:30 - 13:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14229	WCO		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14250	FFU		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14251	XEM		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14254	KKP		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14255	RVY		Car	Parked	12:00 - 12:30	13:00 - 13:30	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14256	PLS		Motorcycl	Parked	12:00 - 12:30	14:00 - 14:30	2	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14277	MGD		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14279	NFA		Car	Parked	12:30 - 13:00	15:00 - 15:30	2.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14293	AHV		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14294	NWW		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14295	DZR		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14298	CCY		LGV	Parked	12:30 - 13:00	14:00 - 14:30	1.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14299	VFC		Car	Parked	12:30 - 13:00	13:30 - 14:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14319	FHP		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14320	VMF		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14321	IRM		Car	Parked	13:00 - 13:30	14:00 - 14:30	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14322	B31		Motorcycl	Parked	13:00 - 13:30	14:00 - 14:30	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14323	721		Motorcycl	Parked	13:00 - 13:30	14:00 - 14:30	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14324	TVK		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14325	CHH		Car	Parked	13:00 - 13:30	14:00 - 14:30	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay

09:00 - 09:30	09:30 - 10:00	10:00 - 10:30	10:30 - 11:00	11:00 - 11:30	11:30 - 12:00	12:00 - 12:30	12:30 - 13:00	13:00 - 13:30	13:30 - 14:00	14:00 - 14:30	14:30 - 15:00	15:00 - 15:30
			0.5									
0.5												
0.5												
0.5	0.5	0.5	0.5									
0.5												
0.5	0.5	0.5	0.5	0.5								
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5					
0.5												
0.5	0.5											
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5				
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5				
	0.5											
	0.5	0.5	0.5									
	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	0.5	0.5	0.5									
	0.5	0.5	0.5	0.5								
				0.5								
				0.5	0.5							
				0.5	0.5	0.5						
				0.5	0.5	0.5	0.5					
							0.5					
							0.5					
							0.5	0.5				
							0.5	0.5	0.5	0.5		
								0.5				
								0.5	0.5	0.5	0.5	
								0.5				
								0.5	0.5			
								0.5	0.5			
								0.5	0.5			
								0.5	0.5			
								0.5	0.5			
								0.5	0.5			
								0.5	0.5			
								0.5	0.5			
								0.5	0.5			
								0.5	0.5			

15:30 - 16:00	16:00 - 16:30	16:30 - 17:00	CHECK
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
0.5	0.5		0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0



OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14354	YHM		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14355	OYV		Motorcycl	Parked	13:30 - 14:00	14:30 - 15:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14356	8KK		Motorcycl	Parked	13:30 - 14:00	14:30 - 15:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14357	GMZ		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14358	GDU		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14380	BWC		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14381	SKD		Car	Parked	14:00 - 14:30	15:00 - 15:30	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14382	WPK		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14383	HLE		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14384	HLF		Car	Parked	14:00 - 14:30	15:30 - 16:00	1.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14385	VMP		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14386	CBV		LGV	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14387	DZR		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14418	WAU		Car	Parked	14:30 - 15:00	15:30 - 16:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14419	EPJ		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14420	LHD		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14421	ROE		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14422	PVU		Car	Parked	14:30 - 15:00	15:30 - 16:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14423	OBG		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14424	DYU		Car	Parked	14:30 - 15:00	15:30 - 16:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14425	XJK		Car	Parked	14:30 - 15:00	15:30 - 16:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14449	HUY		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14450	RPV		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14451	OJA		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14479	LWG		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14480	HLG		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14481	OFN		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14482	YFB		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14483	ZFA		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14484	NXT		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14485	XRO		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14486	JJF		Car	Parked	15:30 - 16:00	17:00 - 17:30	1.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14487	FKN		Car	Parked	15:30 - 16:00	16:30 - 17:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14488	YDG		Car	Parked	15:30 - 16:00	16:30 - 17:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14489	HSD		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14517	USM		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14518	UFS		LGV	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14519	ZZF		Car	Parked	16:00 - 16:30	17:00 - 17:30	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14520	DZT		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14521	LWB		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14549	VRM		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14550	BWA		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14551	VNA		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14552	MUT		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14553	RYT		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay

OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14554	JFC		Motorcycl	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14151	BCZ		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14152	XKP		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14157	WOC		Car	Parked	10:00 - 10:30	12:00 - 12:30	2	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14179	VYE		Car	Parked	10:30 - 11:00	11:30 - 12:00	1	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14180	FEH		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4402	PEEBLES	A72 HIGH STREET	Parallel Bay
14258	NFA		Car	Parked	12:00 - 12:30	12:30 - 13:00	0.5	4403	PEEBLES	A72 HIGH STREET	Disabled
14318	BXZ		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4403	PEEBLES	A72 HIGH STREET	Disabled
14379	VOC		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4403	PEEBLES	A72 HIGH STREET	Disabled
14417	XBV		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4403	PEEBLES	A72 HIGH STREET	Disabled
14448	YEJ		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4403	PEEBLES	A72 HIGH STREET	Disabled
14477	UHY		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4403	PEEBLES	A72 HIGH STREET	Disabled
14548	VBZ		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4403	PEEBLES	A72 HIGH STREET	Disabled
14090	RVL		Car	Parked	09:00 - 09:30	12:00 - 12:30	3	4405	PEEBLES	A72 HIGH STREET	Disabled
14259	YXW		Car	Parked	12:00 - 12:30	13:00 - 13:30	1	4405	PEEBLES	A72 HIGH STREET	Disabled
14317	URV		Car	Parked	13:00 - 13:30	14:30 - 15:00	1.5	4405	PEEBLES	A72 HIGH STREET	Disabled
14447	RVL		Car	Parked	15:00 - 15:30	16:30 - 17:00	1.5	4405	PEEBLES	A72 HIGH STREET	Disabled
14091	NNE		Car	Parked	09:00 - 09:30	09:30 - 10:00	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14092	FHM		LGV	Parked	09:00 - 09:30	11:30 - 12:00	2.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14093	AFN		Car	Parked	09:00 - 09:30	10:00 - 10:30	1	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14094	UWS		Car	Parked	09:00 - 09:30	11:00 - 11:30	2	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14131	OXP		LGV	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14209	XWS		LGV	Parked	11:00 - 11:30	11:30 - 12:00	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14233	WDU		Car	Parked	11:30 - 12:00	12:30 - 13:00	1	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14234	AOJ		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14261	AGS		Car	Parked	12:00 - 12:30	13:30 - 14:00	1.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14263	BRV		Car	Parked	12:00 - 12:30	13:00 - 13:30	1	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14291	AOA		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14292	DDA		Car	Parked	12:30 - 13:00	13:00 - 13:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14314	VNK		Car	Parked	13:00 - 13:30	14:00 - 14:30	1	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14315	XOT		Car	Parked	13:00 - 13:30	15:30 - 16:00	2.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14316	HRN		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14352	XUK		Car	Parked	13:30 - 14:00	15:00 - 15:30	1.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14353	UBZ		Car	Parked	13:30 - 14:00	14:00 - 14:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14377	VXC		Car	Parked	14:00 - 14:30	16:30 - 17:00	2.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14378	XLM		Car	Parked	14:00 - 14:30	14:30 - 15:00	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14416	KBK		Car	Parked	14:30 - 15:00	15:30 - 16:00	1	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14446	HWP		Car	Parked	15:00 - 15:30	15:30 - 16:00	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14474	DRX		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14475	AWO		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14476	YOY		Car	Parked	15:30 - 16:00	16:00 - 16:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14514	JVT		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14515	HME		Car	Parked	16:00 - 16:30	16:30 - 17:00	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14516	WVF		Car	Parked	16:00 - 16:30	17:00 - 17:30	1	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14545	LDC		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay

15:30 - 16:00	16:00 - 16:30	16:30 - 17:00	CHECK
		0.5	0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
0.5			0
		0.5	0
			0
			0
0.5	0.5		0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
0.5	0.5		0
			0
			0
			0
0.5			0
0.5			0
0.5			0
	0.5		0
	0.5		0
	0.5	0.5	0
		0.5	0



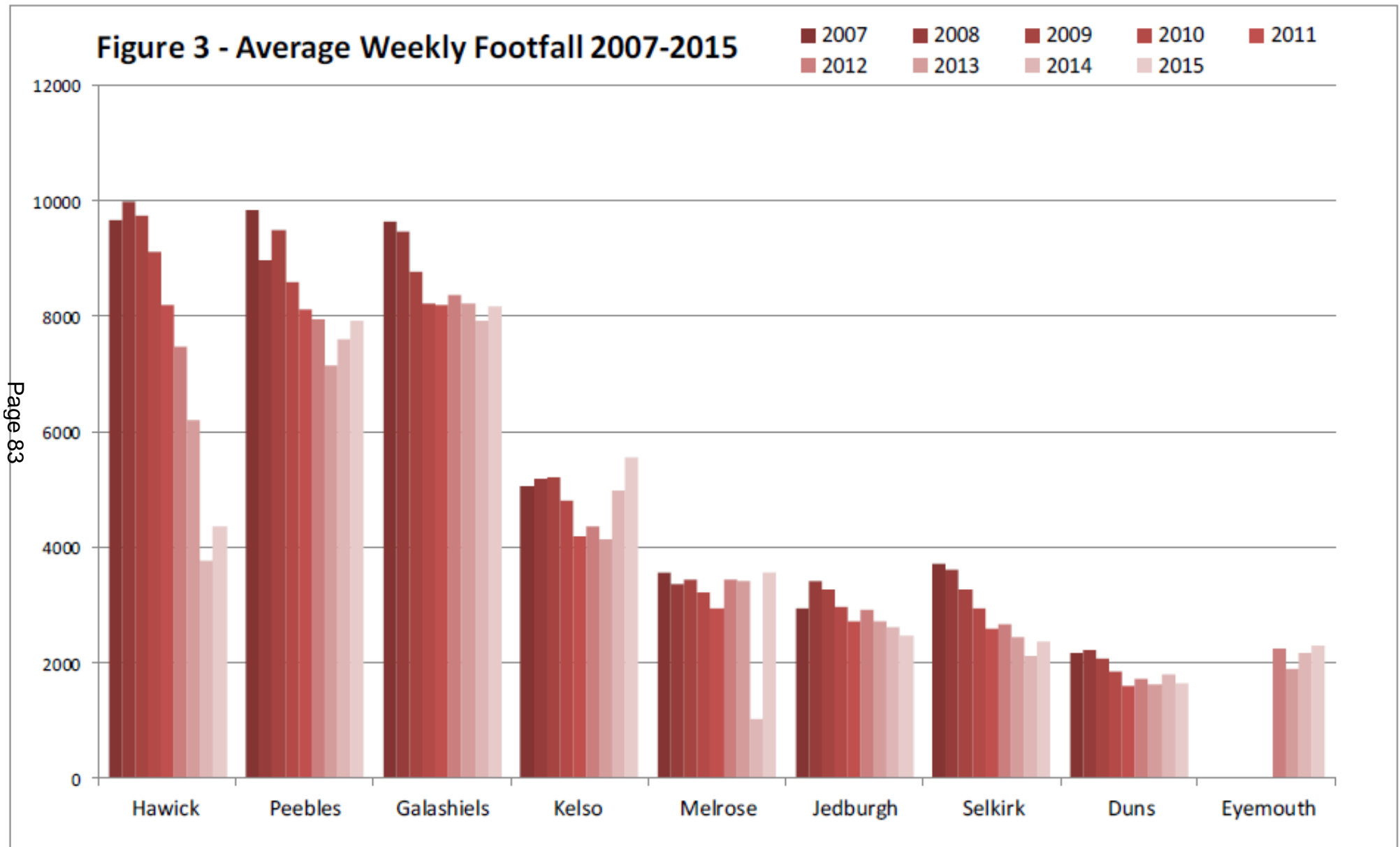
OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	LINK	CLASS
14546	RYB		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14547	AKU		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14158	OVX		Car	Parked	10:00 - 10:30	12:00 - 12:30	2	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14186	UFH		Car	Parked	10:30 - 11:00	12:00 - 12:30	1.5	4406	PEEBLES	A72 HIGH STREET	Parallel Bay
14132	UAM		Car	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4407	PEEBLES	A72 HIGH STREET	Disabled
14235	MVW		Car	Parked	11:30 - 12:00	12:00 - 12:30	0.5	4407	PEEBLES	A72 HIGH STREET	Disabled
14262	NKM		Car	Parked	12:00 - 12:30	13:00 - 13:30	1	4407	PEEBLES	A72 HIGH STREET	Disabled
14313	ZYL		Car	Parked	13:00 - 13:30	13:30 - 14:00	0.5	4407	PEEBLES	A72 HIGH STREET	Disabled
14376	LMM		Car	Parked	14:00 - 14:30	17:00 - 17:30	3	4407	PEEBLES	A72 HIGH STREET	Disabled
14159	FBO		Car	Parked	10:00 - 10:30	10:30 - 11:00	0.5	4407	PEEBLES	A72 HIGH STREET	Disabled
14187	XLK		Car	Parked	10:30 - 11:00	11:00 - 11:30	0.5	4407	PEEBLES	A72 HIGH STREET	Disabled
14139	UGW		LGV	Parked	09:30 - 10:00	10:00 - 10:30	0.5	4409	PEEBLES	A72 HIGH STREET	Double yellow lines
14286	OPO	Disabled	Car	Loading	12:30 - 13:00	13:00 - 13:30	0.5	4409	PEEBLES	A72 HIGH STREET	Double yellow lines
14412	JTO		Car	Parked	14:30 - 15:00	15:00 - 15:30	0.5	4409	PEEBLES	A72 HIGH STREET	Double yellow lines
14539	FMF		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4409	PEEBLES	A72 HIGH STREET	Double yellow lines
14540	RHD		Car	Parked	16:30 - 17:00	17:00 - 17:30	0.5	4409	PEEBLES	A72 HIGH STREET	Double yellow lines

09:00 - 09:30	09:30 - 10:00	10:00 - 10:30	10:30 - 11:00	11:00 - 11:30	11:30 - 12:00	12:00 - 12:30	12:30 - 13:00	13:00 - 13:30	13:30 - 14:00	14:00 - 14:30	14:30 - 15:00	15:00 - 15:30
		0.5	0.5	0.5	0.5							
			0.5	0.5	0.5							
	0.5											
					0.5							
						0.5	0.5					
								0.5				
									0.5	0.5	0.5	0.5
		0.5										
			0.5									
	0.5											
							0.5					
											0.5	

15:30 - 16:00	16:00 - 16:30	16:30 - 17:00	CHECK
		0.5	0
		0.5	0
			0
			0
			0
			0
			0
			0
0.5	0.5	0.5	0
			0
			0
			0
			0
		0.5	0
		0.5	0

NUMBER OF VEHICLES PARKED (AT)																		
STREET NAME	09:00 - 09:30			09:30 - 10:00			10:00 - 10:30			10:30 - 11:00			11:00 - 11:30			11:30 - 12:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
A72 EASTGATE	16	19	118.8%	16	13	81.3%	16	19	118.8%	16	19	118.8%	16	17	106.3%	16	16	100.0%
A72 HIGH STREET	62	47	75.8%	62	50	80.6%	62	51	82.3%	62	50	80.6%	62	47	75.8%	62	51	82.3%
TOTAL	78	66	84.6%	78	63	80.8%	78	70	89.7%	78	69	88.5%	78	64	82.1%	78	67	85.9%

NUMBER OF VEHICLES PARKED (AT)																		
STREET NAME	13:00 - 13:30			13:30 - 14:00			14:00 - 14:30			14:30 - 15:00			15:00 - 15:30			15:30 - 16:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
A72 EASTGATE	16	17	106.3%	16	16	100.0%	16	15	93.8%	16	16	100.0%	16	15	93.8%	16	16	100.0%
A72 HIGH STREET	62	54	87.1%	62	51	82.3%	62	49	79.0%	62	50	80.6%	62	44	71.0%	62	50	80.6%
TOTAL	78	71	91.0%	78	67	85.9%	78	64	82.1%	78	66	84.6%	78	59	75.6%	78	66	84.6%



This page is intentionally left blank