

Job Title: 118-132 New Oxford Street
Job No: 2018-3641
Date: March 2018

Subject: Technical Transport Note

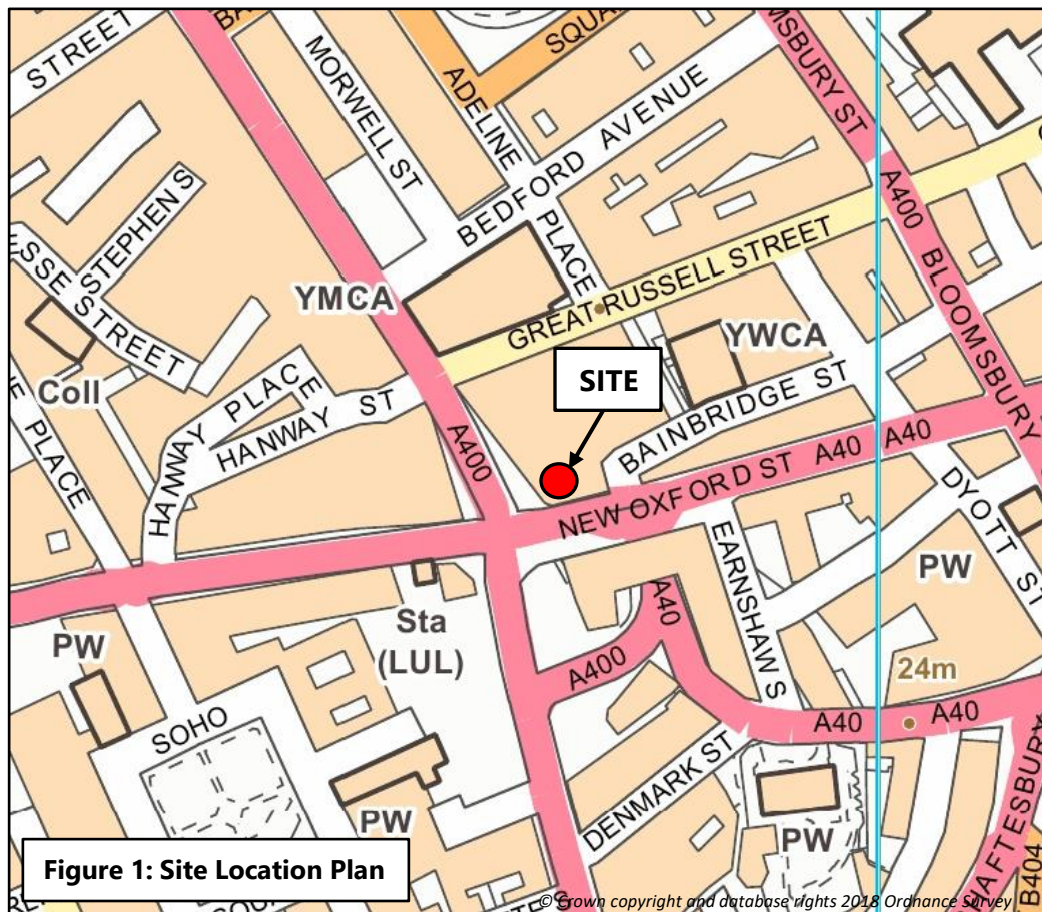
Introduction

1. Caneparo Associates Limited is retained by Lloyds Banking Group ('the Applicant') to provide traffic and transportation advice with regard to their proposed development at No. 118-132 New Oxford Street, Fitzrovia, WC1A 1HL, in the London Borough of Camden (LBC).
2. The proposal (Planning Reference 2017/4925/P) includes installing three new ATMs / cashpoints facing onto public footway, serving the new flagship Halifax branch. The proposals include locating two ATMs together on the western frontage of the building, facing onto Tottenham Court Road, and a third at the most eastern point of the building facing onto New Oxford Street.
3. This Technical Transport Note has been prepared following discussions with LBC relating to pedestrian comfort around the Site. This is with the intention of securing permission for an additional two proposed ATMs, through empirically examining LBC's concerns relating to pedestrian movements in the vicinity of one of the four entrances to Tottenham Court Road Underground Station, i.e. the north-east entrance. The scope of the pedestrian and ATM queue surveys were agreed with LBC prior to surveys being undertaken.

Location

4. The Site is located on the north-east corner of St Giles Circus, the junction of Tottenham Court Road (A400); New Oxford Street (A40); Charing Cross Road (A40); and Oxford Street (A40).
5. The Site is in an area of high pedestrian footfall, and to accommodate this the footway is wide and at the corner itself, expansive. This is also to accommodate pedestrian movements associated with one of the existing three entrances to Tottenham Court Road Underground Station; a News Vendor Kiosk; New Oxford Street pedestrian crossing; Tottenham Court Road pedestrian crossing; the Theatre Kiosk; and Bus Tour Kiosk.

6. The Site Location Plan is shown in **Figure 1**.



Existing Situation

7. Until mid-2017, the Site was a retail unit occupied by Dorothy Perkins / Burton, selling men's and women's high street clothing. There was one access to the store for customers located at the corner of the building, between Tottenham Court Road and New Oxford Street.
8. Whilst operating from this branch, the store was open 7 days a week, Monday to Friday, 08:30-21:00; Saturday, 09:00-21:00; and, Sunday, 12:00-18:00. As the flagship store for the High Street chain retailer, this branch would have generated and attracted substantial pedestrian movements.
9. Further to this, retail units can often encourage people to wait outside the store as friends / family members look around inside, adding to the congestion around the doors during opening hours as customers wait, access and egress.

10. There is currently a small service access from Bainbridge Street, on the east side of the building.

Development Proposal

11. Halifax has secured Planning Permission to implement works to its proposed flagship branch at the Site. Further to this, permission has been secured (Planning Reference: 2017/4925/P) for an ATM on New Oxford Street (adjacent to the corner with Bainbridge Street, along with CCTV and amendments to advertising).
12. There will be three internal ATMs near to the front door which will be available during branch extended opening hours Monday to Friday 08:00 to 20:00, Saturday 08:00 to 18:00 and Sunday 11:00 to 17:00. Human behaviour patterns show that customers prefer to use internal ATMs in busy environments, and as the opening hours cover the AM, lunchtime and PM peaks for pedestrian flows, the internal ATMs and long opening hours will complement this environment.
13. The proposed layout can be found in **Appendix A**.
14. Currently, there is a Halifax branch located at 60 Oxford Street (that will relocate to the flagship store), which includes two external and two internal ATMs. Over a 28-day period ending 4th February 2018, the average daily activity for the two external ATMs at the current Oxford Street Branch was 222 transactions per ATM per day.
15. In order to assess the pedestrian environment, ATM queueing behaviour and how this may impact the pedestrian environment around the Site following the proposal, surveys were planned, discussed and amended with LBC and commissioned. The surveys were undertaken independently on Wednesday 21st and Thursday 22nd February 2018 from 07:00-10:00, 12:00-14:00, and 16:00-19:00; and on Saturday 24th February from 11:00-17:00.
16. At the time of the survey the Site was undergoing construction and as a result the boarding and scaffold around the building served to narrow and restrict the footway. Despite this, pedestrian flows continued moving throughout the survey.
17. Further to this the weather conditions were varied and fairly standard for a week in February, with some light rain and no exceptional weather events.

Pedestrian Environment

18. In order to understand the existing pedestrian environment and flows, a Pedestrian Turning Count Survey was undertaken in the immediate vicinity of the Site, as set out above. The pedestrian turning counts that were undertaken and subsequent raw data can be found in **Appendix B**.
19. There are many more pedestrian movements along New Oxford Street, past the approved ATM near the corner of Bainbridge Street, than past the proposed ATMs facing onto Tottenham Court Road. This has been set out in **Table 1.1**.

Table 1.1 Pedestrians passing proposed ATMs, compared to New Oxford Street ATM				
		Total Number of Pedestrians passing proposed ATMs per hour	Total Number of Pedestrians passing New Oxford Street ATM per hour	Total Number passing proposed ATMs as a percentage of those passing New Oxford Street
Wednesday	AM Peak (08:00-09:00)	1028	2284	45.0%
	Lunch Peak (13:00-14:00)	1466	3201	45.8%
	PM Peak (17:00-18:00)	1103	2858	38.6%
Thursday	AM Peak (08:00-09:00)	977	2264	43.2%
	Lunch Peak (13:00-14:00)	1329	3550	37.4%
	PM Peak (17:00-18:00)	1000	3440	29.1%
Saturday	AM Peak (11:00-12:00)	432	1378	31.3%
	Lunch Peak (13:00-14:00)	879	2372	37.1%
	PM Peak (16:00-17:00)	906	2702	33.5%

20. The Pedestrian Comfort Level (PCL) can be calculated for the peak period (Wednesday, 13:00 – 14:00), this equates to 6.1ppmm (people per metre per minute), graded as PCL A-, past the proposed ATMs; and 13.3ppmm, graded as PCL B, along New Oxford Street and past the agreed ATM. The TfL scale for Pedestrian Comfort Levels can be found in **Appendix C**.

21. The TfL guidance states that up to 8ppmm, and past the proposed ATMs, 'the pedestrian environment is very comfortable with plenty of space for people to walk at the speed and route they choose' for all area'. In contrast, PCL B offers the 'recommended minimum for all areas'.
22. During the peak periods, the volume of pedestrians passing the proposed ATMs is between 31% - 46% of those passing the approved ATM on New Oxford Street.
23. The survey also indicated that the number of people passing the proposed ATMs to / from the adjacent pedestrian crossing is minimal, and generally amounts to less than 10% of the pedestrian flows past the proposed ATMs.
24. **Table 1.2** sets out the pedestrian movements to / from Tottenham Court Road Underground Station (one of four accesses to the station), as a percentage of movements past the proposed ATMs. Tottenham Court Road Station does not have an ATM within the concourse.

Table 1.2 Pedestrians coming to / from Underground Station and passing proposed ATMs				
		Number of Pedestrians to/from Underground, passing proposed ATMs per hour	Total Number of Pedestrians passing proposed ATMs per hour	Percentage passing proposed ATMs to/from Tottenham Court Road Underground Station
Wednesday	AM Peak (08:00-09:00)	573	1028	55.7%
	Lunch Peak (13:00-14:00)	144	1466	9.8%
	PM Peak (17:00-18:00)	575	1103	52.1%
Thursday	AM Peak (08:00-09:00)	524	977	53.6%
	Lunch Peak (13:00-14:00)	231	1329	17.4%
	PM Peak (17:00-18:00)	463	1000	46.3%
Saturday	AM Peak (11:00-12:00)	78	432	18.1%
	Lunch Peak (13:00-14:00)	96	879	10.9%
	PM Peak (16:00-17:00)	226	906	24.9%

25. The data indicates that the proportion of pedestrians passing the proposed ATMs and coming to / from the Underground Station ranges between 10% – 56%. This varies, depending on AM and PM peaks when people are egressing the station to go to work (AM peak) and accessing the station to return home (PM peak). Lunchtime flows reflect this, with much lower proportions of pedestrian flows coming to / from the Underground.
26. It is clear from the large amount of data that pedestrian movement is high in this area and the direction of flow can be dependent on the AM and PM peaks. The highest pedestrian movements occur during lunchtime on weekdays and later afternoon on Saturdays.
27. However, the data indicates that the flows passing the area proposed for two ATMs has a much lower flow than that along New Oxford Street, at most only reaching 45.8% of the flow. It is pertinent to note that the footway (without boarding and scaffold) is 3.95m wide along New Oxford Street, 1.0m narrower than the 4.95m narrowest point between one of the proposed ATMs and the top of the railing for the steps to the Underground.

ATM Queueing Behaviour

28. In order to gauge the demand and usage of ATMs, we have undertaken a queueing and length of transaction survey at Halifax's nearby branch at 60 Oxford Street, 250m west of the Site. This branch has two ATMs adjacent to each other fronting directly onto Oxford Street, with similar footfall to that around the Site. The data has helped us to understand customer behaviour around ATMs.
29. The results are set out below in **Table 1.3** and the raw data can be found in **Appendix D**.
30. The queueing data for the two ATMs surveyed has been analysed as one shared queue, as this is the way members of the public naturally chose to position themselves when queueing. The proposed ATMs are arranged in the same way, a pair of ATMs on the footway with alternative ATMs available within the branch. Further to this, there are very low occurrences of queues with rarely more than one person queueing which enables both ATMs to share a queue.

Table 1.3 ATM Transaction Frequency and Length and Number of People Queueing per hour					
		Total Number of Transactions	Transactions per Hour	Average Length of Transaction	Average Number of People Queueing (per hour)
Wednesday	AM (07:00-10:00)	32	10.7	50s	0.3
	Lunch (12:00-14:00)	78	39	42s	4
	PM (16:00-19:00)	102	34	46s	6
Thursday	AM (07:00-10:00)	34	11.3	51s	0.3
	Lunch (12:00-14:00)	114	57	44s	13.5
	PM (16:00-19:00)	113	37.7	47s	0.3
Saturday	11:00-18:00	225	37.5	45s	6.3

31. The number of transactions per hour (for both ATMs, combined) varies greatly between 11 and 57 transactions (or 6 and 29 transactions per ATM per hour), with transactions taking on average between 44s and 51s.

32. The data indicates that during the time when queueing is most likely, there can be a queue of 1 person for up to 10 minutes of the hour during peak usage on Thursday lunchtimes. For up to 5 minutes of the hour, during Wednesday's PM peak and on Saturday, there may be a queue of one person. This is based on worse-case scenario analysis of the queueing data.

33. There were a number of occasions when people, such as friends and partners, were waiting with the person using the cashpoint as opposed to waiting to use the ATM themselves. This accounted for half of those 'queueing' on Saturday. However, to be robust, these people were counted as part of the queue (and are therefore included in the right-hand column of Table 1.3) and their distinction can be noted within the raw data, **Appendix D**.

34. Of the 698 transactions recorded, when completed there was a queue of 1 person following 76 transactions (10.9%) and following only 18 transactions (2.6%) more than 1 person was queueing / waiting. There were only 3 instances where 3 or 4 people were waiting for a friend to use the ATM, but by observation would reposition themselves during the transaction by moving away from the ATMs and to stand against the edge of the footway / building line to wait.
35. The data has indicated that the two Halifax ATMs on Oxford Street do not generally result in a queue forming, and if a queue does form, it is typically for less than a minute.

Other Considerations

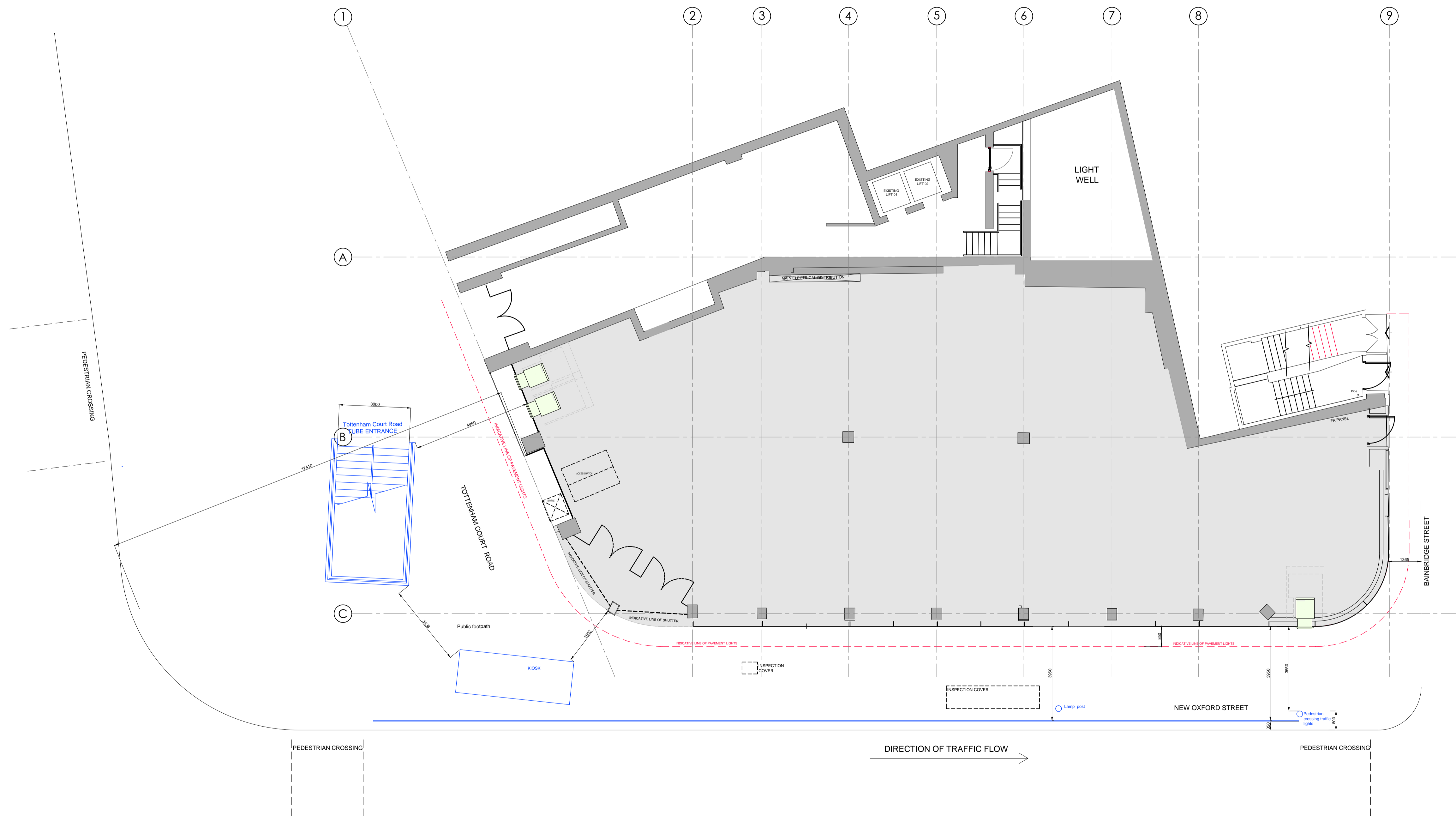
36. The remainder of this Note addresses LBC's comments relating to safety and congestion around the two proposed ATMs on Tottenham Court Road.
37. The data has shown clearly that the footfall past the proposed ATMS is less than half that passing along New Oxford Street; ATM transactions are quick at around 50s; and queueing to use one of a pair of ATMs does not occur very frequently.
38. The new flagship store will be open 7 days a week with extended opening hours, and as a result, there will be ATMs available inside. Signage around the ATM can be used to indicate that there are alternative ATMs available within the branch.
39. Despite high pedestrian flows, the proposed ATMs will be recessed into the Site, and as a result people using the ATMs will not be obstructing the footway. Only people queueing or waiting to use the ATM will pose a potential obstruction. The survey data has demonstrated that it is infrequent that a queue forms and if one does, it is resolved within the length of a transaction (51s).
40. By providing only one external ATM on New Oxford Street, where footfall is highest, the demand for ATMs is concentrated at this point and could potentially create queueing. This single ATM is near to a pedestrian crossing and may be more subject to congestion, as a result. By providing the additional proposed two ATMs on the Tottenham Court Road frontage, in addition to the internal ATMs, the probability of congestion at the approved ATM is greatly reduced as the demand is distributed.

Conclusion

41. Caneparo Associates Limited is retained by Lloyds Banking Group to provide traffic and transportation advice with regard to their proposed addition of two ATMs at No. 118-132 New Oxford Street, Fitzrovia, WC1A 1HL, in the London Borough of Camden (LBC).
42. The permission for the ATMs will provide an opportunity for Halifax and LBC to monitor pedestrian activity around the proposed ATMs.
43. In light of the low occurrence of queueing and by introducing signs indicating alternative ATMs offered at the Site internally during opening hours, it is reasonable to conclude that the ATMs will not have a materially adverse effect on pedestrian comfort around the Site.
44. Further to this, the ATMs will complement the approved ATM on New Oxford Street and provide a service that is necessary to the flagship Halifax store.
45. By robust analysis of data, in situ, we can confidently state that an additional two ATMs in the proposed location will serve a public need, without causing material detriment to the area and in turn will relieve some congestion on New Oxford Street by distributing demand.

Appendix A

Proposed Ground Floor Layout



Existing Street Furniture layout plan
scale 1:100 @ A1

REV	DATE	REVISION	INITIALS
LLOYDS BANKING GROUP			
ALL DIMENSIONS TO BE VERIFIED PRIOR TO COMMENCING WORK. DRAWING TO BE READ IN CONJUNCTION WITH PROJECT SPECIFICATIONS.			
THIS DRAWING IS THE PROPERTY OF LLOYDS BANKING GROUP AND COPYRIGHT IS RESERVED BY THEM. THE DRAWING IS ISSUED ON CONDITION THAT IT IS NOT COPIED OR DISCLOSED BY OR TO ANY UNAUTHORISED PERSONS WITHOUT PRIOR CONSENT IN WRITING TO LLOYDS BANKING GROUP - GROUP PROPERTY. ALL MODIFIED DRAWINGS SHOULD BE RETURNED TO LLOYDS BANKING GROUP.			
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PROJECT ADDRESS		SCALE	
Halifax 118-132, New Oxford Street West End LONDON, WC1A 1HL		A1 - 1:100 A3 - 1:200	
DRAWING DESCRIPTION		DATE	
Ground Floor Plan External Street Furniture		06:12:2017	
DRAWING NUMBER		DRAWN BY	
50941725-AR03-00-1003		PW	
		REVISION	
		-	

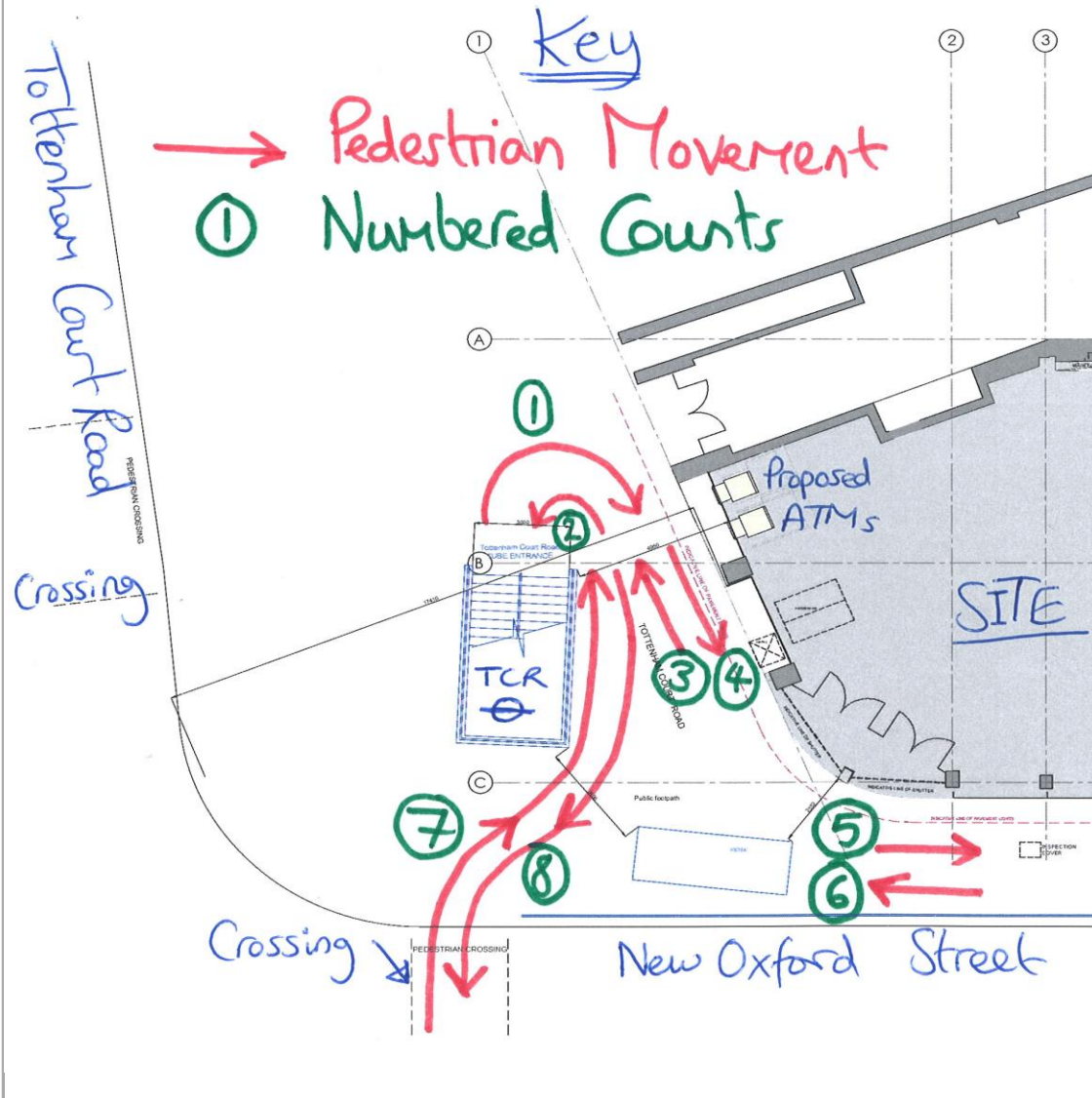
Location: **Tottenham Court Road**

Project: **Pedestrian count/dwell time**



Client: **Caneparo Associates**

Date: **28/02/19**



Appendix B

Pedestrian Turning Count Survey Data

Wednesday 21st Feb 2018										Thursday 22nd Feb 2018										Saturday 24th Feb 2018											
Time		1	2	3	4	5	6	7	8	Time		1	2	3	4	5	6	7	8	Time		1	2	3	4	5	6	7	8		
AM	07:00	07:00-07:15	42	17	16	45	37	31	7	7	07:00	07:00-07:15	34	16	22	28	49	55	3	2	11:00	11:00-11:15	6	14	34	65	147	177	3	6	
		07:15-07:30	50	22	22	50	19	26	4	5		07:15-07:30	42	8	25	16	45	45	5	3		11:15-11:30	2	19	26	81	196	191	5	1	
		07:30-07:45	33	5	8	38	42	36	6	6		07:30-07:45	41	6	19	49	37	42	2	4		11:30-11:45	12	5	42	64	148	134	4	5	
		07:45-08:00	62	5	38	84	132	81	3	9		07:45-08:00	63	16	32	122	107	59	5	4		11:45-12:00	17	3	41	45	194	191	6	4	
		TOTAL	187	49	84	217	230	174	20	27		TOTAL	180	46	98	215	238	201	15	13		TOTAL	37	41	143	255	685	693	18	16	
		08:00-08:15	93	10	47	117	164	75	6	4		08:00-08:15	49	20	25	143	161	144	0	2		12:00-12:15	9	7	54	50	186	158	1	3	
	08:15-08:30	129	12	51	172	325	141	7	14	08:15-08:30	127	36	74	175	289	158	4	3	12:15-12:30	17	4	72	57	223	188	3	6				
	08:30-08:45	125	11	56	184	501	180	2	5	08:30-08:45	117	16	66	261	401	224	2	0	12:30-12:45	10	11	77	64	239	308	2	4				
	08:45-09:00	186	7	84	266	610	288	5	8	08:45-09:00	157	2	65	146	582	305	4	7	12:45-13:00	7	10	65	58	266	410	8	0				
	TOTAL	533	40	238	739	1600	684	20	31	TOTAL	450	74	230	725	1433	831	10	12	TOTAL	43	32	268	229	914	1064	14	13				
	09:00	09:00-09:15	161	12	62	207	359	191	4	5	09:00	09:00-09:15	214	17	121	196	178	342	9	5	13:00	13:00-13:15	19	16	87	104	320	479	19	3	
		09:15-09:30	120	4	44	148	259	108	9	9		09:15-09:30	148	24	47	142	127	220	2	1		13:15-13:30	1	15	65	87	226	228	17	10	
		09:30-09:45	156	24	112	213	320	170	2	1		09:30-09:45	90	20	45	250	126	187	3	8		13:30-13:45	10	7	104	78	233	318	17	10	
		09:45-10:00	94	11	65	135	307	163	8	4		09:45-10:00	98	8	32	112	102	195	5	5		13:45-14:00	15	13	137	71	232	336	56	14	
		TOTAL	531	51	283	703	1245	632	23	19		TOTAL	550	69	245	700	533	944	19	19		TOTAL	45	51	393	340	1011	1361	109	37	
		TOTAL	531	51	283	703	1245	632	23	19		TOTAL	550	69	245	700	533	944	19	19		TOTAL	45	51	393	340	1011	1361	109	37	
	Lunch	12:00	12:00-12:15	13	36	76	87	249	189	6	3	12:00	12:00-12:15	19	15	73	79	133	200	8	0	14:00	14:00-14:15	8	14	184	73	253	373	58	15
			12:15-12:30	23	30	85	80	227	217	0	9		12:15-12:30	37	124	237	138	333	624	7	8		14:15-14:30	9	10	115	65	243	289	24	6
12:30-12:45			20	25	89	124	239	187	8	8	12:30-12:45		24	14	95	102	239	405	5	3	14:30-14:45		22	36	82	78	256	243	7	2	
12:45-13:00			13	25	133	142	327	288	11	13	12:45-13:00		23	26	132	97	446	423	18	2	TOTAL		66	81	449	281	913	1145	92	35	
TOTAL			69	116	383	433	1042	881	25	33	TOTAL		103	179	537	416	1151	1652	38	13	15:00-15:15		36	30	109	87	243	267	7	44	
13:00-13:15			10	21	177	177	324	388	14	13	13:00-13:15		23	30	183	143	340	612	0	2	15:15-15:30		27	26	77	67	201	214	4	1	
13:15-13:30		9	50	149	160	345	489	10	6	13:15-13:30	26	29	153	150	277	634	2	21	15:30-15:45	40	34	119	60	267	498	13	3				
13:30-13:45		6	18	175	207	403	513	19	3	13:30-13:45	25	27	160	165	375	486	18	6	15:45-16:00	24	27	106	69	233	293	12	4				
13:45-14:00		8	22	144	174	323	416	29	9	13:45-14:00	45	26	137	176	351	475	4	9	TOTAL	127	117	411	283	944	1272	36	52				
TOTAL		33	111	645	718	1395	1806	72	31	TOTAL	119	112	633	634	1343	2207	24	38	16:00-16:15	12	28	106	86	256	517	0	2				
PM		16:00	16:00-16:15	20	38	46	17	120	198	9	1	07:00	16:00-16:15	3	37	57	34	105	223	10	4	16:00	16:00-16:15	12	28	106	86	256	517	0	2
			16:15-16:30	22	32	86	66	171	344	4	6		16:15-16:30	6	33	50	49	153	301	5	2		16:15-16:30	13	48	143	71	212	497	3	19
			16:30-16:45	37	91	67	49	240	506	7	5		16:30-16:45	11	53	79	75	226	502	8	12		16:30-16:45	18	48	143	71	212	497	3	19
			16:45-17:00	49	42	73	85	307	331	4	11		16:45-17:00	4	62	69	72	302	331	2	13		TOTAL	55	171	546	314	874	1828	6	40
			TOTAL	128	203	272	217	838	1379	24	23		TOTAL	24	185	255	230	786	1357	25	31		17:00-17:15	17	37	131	171	260	293	1	0
			17:00-17:15	27	149	97	300	234	241	7	3		17:00-17:15	10	100	72	91	326	232	12	9		17:00	17:00-17:15	10	100	72	91	326	232	12
		17:15-17:30	9	112	90	88	197	416	5	5	17:15-17:30	29	85	184	105	367	513	7	5	17:15-17:30	29	85		184	105	367	513	7	5		
		17:30-17:45	58	87	146	103	287	424	9	9	17:30-17:45	11	106	110	82	245	617	4	11	17:30-17:45	11	106		110	82	245	617	4	11		
	17:45-18:00	31	102	143	89	387	672	5	4	17:45-18:00	9	113	153	126	358	782	14	15	17:45-18:00	9	113	153		126	358	782	14	15			
	TOTAL	125	450	476	580	1105	1753	26	21	TOTAL	59	404	519	404	1296	2144	37	40	TOTAL	59	404	519		404	1296	2144	37	40			
	18:00	18:00-18:15	59	103	200	199	450	267	12	11	09:00	18:00-18:15	15	116	166	134	377	738	21	8	18:00	18:00-18:15		15	116	166	134	377	738	21	8
		18:15-18:30	25	91	125	99	386	243	12	6		18:15-18:30	5	105	138	102	235	536	24	16		18:15-18:30	25	91	125	99	386	243	12	6	
		18:30-18:45	44	122	113	88	415	277	2	12		18:30-18:45	29	90	160	60	264	384	8	3		18:30-18:45	44	122	113	88	415	277	2	12	
		18:45-19:00	20	86	71	78	273	158	7	4		18:45-19:00	30	72	99	33	210	309	23	9		18:45-19:00	20	86	71	78	273	158	7	4	
		TOTAL	148	402	509	464	1524	945	33	33		TOTAL	79	383	563	329	1086	1967	76	36		TOTAL	148	402	509	464	1524	945	33	33	
		TOTAL	148	402	509	464	1524	945	33	33		TOTAL	79	383	563	329	1086	1967	76	36		TOTAL	148	402	509	464	1524	945	33	33	

Appendix C

TfL Scale for Pedestrian Comfort Levels (PCL) on Footways



Figure 8 Pedestrian Comfort Levels on Footways

Appendix D

ATM Queueing Survey Data

Location: Tottenham Court Road

Project: Pedestrian count/dwell time

Client: Caneparo Associates

Date: 28/02/18



Wednesday 21st Feb 2018

Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
B	07:07:03	07:07:53	50s	0	0	0
A	07:10:42	07:11:07	25s	1	0	1
B	07:13:49	07:14:45	56s	0	0	0
B	07:18:24	07:19:00	36s	0	0	0
A	07:20:17	07:21:48	1m 31s	0	0	0
A	07:25:04	07:27:10	2m 6s	0	0	0
B	07:30:20	07:31:05	45s	0	0	0
B	07:35:40	07:35:50	10s	0	0	0
B	07:40:10	07:42:10	2m 0s	0	0	0
B	08:00:10	08:00:25	15s	0	0	0
A	08:05:10	08:05:35	25s	0	0	0
B	08:20:10	08:21:20	1m 10s	0	0	0
A	08:20:50	08:21:20	30s	0	0	0
B	08:34:15	08:35:35	1m 20s	0	0	0
B	08:40:10	08:41:05	55s	0	0	0
A	08:43:15	08:43:55	40s	0	0	0
B	08:45:00	08:45:30	30s	0	0	0
A	08:40:30	08:41:10	40s	0	0	0
B	08:50:30	08:51:05	35s	0	0	0
A	08:55:25	08:56:05	40s	0	0	0
A	09:09:30	09:10:50	1m 20s	0	0	0
B	09:14:50	09:15:15	25s	0	0	0
A	09:25:43	09:26:12	29s	0	0	0
B	09:26:12	09:26:37	25s	0	0	0
B	09:30:17	09:32:28	2m 11s	0	0	0
A	09:32:01	09:32:40	39s	0	0	0
A	09:37:23	09:38:01	38s	0	0	0
A	09:40:01	09:40:30	29s	0	0	0
B	09:43:57	09:44:23	26s	0	0	0
A	09:44:13	09:44:58	45s	0	0	0
B	09:45:42	09:46:20	38s	0	0	0
B	09:52:32	09:53:46	1m 14s	0	0	0
			TOTAL	1	0	1
A	12:02:50	12:03:14	24s	0	0	0
A	12:07:06	12:08:07	1m 1s	0	0	0
B	12:07:50	12:08:12	22s	0	0	0
B	12:08:12	12:09:12	1m	1	0	1
A	12:10:35	12:11:17	42s	0	0	0
B	12:10:47	12:11:18	31s	0	0	0
A	12:11:49	12:12:18	29s	0	0	0
B	12:16:15	12:16:50	35s	0	0	0
A	12:18:39	12:19:48	1m 9s	0	0	0
B	12:21:55	12:22:33	38s	0	0	0
B	12:23:55	12:24:16	21s	0	0	0
A	12:23:37	12:24:26	49s	0	0	0
B	12:25:03	12:25:55	52s	0	0	0
B	12:26:58	12:28:07	1m 9s	0	0	0
B	12:31:10	12:31:32	22s	0	0	0
A	12:31:33	12:32:01	28s	0	0	0
A	12:32:24	12:32:43	19s	0	0	0
B	12:33:01	12:33:21	20s	0	0	0
A	12:36:30	12:37:06	36s	0	0	0
B	12:36:55	12:37:53	58s	0	0	0
B	12:43:05	12:43:27	22s	0	0	0

Wednesday 21st Feb 2018

Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
A	12:43:10	12:43:37	27s	0	0	0
A	12:44:30	12:45:17	47s	0	0	0
B	12:44:35	12:45:14	39s	0	0	0
B	12:48:00	12:48:28	28s	0	0	0
B	12:48:40	12:49:20	40s	0	0	0
B	12:51:11	12:51:55	44s	0	0	0
B	12:52:07	12:52:43	36s	0	0	0
B	12:53:12	12:53:52	40s	1	1	0
A	12:53:23	12:54:10	47s	0	0	0
B	12:53:53	12:54:43	50s	0	0	0
B	12:55:33	12:56:55	1m 22s	0	0	0
A	12:56:28	12:57:05	37s	1	0	1
B	12:57:09	12:58:43	1m 34s	0	0	0
B	12:59:13	13:00:17	1m 4s	1	0	1
A	12:59:23	12:59:46	23s	1	1	0
A	12:59:47	13:00:22	35s	0	0	0
B	13:02:10	13:02:53	43s	0	0	0
A	13:02:24	13:02:49	25s	0	0	0
A	13:03:17	13:03:41	24s	0	0	0
B	13:03:18	13:03:32	14s	0	0	0
B	13:06:58	13:07:42	44s	0	0	0
A	13:07:27	13:08:00	33s	0	0	0
B	13:07:51	13:08:14	23s	1	0	1
A	13:08:21	13:09:53	1m 32s	0	0	0
A	13:10:25	13:10:59	34s	0	0	0
B	13:10:32	13:11:32	1m	0	0	0
B	13:17:04	13:17:39	35s	0	0	0
A	13:17:55	13:18:14	19s	0	0	0
A	13:18:39	13:19:12	33s	1	1	0
B	13:18:41	13:19:33	52s	0	0	0
A	13:19:21	13:19:52	31s	0	0	0
A	13:20:36	13:21:05	29s	0	0	0
B	13:20:46	13:21:15	29s	0	0	0
A	13:21:50	13:22:16	26s	0	0	0
A	13:23:07	13:24:15	1m 8s	0	0	0
B	13:24:04	13:24:39	35s	1	1	0
A	13:24:23	13:25:28	1m 5s	0	0	0
B	13:24:41	13:25:33	52s	0	0	0
A	13:25:49	13:26:25	36s	0	0	0
B	13:25:53	13:26:19	26s	0	0	0
A	13:26:51	13:27:24	33s	0	0	0
B	13:32:48	13:33:38	50s	0	0	0
B	13:34:34	13:35:10	36s	0	0	0
A	13:35:47	13:36:15	28s	0	0	0
A	13:35:47	13:36:15	28s	0	0	0
B	13:39:40	13:40:26	46s	0	0	0
B	13:40:05	13:42:02	1m 57s	0	0	0
A	13:43:07	13:43:32	25s	0	0	0
B	13:43:33	13:45:08	1m 35s	0	0	0
A	13:43:34	13:44:20	46s	0	0	0
B	13:45:50	13:46:11	21s	0	0	0
A	13:47:01	13:47:28	27s	0	0	0
A	13:48:47	13:49:46	59s	0	0	0
B	13:48:50	13:49:12	22s	0	0	0
A	13:56:47	13:57:19	32s	0	0	0
B	13:58:05	13:59:02	57s	0	0	0
A	13:59:09	14:01:05	1m 56s	0	0	0

Wednesday 21st Feb 2018

Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
			TOTAL	8	4	4
A	16:00:54	16:01:29	35s	0	0	0
A	16:08:20	16:08:51	31s	0	0	0
B	16:10:05	16:11:17	1m 12s	0	0	0
B	16:12:22	16:13:02	40s	0	0	0
A	16:15:55	16:16:41	46s	0	0	0
A	16:17:16	16:17:48	32s	0	0	0
A	16:18:02	16:18:50	48s	0	0	0
B	16:18:55	16:19:22	27s	0	0	0
B	16:22:23	16:23:18	55s	0	0	0
A	16:22:50	16:23:36	46s	0	0	0
B	16:25:17	16:26:29	1m 12s	0	0	0
B	16:29:52	16:30:28	36s	0	0	0
B	16:31:45	16:32:10	25s	0	0	0
B	16:36:17	16:37:16	59s	0	0	0
A	16:36:45	16:37:29	44s	0	0	0
A	16:41:06	16:41:36	30s	0	0	0
B	16:42:51	16:43:29	38s	0	0	0
B	16:43:40	16:44:24	44s	1	1	0
A	16:43:45	16:45:08	1m 23s	0	0	0
B	16:44:24	16:45:12	48s	0	0	0
A	16:45:35	16:46:04	29s	0	0	0
A	16:49:46	16:51:34	1m 48s	0	0	0
B	16:49:58	16:50:33	35s	2	1	1
B	16:50:34	16:51:20	46s	0	0	0
A	16:52:12	16:53:20	1m 8s	0	0	0
B	16:52:32	16:53:06	34s	0	0	0
B	16:59:47	17:00:52	1m 5s	0	0	0
A	17:02:04	17:02:26	22s	0	0	0
B	17:02:42	17:03:18	36s	0	0	0
B	17:04:15	17:04:51	36s	0	0	0
B	17:05:27	17:06:04	37s	0	0	0
B	17:10:55	17:12:18	1m 23s	0	0	0
A	17:11:35	17:12:10	35s	0	0	0
A	17:12:29	17:13:05	36s	2	0	2
B	17:12:40	17:15:40	3m	0	0	0
A	17:14:44	17:15:23	39s	0	0	0
A	17:15:24	17:16:45	1m 21s	1	0	1
B	17:17:32	17:17:59	27s	0	0	0
B	17:18:20	17:19:04	44s	0	0	0
A	17:28:26	17:28:55	29s	0	0	0
B	17:34:55	17:35:20	25s	0	0	0
B	17:36:11	17:36:53	42s	0	0	0
A	17:36:35	17:36:59	24s	2	1	1
B	17:36:59	17:39:02	2m 3s	0	0	0
A	17:39:25	17:39:55	30s	0	0	0
B	17:39:34	17:40:02	28s	0	0	0
A	17:40:11	17:40:59	48s	0	0	0
A	17:44:32	17:45:03	31s	0	0	0
B	17:44:34	17:45:07	33s	0	0	0
A	17:46:38	17:47:41	1m 3s	0	0	0
B	17:46:52	17:48:05	1m 13s	1	1	0
A	17:47:41	17:48:22	41s	0	0	0
B	17:50:55	17:51:34	39s	0	0	0
A	17:51:50	17:52:25	35s	0	0	0
A	17:53:17	17:54:15	58s	0	0	0
B	17:55:05	17:55:37	32s	0	0	0

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Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
A	17:55:47	17:56:53	1m 6s	0	0	0
B	17:56:17	17:56:47	30s	0	0	0
A	18:02:29	18:03:42	1m 13s	0	0	0
B	18:03:27	18:04:18	51s	0	0	0
A	18:05:03	18:05:28	25s	0	0	0
A	18:05:03	18:05:28	25s	1	1	0
B	18:05:03	18:05:42	39s	1	1	0
A	18:05:28	18:06:22	54s	0	0	0
B	18:05:42	18:06:22	40s	1	0	1
A	18:09:35	18:10:17	42s	1	1	0
B	18:09:45	18:11:19	1m 34s	1	1	0
A	18:10:35	18:11:09	34s	1	1	0
A	18:11:09	18:11:38	29s	0	0	0
B	18:11:30	18:11:47	17s	0	0	0
A	18:11:50	18:12:47	57s	0	0	0
B	18:14:37	18:15:37	1m	0	0	0
A	18:15:06	18:15:51	45s	0	0	0
B	18:15:46	18:16:23	37s	0	0	0
A	18:16:23	18:16:53	30s	0	0	0
B	18:17:55	18:18:16	21s	0	0	0
A	18:18:16	18:18:44	28s	0	0	0
B	18:21:44	18:22:27	43s	0	0	0
A	18:21:53	18:22:35	42s	0	0	0
B	18:22:58	18:23:41	43s	0	0	0
A	18:24:02	18:24:41	39s	0	0	0
B	18:24:45	18:24:58	13s	0	0	0
A	18:25:46	18:26:11	25s	0	0	0
A	18:27:12	18:28:03	51s	0	0	0
A	18:28:10	18:28:51	41s	0	0	0
B	18:29:13	18:29:44	31s	0	0	0
A	18:31:26	18:32:17	51s	0	0	0
A	18:36:42	18:37:19	37s	0	0	0
B	18:40:25	18:41:05	40s	0	0	0
A	18:42:32	18:43:35	1m 3s	0	0	0
B	18:48:44	18:49:23	39s	0	0	0
A	18:49:05	18:50:07	1m 2s	1	0	1
B	18:49:23	18:49:57	34s	0	0	0
B	18:52:45	18:53:15	30s	0	0	0
A	18:54:01	18:54:41	40s	0	0	0
B	18:55:16	18:56:11	55s	0	0	0
A	18:56:01	18:56:35	34s	0	0	0
B	18:56:30	18:57:03	33s	0	0	0
A	18:57:49	18:59:10	1m 21s	0	0	0
B	18:58:03	18:58:47	44s	0	0	0
A	18:59:10	18:59:45	35s	2	1	1
A	18:59:45	19:00:59	1m 14s	0	0	0
			TOTAL	18	10	8

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Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
A	07:02:17	07:03:02	45s	0	0	0
B	07:11:07	07:11:33	26s	0	0	0
A	07:11:44	07:13:07	1m 23s	1	0	1
B	07:11:59	07:12:45	46s	0	0	0
B	07:18:34	07:18:59	25s	0	0	0
A	07:19:07	07:19:48	41s	0	0	0
A	07:24:05	07:25:30	1m 25s	0	0	0
A	07:26:04	07:27:12	1m 8s	0	0	0
B	07:29:20	07:30:15	55s	0	0	0
B	07:31:20	07:32:12	52s	0	0	0
B	07:37:10	07:38:50	1m 40s	0	0	0
B	08:00:00	08:00:25	25s	0	0	0
A	08:04:07	08:05:25	1m 18s	0	0	0
B	08:07:10	08:08:20	1m 10s	0	0	0
A	08:11:50	08:12:30	40s	0	0	0
B	08:21:15	08:22:35	1m 20s	0	0	0
B	08:25:13	08:25:50	37s	0	0	0
A	08:29:25	08:31:02	1m 37s	0	0	0
B	08:34:10	08:35:30	1m 20s	0	0	0
A	08:40:30	08:41:10	40s	0	0	0
B	08:45:30	08:45:55	25s	0	0	0
A	08:52:35	08:53:04	29s	0	0	0
A	09:58:30	09:59:20	50s	0	0	0
B	09:11:50	09:12:15	25s	0	0	0
A	09:22:23	09:23:12	49s	0	0	0
B	09:25:12	09:25:37	25s	0	0	0
B	09:29:17	09:29:58	41s	0	0	0
A	09:31:01	09:31:40	39s	0	0	0
A	09:37:33	09:38:12	39s	0	0	0
A	09:41:11	09:42:30	1m 19s	0	0	0
B	09:42:47	09:43:23	36s	0	0	0
A	09:45:13	09:45:59	46s	0	0	0
B	09:48:32	09:49:20	48s	0	0	0
B	09:53:32	09:54:16	44s	0	0	0
			TOTAL	1	0	1
B	12:01:30	12:01:58	28s	0	0	0
A	12:01:40	12:02:25	45s	0	0	0
A	12:03:45	12:04:10	25s	0	0	0
B	12:04:19	12:04:43	24s	0	0	0
A	12:04:31	12:05:41	1m 10s	0	0	0
B	12:05:41	12:06:30	49s	1	0	1
A	12:06:06	12:06:45	39s	0	0	0
B	12:08:48	12:10:33	1m 45s	0	0	0
A	12:10:30	12:11:50	1m 20s	0	0	0
B	12:10:57	12:12:27	1m 30s	1	1	0
A	12:12:03	12:12:22	19s	0	0	0
B	12:12:47	12:14:55	2m 8s	0	0	0
B	12:15:17	12:16:15	58s	0	0	0
A	12:15:25	12:16:03	38s	0	0	0
A	12:16:10	12:16:46	36s	0	0	0
B	12:16:37	12:17:13	36s	1	1	0
A	12:16:50	12:17:13	23s	0	0	0
A	12:17:17	12:17:50	33s	0	0	0
B	12:17:55	12:19:03	1m 8s	0	0	0

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Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
A	12:21:48	12:22:17	29s	0	0	0
B	12:22:04	12:22:59	55s	0	0	0
A	12:22:23	12:22:59	36s	0	0	0
B	12:23:17	12:23:51	34s	0	0	0
A	12:24:10	12:25:10	1m	0	0	0
A	12:25:42	12:26:18	36s	2	2	0
B	12:25:58	12:26:41	43s	2	2	0
A	12:26:30	12:27:15	45s	2	1	1
B	12:27:05	12:27:49	44s	0	0	0
A	12:27:33	12:28:14	41s	0	0	0
B	12:28:59	12:29:25	26s	0	0	0
B	12:28:59	12:29:25	26s	0	0	0
B	12:30:22	12:30:47	25s	0	0	0
B	12:30:57	12:32:13	1m 16s	1	0	1
A	12:31:14	12:31:41	27s	0	0	0
A	12:33:14	12:34:44	1m 30s	1	1	0
B	12:34:16	12:35:08	52s	0	0	0
A	12:34:44	12:35:19	35s	0	0	0
A	12:36:46	12:37:14	28s	0	0	0
B	12:37:14	12:38:30	1m 16s	3	1	2
A	12:37:55	12:40:10	2m 15s	0	0	0
B	12:38:30	12:39:02	32s	2	2	0
B	12:39:02	12:40:10	1m 8s	2	2	0
B	12:40:30	12:41:01	31s	2	2	0
A	12:40:41	12:41:28	47s	0	0	0
B	12:41:01	12:41:46	45s	0	0	0
A	12:41:33	12:42:25	52s	0	0	0
B	12:42:37	12:43:10	33s	0	0	0
B	12:43:18	12:43:45	27s	0	0	0
A	12:46:50	12:47:41	51s	3	2	1
B	12:47:10	12:47:22	12s	1	0	1
A	12:47:41	12:48:41	1m	0	0	0
B	12:48:17	12:48:29	12s	0	0	0
A	12:49:37	12:50:00	23s	0	0	0
A	12:50:04	12:50:22	18s	0	0	0
A	12:50:04	12:50:22	18s	0	0	0
B	12:50:04	12:50:27	23s	1	1	0
B	12:50:51	12:51:14	23s	1	1	0
A	12:50:59	12:51:16	17s	0	0	0
B	12:51:14	12:52:05	51s	0	0	0
A	12:51:14	12:52:17	1m 3s	0	0	0
A	12:52:38	12:53:05	27s	0	0	0
B	12:52:49	12:53:19	30s	0	0	0
A	12:53:27	12:53:36	9s	0	0	0
B	12:55:25	12:56:30	1m 5s	0	0	0
A	12:56:01	12:56:26	25s	0	0	0
A	12:58:52	12:59:57	1m 5s	0	0	0
A	13:01:33	13:01:55	22s	0	0	0
B	13:02:19	13:02:52	33s	0	0	0
B	13:03:59	13:04:32	33s	0	0	0
A	13:04:46	13:05:32	46s	0	0	0
B	13:05:42	13:06:20	38s	0	0	0
A	13:06:15	13:06:55	40s	0	0	0
B	13:06:35	13:06:55	20s	0	0	0
A	13:09:09	13:09:34	25s	0	0	0
B	13:10:20	13:10:41	21s	0	0	0
B	13:11:12	13:11:30	18s	0	0	0

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Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
A	13:11:18	13:12:11	53s	0	0	0
B	13:11:59	13:12:33	34s	0	0	0
B	13:13:23	13:14:44	1m 21s	0	0	0
B	13:14:44	13:15:33	49s	0	0	0
A	13:15:30	13:16:09	39s	0	0	0
B	13:15:54	13:16:23	29s	0	0	0
B	13:19:55	13:20:15	20s	0	0	0
A	13:20:05	13:20:58	53s	0	0	0
B	13:21:30	13:21:56	26s	0	0	0
B	13:22:15	13:22:50	35s	1	1	0
A	13:22:15	13:22:36	21s	0	0	0
A	13:23:05	13:23:14	9s	0	0	0
B	13:25:59	13:26:26	27s	0	0	0
B	13:27:09	13:27:50	41s	0	0	0
A	13:27:50	13:28:45	55s	0	0	0
A	13:29:10	13:29:41	31s	0	0	0
B	13:29:35	13:30:18	43s	0	0	0
B	13:31:32	13:31:54	22s	0	0	0
A	13:31:41	13:33:09	1m 28s	0	0	0
A	13:34:42	13:35:14	32s	0	0	0
A	13:35:23	13:36:02	39s	0	0	0
B	13:35:33	13:36:31	58s	0	0	0
B	13:37:31	13:37:41	10s	0	0	0
A	13:38:05	13:38:58	53s	0	0	0
B	13:38:12	13:38:33	21s	0	0	0
A	13:39:45	13:40:39	54s	0	0	0
B	13:42:48	13:43:45	57s	0	0	0
B	13:44:20	13:44:45	25s	0	0	0
A	13:45:51	13:46:21	30s	0	0	0
B	13:46:37	13:46:56	19s	0	0	0
A	13:47:38	13:48:12	34s	0	0	0
B	13:48:47	13:49:42	55s	0	0	0
A	13:49:42	13:50:17	35s	0	0	0
B	13:50:17	13:50:47	30s	0	0	0
A	13:50:47	13:51:34	47s	0	0	0
B	13:54:45	13:55:34	49s	0	0	0
B	13:56:59	13:59:59	3m	0	0	0
A	13:57:20	13:59:59	2m 39s	0	0	0
			TOTAL	27	20	7
A	16:02:42	16:03:11	29s	0	0	0
B	16:06:07	16:06:48	41s	0	0	0
A	16:09:42	16:10:24	42s	0	0	0
B	16:11:26	16:12:21	55s	0	0	0
B	16:11:25	16:12:14	49s	0	0	0
A	16:16:45	16:17:48	1m 3s	0	0	0
A	16:18:07	16:19:16	1m 9s	0	0	0
B	16:18:15	16:18:37	22s	0	0	0
B	16:19:08	16:20:50	1m 42s	0	0	0
A	16:24:10	16:24:48	38s	0	0	0
B	16:24:22	16:24:55	33s	0	0	0
A	16:26:02	16:27:05	1m 3s	0	0	0
B	16:27:43	16:28:40	57s	1	1	0
B	16:28:15	16:29:05	50s	0	0	0
A	16:28:40	16:29:14	34s	0	0	0
A	16:29:20	16:30:18	58s	0	0	0
B	16:29:45	16:30:09	24s	0	0	0
B	16:30:19	16:31:20	1m 1s	0	0	0

Thursday 22nd Feb 2018

Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
A	16:31:09	16:31:35	26s	0	0	0
B	16:32:20	16:32:51	31s	0	0	0
B	16:34:09	16:35:01	52s	0	0	0
A	16:37:43	16:38:41	58s	0	0	0
A	16:39:02	16:39:42	40s	0	0	0
B	16:42:13	16:43:18	1m 5s	0	0	0
A	16:43:11	16:44:37	1m 26s	0	0	0
B	16:49:30	16:50:11	41s	0	0	0
B	16:53:55	16:54:32	37s	0	0	0
A	16:56:49	16:57:16	27s	0	0	0
B	17:05:12	17:05:47	35s	0	0	0
A	17:05:12	17:05:53	41s	0	0	0
B	17:06:49	17:07:16	27s	0	0	0
A	17:08:09	17:09:20	1m 11s	0	0	0
B	17:09:15	17:10:20	1m 5s	0	0	0
A	17:09:20	17:09:45	25s	0	0	0
A	17:11:33	17:11:53	20s	0	0	0
A	17:13:18	17:13:49	31s	0	0	0
A	17:14:17	17:15:01	44s	0	0	0
B	17:14:27	17:14:55	28s	0	0	0
B	17:14:56	17:15:38	42s	0	0	0
A	17:16:36	17:17:32	56s	0	0	0
B	17:17:58	17:18:38	40s	0	0	0
B	17:18:49	17:19:21	32s	0	0	0
B	17:18:59	17:19:57	58s	0	0	0
A	17:20:02	17:20:33	31s	0	0	0
B	17:20:29	17:21:15	46s	0	0	0
B	17:22:11	17:22:38	27s	0	0	0
A	17:23:32	17:23:54	22s	0	0	0
A	17:24:02	17:24:33	31s	0	0	0
B	17:25:59	17:26:06	7s	0	0	0
A	17:26:42	17:27:07	25s	0	0	0
A	17:28:56	17:29:22	26s	0	0	0
B	17:29:14	17:30:56	1m 42s	0	0	0
B	17:30:29	17:31:15	46s	0	0	0
A	17:33:29	17:33:38	9s	0	0	0
A	17:34:29	17:35:03	34s	0	0	0
A	17:35:31	17:35:47	16s	0	0	0
B	17:35:58	17:36:28	30s	0	0	0
A	17:36:14	17:36:50	36s	0	0	0
A	17:37:40	17:38:30	50s	0	0	0
B	17:38:30	17:39:00	30s	0	0	0
A	17:39:15	17:40:30	1m 15s	0	0	0
A	17:40:00	17:42:10	2m 10s	0	0	0
B	17:40:40	17:41:22	42s	0	0	0
B	17:41:30	17:41:42	12s	0	0	0
B	17:42:02	17:43:30	1m 28s	0	0	0
A	17:42:17	17:42:58	41s	0	0	0
A	17:43:20	17:43:40	20s	0	0	0
A	17:44:25	17:45:00	35s	0	0	0
B	17:44:43	17:46:10	1m 27s	0	0	0
A	17:49:32	17:49:51	19s	0	0	0
A	17:50:48	17:51:12	24s	0	0	0
A	17:52:25	17:53:01	36s	0	0	0
B	17:55:58	17:56:51	53s	0	0	0
B	17:57:03	17:57:51	48s	0	0	0
A	17:57:11	17:57:29	18s	0	0	0

Thursday 22nd Feb 2018

Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
A	17:57:30	17:58:24	54s	0	0	0
A	17:57:35	17:58:18	43s	0	0	0
A	17:58:56	17:59:56	1m	0	0	0
B	17:58:59	17:59:24	25s	0	0	0
A	18:01:32	18:01:55	23s	0	0	0
B	18:02:55	18:03:58	1m 3s	0	0	0
B	18:06:17	18:06:40	23s	0	0	0
B	18:06:45	18:08:16	1m 31s	0	0	0
A	18:07:47	18:08:39	52s	0	0	0
A	18:09:00	18:09:37	37s	0	0	0
A	18:10:42	18:12:29	1m 47s	0	0	0
B	18:11:22	18:12:02	40s	0	0	0
B	18:13:00	18:14:04	1m 4s	0	0	0
B	18:14:57	18:15:32	35s	0	0	0
B	18:15:44	18:16:10	26s	0	0	0
B	18:19:05	18:19:34	29s	0	0	0
B	18:20:03	18:22:16	2m 13s	0	0	0
A	18:22:19	18:22:43	24s	0	0	0
B	18:24:39	18:25:47	1m 8s	0	0	0
A	18:25:53	18:26:22	29s	0	0	0
A	18:30:10	18:30:33	23s	0	0	0
A	18:33:34	18:34:11	37s	0	0	0
B	18:35:24	18:36:01	37s	0	0	0
A	18:36:12	18:36:40	28s	0	0	0
B	18:37:11	18:38:02	51s	0	0	0
A	18:39:22	18:40:07	45s	0	0	0
A	18:40:18	18:41:05	47s	0	0	0
B	18:41:45	18:42:47	1m 2s	0	0	0
A	18:43:01	18:44:51	1m 50s	0	0	0
B	18:44:24	18:44:56	32s	0	0	0
A	18:46:26	18:46:53	27s	0	0	0
A	18:50:01	18:50:33	32s	0	0	0
B	18:50:19	18:51:19	1m	0	0	0
A	18:50:42	18:51:05	23s	0	0	0
B	18:52:30	18:53:01	31s	0	0	0
A	18:53:41	18:54:57	1m 16s	0	0	0
A	18:55:21	18:56:43	1m 22s	0	0	0
B	18:55:30	18:56:07	37s	0	0	0
TOTAL				1	1	0

Location: **Tottenham Court Road**
 Client: **Caneparo Associates**

Project: **Pedestrian count/dwell time**
 Date: **28/02/19**



Saturday 24th Feb 2018

Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
A	11:01:45	11:02:12	27s	0	0	0
A	11:04:26	11:05:45	1m 19s	0	0	0
B	11:07:58	11:08:40	42s	1	0	1
A	11:12:27	11:13:14	47s	0	0	0
B	11:16:25	11:16:45	20s	0	0	0
B	11:17:52	11:20:02	2m 10s	0	0	0
A	11:21:45	11:22:45	1m	0	0	0
B	11:27:34	11:28:07	33s	0	0	0
B	11:28:33	11:29:05	32s	0	0	0
B	11:30:31	11:31:28	57s	0	0	0
A	11:31:40	11:32:32	52s	0	0	0
B	11:31:52	11:32:48	56s	4	0	4
B	11:33:31	11:33:54	23s	0	0	0
A	11:35:36	11:36:09	33s	1	0	1
B	11:36:17	11:36:51	34s	0	0	0
A	11:38:44	11:39:57	1m 13s	1	0	1
A	11:43:07	11:44:15	1m 8s	1	0	1
A	11:45:36	11:47:05	1m 29s	1	1	0
B	11:45:58	11:46:39	41s	0	0	0
B	11:46:44	11:47:30	46s	1	0	1
A	11:47:06	11:47:31	25s	0	0	0
A	11:47:40	11:48:01	21s	0	0	0
B	11:48:37	11:49:10	33s	0	0	0
A	11:49:50	11:50:24	34s	0	0	0
A	11:52:56	11:53:10	14s	0	0	0
A	11:55:10	11:55:47	37s	0	0	0
B	11:55:37	11:56:39	1m 2s	0	0	0
A	11:57:27	11:57:58	31s	0	0	0
A	11:58:36	11:59:03	27s	0	0	0
A	12:10:45	12:11:58	1m 13s	1	1	0
B	12:10:55	12:11:13	18s	0	0	0
B	12:11:29	12:13:07	1m 38s	0	0	0
A	12:12:22	12:12:54	32s	1	1	0
A	12:13:02	12:15:27	2m 25s	1	0	1
B	12:13:27	12:13:57	30s	1	1	0
B	12:13:59	12:14:54	55s	0	0	0
B	12:15:01	12:15:36	35s	2	0	2
A	12:18:55	12:19:29	34s	0	0	0
B	12:19:18	12:20:17	59s	0	0	0
A	12:22:56	12:23:27	31s	0	0	0
B	12:25:10	12:26:29	1m 19s	1	0	1
A	12:28:55	12:29:30	35s	1	0	1
A	12:30:20	12:30:40	20s	1	0	1
B	12:31:32	12:32:25	53s	0	0	0
A	12:32:21	12:33:39	1m 18s	0	0	0
B	12:32:59	12:33:34	35s	1	0	1
B	12:40:57	12:41:42	45s	0	0	0
B	12:41:47	12:42:21	34s	1	0	1
A	12:43:41	12:44:24	43s	0	0	0
B	12:44:10	12:44:45	35s	0	0	0
A	12:44:37	12:44:51	14s	0	0	0
A	12:44:43	12:47:29	2m 46s	0	0	0
A	12:50:39	12:51:31	52s	0	0	0
B	12:51:01	12:51:41	40s	0	0	0
B	12:53:10	12:53:44	34s	0	0	0
B	12:54:43	12:55:58	1m 15s	0	0	0

Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
B	12:59:00	12:59:55	55s	0	0	0
A	13:00:21	13:00:54	33s	0	0	0
B	13:01:07	13:01:30	23s	0	0	0
A	13:02:49	13:03:53	1m 4s	1	1	0
B	13:03:45	13:04:14	29s	0	0	0
A	13:04:05	13:04:32	27s	0	0	0
A	13:05:05	13:05:28	23s	0	0	0
B	13:05:39	13:07:11	1m 32s	0	0	0
A	13:07:29	13:08:36	1m 7s	0	0	0
B	13:07:44	13:08:09	25s	0	0	0
B	13:07:44	13:08:09	25s	0	0	0
B	13:08:20	13:08:50	30s	0	0	0
A	13:08:51	13:09:12	21s	0	0	0
A	13:10:06	13:10:43	37s	0	0	0
B	13:12:28	13:13:06	38s	0	0	0
A	13:13:16	13:13:38	22s	0	0	0
B	13:15:20	13:16:43	1m 23s	0	0	0
B	13:20:12	13:20:39	27s	1	1	0
A	13:20:24	13:21:02	38s	1	1	0
B	13:20:49	13:21:17	28s	0	0	0
A	13:21:11	13:21:48	37s	0	0	0
B	13:21:39	13:22:38	59s	0	0	0
B	13:23:15	13:24:12	57s	0	0	0
A	13:23:26	13:23:55	29s	0	0	0
B	13:25:55	13:26:14	19s	0	0	0
A	13:26:04	13:26:55	51s	0	0	0
B	13:27:14	13:27:58	44s	0	0	0
A	13:30:06	13:30:29	23s	0	0	0
B	13:31:56	13:32:37	41s	0	0	0
A	13:33:43	13:34:45	1m 2s	1	1	0
B	13:33:53	13:35:13	1m 20s	0	0	0
A	13:34:57	13:35:28	31s	0	0	0
A	13:35:45	13:37:48	2m 3s	1	1	0
B	13:36:19	13:36:52	33s	0	0	0
A	13:37:57	13:38:58	1m 1s	1	1	0
A	13:39:07	13:39:43	36s	0	0	0
A	13:40:45	13:41:59	1m 14s	0	0	0
A	13:41:25	13:41:52	27s	0	0	0
B	13:43:27	13:44:18	51s	0	0	0
A	13:43:38	13:44:28	50s	0	0	0
B	13:44:58	13:45:28	30s	0	0	0
A	13:45:30	13:46:02	32s	0	0	0
A	13:46:29	13:46:53	24s	1	1	0
A	13:47:03	13:47:52	49s	0	0	0
B	13:50:07	13:50:57	50s	0	0	0
B	13:52:35	13:53:08	33s	0	0	0
A	13:52:50	13:53:11	21s	0	0	0
B	13:53:48	13:54:13	25s	0	0	0
B	13:55:48	13:56:23	35s	0	0	0
A	13:56:44	13:57:53	1m 9s	0	0	0
B	13:56:55	13:57:59	1m 4s	0	0	0
A	13:58:06	13:58:25	19s	0	0	0
A	14:01:05	14:01:26	21s	0	0	0
B	14:02:04	14:02:35	31s	0	0	0
B	14:07:26	14:08:19	53s	0	0	0
A	14:07:40	14:08:25	45s	0	0	0
B	14:08:33	14:09:34	1m 1s	0	0	0

Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
A	14:09:21	14:10:15	54s	0	0	0
B	14:09:48	14:10:25	37s	0	0	0
B	14:12:37	14:13:56	1m 19s	0	0	0
A	14:13:05	14:13:40	35s	0	0	0
B	14:14:45	14:15:11	26s	0	0	0
A	14:16:05	14:17:13	1m 8s	0	0	0
B	14:17:36	14:18:21	45s	0	0	0
A	14:17:39	14:18:16	37s	0	0	0
B	14:18:18	14:20:33	2m 15s	0	0	0
A	14:19:35	14:20:13	38s	0	0	0
B	14:21:36	14:22:01	25s	0	0	0
A	14:22:55	14:23:15	20s	0	0	0
A	14:24:05	14:24:51	46s	0	0	0
B	14:24:06	14:24:54	48s	0	0	0
A	14:26:56	14:27:30	34s	0	0	0
A	14:28:51	14:29:20	29s	0	0	0
A	14:31:48	14:32:28	40s	0	0	0
A	14:33:43	14:34:28	45s	0	0	0
B	14:40:53	14:41:36	43s	0	0	0
A	14:41:46	14:42:27	41s	0	0	0
B	14:42:59	14:43:38	39s	0	0	0
B	14:47:13	14:48:03	50s	0	0	0
B	14:48:20	14:49:19	59s	0	0	0
A	14:48:37	14:49:13	36s	0	0	0
A	14:49:24	14:50:06	42s	0	0	0
A	14:51:45	14:52:20	35s	0	0	0
B	14:54:28	14:56:15	1m 47s	0	0	0
B	14:57:25	14:57:58	33s	0	0	0
A	14:58:11	14:58:55	44s	0	0	0
B	15:00:16	15:00:34	18s	0	0	0
B	15:01:20	15:01:56	36s	0	0	0
A	15:01:40	15:02:19	39s	0	0	0
B	15:04:38	15:05:04	26s	0	0	0
A	15:05:45	15:07:07	1m 22s	0	0	0
B	15:06:09	15:07:50	1m 41s	0	0	0
A	15:07:16	15:09:19	2m 3s	0	0	0
B	15:10:50	15:12:16	1m 26s	0	0	0
A	15:11:27	15:11:57	30s	0	0	0
B	15:18:30	15:19:10	40s	0	0	0
A	15:20:00	15:20:30	30s	0	0	0
B	15:20:08	15:20:56	48s	0	0	0
B	15:22:04	15:22:51	47s	0	0	0
B	15:24:40	15:26:40	2m	1	1	0
A	15:25:21	15:25:38	17s	0	0	0
A	15:25:50	15:26:14	24s	0	0	0
B	15:26:40	15:27:10	30s	0	0	0
A	15:26:30	15:27:12	42s	0	0	0
B	15:27:30	15:27:50	20s	0	0	0
B	15:28:21	15:29:13	52s	0	0	0
B	15:32:40	15:33:27	47s	0	0	0
B	15:33:30	15:34:21	51s	0	0	0
B	15:36:43	15:37:45	1m 2s	1	1	0
A	15:36:30	15:37:25	55s	1	1	0
A	15:37:30	15:37:55	25s	0	0	0
B	15:37:45	15:38:23	38s	0	0	0
B	15:38:35	15:39:10	35s	0	0	0
A	15:39:10	15:39:38	28s	0	0	0

Cashpoint (A or B)	ARRIVAL TIME (hh:mm:ss)	DEPARTURE TIME (hh:mm:ss)	DWELL TIME (hh:mm:ss)	QUEUE LENGTH	QUEUEING	PEOPLE WAITING WITH
B	15:42:13	15:42:35	22s	0	0	0
B	15:45:48	15:46:43	55s	0	0	0
A	15:47:19	15:47:49	30s	0	0	0
B	15:47:30	15:48:58	1m 28s	0	0	0
A	15:50:45	15:51:20	35s	0	0	0
B	15:50:57	15:52:04	1m 7s	0	0	0
B	15:54:20	15:54:57	37s	0	0	0
A	15:56:55	15:57:31	36s	1	1	0
B	15:57:59	15:59:20	1m 21s	0	0	0
A	15:57:31	15:58:40	1m 9s	0	0	0
A	15:59:20	15:59:36	16s	0	0	0
B	16:00:05	16:01:55	1m 50s	0	0	0
A	16:00:08	16:00:50	42s	0	0	0
A	16:01:07	16:01:42	35s	0	0	0
A	16:01:57	16:03:22	1m 25s	2	2	0
B	16:02:13	16:03:06	53s	2	2	0
B	16:03:06	16:03:46	40s	2	0	2
A	16:03:22	16:03:58	36s	2	0	2
A	16:03:58	16:04:58	1m 0s	1	1	0
B	16:04:27	16:05:50	1m 23s	1	1	0
A	16:05:06	16:06:03	57s	0	0	0
B	16:05:52	16:06:53	1m 1s	0	0	0
A	16:06:45	16:07:17	32s	0	0	0
B	16:07:51	16:08:37	46s	0	0	0
A	16:09:50	16:10:12	22s	0	0	0
B	16:13:15	16:13:40	25s	0	0	0
A	16:14:50	16:15:10	20s	0	0	0
A	16:16:08	16:16:48	40s	0	0	0
B	16:16:11	16:16:42	31s	0	0	0
B	16:20:48	16:21:12	24s	0	0	0
A	16:25:26	16:25:52	26s	0	0	0
A	16:27:02	16:27:46	44s	0	0	0
A	16:28:48	16:29:09	21s	0	0	0
A	16:29:22	16:30:08	46s	0	0	0
A	16:32:03	16:33:21	1m 18s	0	0	0
B	16:34:51	16:35:25	34s	0	0	0
A	16:35:11	16:35:31	20s	0	0	0
B	16:35:40	16:36:35	55s	0	0	0
A	16:36:00	16:37:34	1m 34s	0	0	0
B	16:43:29	16:44:16	47s	0	0	0
A	16:46:01	16:46:30	29s	0	0	0
B	16:46:44	16:47:22	38s	0	0	0
A	16:47:09	16:47:38	29s	0	0	0
A	16:47:53	16:48:05	12s	0	0	0
B	16:48:10	16:49:07	57s	0	0	0
A	16:48:45	16:49:13	28s	0	0	0
A	16:49:28	16:49:50	22s	0	0	0
B	16:49:49	16:51:26	1m 37s	0	0	0
A	16:50:10	16:51:30	1m 20s	0	0	0
A	16:53:24	16:54:20	56s	0	0	0
B	16:53:35	16:54:04	29s	0	0	0
A	16:54:31	16:56:02	1m 31s	0	0	0
B	16:55:06	16:56:08	1m 2s	0	0	0
B	16:59:00	16:59:27	27s	0	0	0
B	16:59:49	17:00:37	48s	0	0	0
TOTAL				42	21	21