

Aldwark Toll Bridge LLP

Aldwark Toll Bridge
Boat Lane, Aldwark, North Yorkshire
Transport Report

July 2024

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July 2024

Client Commission

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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Tony Kirby	Director	IEng MSc FIHE MCIHT
Steven Windass	Technical Director	BSc(Hons) MSc(Eng) CEng FIHE MCIHT

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ALDWARK TOLL BRIDGE

BOAT LANE, ALDWARK, NORTH YORKSHIRE

UPDATED TRANSPORT OPINION

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I. BACKGROUND

I.1 Introduction

- 1.1.1 My name is Steven Windass and I work as a Technical Director for Local Transport Projects Ltd (LTP), a transport planning and traffic engineering consultancy.
- 1.1.2 I previously provided evidence to the 2022 public inquiry (Ref: DPI/P2475/21/4) to consider increased tolls on Aldwark Toll Bridge. I have reviewed up-to-date data in order to consider whether there have been any material changes that would affect the conclusions from my previous evidence, which was presented in a Transport Proof of Evidence (PoE) (LTP, 2024) at that time.

I.2 Declaration

- 1.2.1 I can confirm that the evidence that I have provided in this letter is true, and I also confirm that the opinions expressed are my true and professional opinions. I give this evidence in accordance with the requirements of the professional institutes of which I am a member.

2. MATERIAL CONSIDERATIONS

2.1 Bridge Operations

- 2.1.1 Since the 2022 inquiry, which was decided (not approved) on 30th September 2022, the bridge was closed for maintenance between 17th April 2023 and 15th March 2024.
- 2.1.2 It is understood that there has been no change in the tolls of the bridge, or the charging rules. It is understood that the only change to payment of tolls is the introduction of a card machine that allows contactless and 'Chip & Pin' card payments. The Applicant has confirmed that more than half of the tolls that are paid at the bridge (i.e. not pre-paid tickets) are collected electronically.
- 2.1.3 Whilst not implemented yet, the Applicant has confirmed that there are still possible plans to implement further changes at the bridge, such as traffic signal control and/or ANPR (Automatic Number Plate Recognition).
- 2.1.4 The Applicant has confirmed that there are no plans to start charging for overnight crossings.

2.2 Local Changes

- 2.2.1 It is understood that there has been no pertinent changes to the available vehicle routes to/from the bridge since the 2022 inquiry.
- 2.2.2 At the time of the 2022 inquiry, concerns were raised about the potential for local developments to notably increase traffic flows over the bridge, as commented on below:
- At the time of the inquiry event, the potential use of RAF Lindon-on-Ouse as an asylum reception centre were understood to be under consideration by the Home Office. However, these plans are now understood to have been axed and therefore no longer under consideration (as reported in national press 01/10/2022: www.bbc.co.uk/news/uk-england-york-north-yorkshire-63089104). I expect that any redevelopment of the RAF base would require planning consent, with no current planning applications lodged with the local planning authority (North Yorkshire Council).
 - There have been a number of planning permissions relating to developments at Aldwark Manor Hotel over recent years. The Applicant has confirmed that some permissions are understood to have been completed, with no appreciable impact on traffic flows over the bridge. None of the recent planning permissions have required any form of transport appraisal, therefore it is reasonable to assume that the potential traffic increases associated with any of the schemes would not be significant, and therefore any potential to increase traffic flows across the bridge are also not expected to be significant.

2.2.3 I understand that there are no major planned new developments in the local area. There are no housing/employment/mixed/community allocations in Aldwark, Alne, Newton-on-Ouse, Tollerton or the surrounding areas (classified within the 'Easingwold Area' of the Local Plan) in the adopted (February 2022) Hambleton Local Plan (HBC, 2022). Similarly, there are no notable site allocations in the surrounding area within the Harrogate Local Plan (HBC, 2020), albeit with some small housing allocations in Marton-cum-Grafton (MG7 – 12 dwellings & MG8 – 20 dwellings) that would not be expected to generate a notable level of traffic, specifically on Aldwark Bridge. There have been no changes to the Local Plans for Hambleton or Harrogate since the 2022 inquiry.

2.3 Bridge Traffic Levels

2.3.1 The Applicant has confirmed that the monthly income from bridge tolls since reopening has been very similar to the levels recorded at the time of the 2022 inquiry, and also very similar to the levels recorded prior to the April 2023 closure. I understand that this accountancy evidence will be presented separately in detail as part of the new inquiry. I have therefore sought to understand whether the trend of zero growth is consistent with other sources of traffic data, both on the bridge and nationally.

2.3.2 A permanent traffic counter was installed and commissioned on the bridge on 3rd November 2022. Full data has been supplied by the Bridge Manager covering the period until 13th May 2024.

2.3.3 As expected traffic flows were zero or negligible (e.g. bridge repair vehicles) during the period of the bridge closure (17/04/2023-15/02/2024), with incomplete data recorded the day following reopening (16/03/2024) and for the first week after installation of the traffic counter (03/11/2022-09/11/2022). So excluding these days, daily traffic flow data is available for 246 days, including 159 days prior to the bridge closure and 87 after.

2.3.4 From an analysis of the data for each day, the traffic flow levels appear to be consistent and follow expected patterns. The lowest flow was recorded on Christmas Day 2022, but in general the lowest flow is recorded on a Sunday, as would be expected. One notable exception to this consistency is 24th April 2024, where the 24 hour traffic flow (2,671) was 60% higher than the second busiest day (1,674 on 24th November 2011). It is expected that there was a temporary event on this day that would explain the unusually high traffic flows.

2.3.5 This data is shown in full in Appendix 1 and is summarised in Table 1 below:

Table 1: ATC Survey Results Summary – 24 Hour Average

Year/Month	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All Days
2022	1144	1243	1214	1391	1284	977	911	1169
November	1230	1285	1281	1451	1421	1081	1016	1252
December	1079	1211	1164	1355	1201	914	832	1113
2023	1187	1260	1292	1311	1294	1027	955	1187
January	1153	1227	1284	1302	1302	926	843	1141
February	1208	1293	1331	1352	1349	1058	990	1226
March	1265	1269	1301	1297	1256	1055	1002	1214
April	1077	1257	1205	1279	1265	1084	1030	1157
Pre-Closure	1173	1254	1267	1339	1291	1010	941	1181
BRIDGE CLOSED (17/04/2023-15/03/2024)								
2024	1104	1213	1363	1292	1308	1107	1011	1196
February	1065	1162	1135	1196	1259	1050	1062	1123
March	1113	1206	1230	1171	1241	1019	960	1128
April	1079	1265	1585	1320	1343	1168	954	1240
May	1190	1148	1411	1575	1429	1259	1205	1317
Post-Closure	1104	1213	1363	1292	1308	1107	1011	1196
ALL DAYS	1148	1239	1301	1323	1296	1045	967	1186

2.3.6 As evidenced by the summary in Table 1, there was generally little variation in the average number of vehicle crossings over the full 24 hour period. When averaged across all days of the week, the lowest 24 hour average was 1,113 in December 2022 (noting that traffic flows on Christmas Day and other Christmas bank holidays are notably lower than other days), with a highest figure of 1,317 in April 2024 (noting that one day in the month had exceptionally high traffic flows, and without this day the average 24 hour traffic flow was 1,190 when this day is excluded from the calculation).

2.3.7 I expect that there is some seasonal variation in traffic flows, but it is possible to compare traffic flows for the same months before and after the closure, as summarised below:

- Average 24 hour traffic flows during **February** 2023 (1,226, pre-closure) were higher (+9.2%) than during February 2024 (1,123, post-closure).
- Average 24 hour traffic flows during **March** 2023 (1,214, pre-closure) were higher (+7.6%) than during March 2024 (1,128, post-closure).
- Average 24 hour traffic flows during **April** 2023 (1,157, pre-closure) were lower (-9.3%) than during April 2024 (1,240, post-closure).
- Average 24 hour traffic flows across **February, March and April** 2023 (1,206, pre-closure) were higher (+2.9%) than during February, March and April 2024 (1,172, post-closure).

- 2.3.8 There does not appear to be a consistent trend of whether pre and post-closure traffic flows were higher or lower for the same months of the year, which I expect means that generally there has not been a notable increase or decrease in traffic flows, instead differences are likely related to daily fluctuation (and would be dependent on when bank holidays and school holidays take place). This is backed up by the similarity between the overall average 24 hour traffic flow during the pre-closure (1,181) and post-closure (1,196) periods, a change of only +1.3%.
- 2.3.9 My PoE for the 2022 inquiry analysed traffic counter data from November 2021 and established that *“the average 24-hour daily total level of movements was 1,215, including overnight and non-paying movements”* (LTP, 2022). The recorded figure for November 2022 was similar (1,252), indicating that traffic flows remained similar following the 2022 inquiry.
- 2.3.10 My PoE for the 2022 inquiry analysed tollkeeper logs from February 2022 and established that the average daily flow of chargeable traffic was 969 (LTP, 2022). The previous data suggested that *“the charges appear to capture circa 82% of all traffic using the bridge”*. Based on this ratio, it could be estimated that 24 hour traffic flows across the bridge were 1,182 during February 2022 (969 / 82%). By comparison, the average 24 hour traffic flow during February 2023 was slightly higher (1,226, pre-closure), but was then slightly lower in February 2024 (1,123, post-closure). Comparison of this data indicates that traffic flows have remained similar in the two years following the data analysed for the 2022 inquiry.
- 2.3.11 I acknowledge that the data I have analysed in this letter is based on 24 hour flows, which includes non-paying overnight traffic (as well as other non-paying exemptions during the 07:00-19:30 charging period), although this is considered to be suitable for the purposes of comparison, given that the ratio of overnight/non-paying traffic and daytime/paying traffic is not expected to have changed.

2.4 National Traffic Trends

- 2.4.1 The Inspector for the 2022 inquiry suggested that *“[i]t is not unreasonable to assume that car traffic levels using Aldwark Bridge during the ATC survey could have been depressed by up to 10% from normal traffic levels due to the COVID-19 pandemic”*.
- 2.4.2 It has now been over two years since the last restrictions related to the Covid-19 pandemic were lifted in the UK (which occurred at the end of January 2022), and so it is now a better position to consider whether traffic flows nationally are likely to bounce back in the future.
- 2.4.3 Data provided by the Department for Transport (DfT, 2024) charts the change in traffic flow across a mix of road types and locations across Great Britain since the start of the Covid-19 pandemic, measured for the equivalent day of the week against a pre-Covid baseline of the first week in February 2020 (which was not a school holiday and is considered to be suitably represent of typical pre-pandemic traffic flows). I previously analysed this dataset to inform the 2022 inquiry, as summarised below:

- The data indicates that, in general terms, traffic flows in November 2021 and March 2022 were comparable across the country, and both of these periods experienced lower levels of weekday traffic than pre-pandemic levels, potentially highlighting that traffic flows during these periods were representative of a post-Covid 'new normal'.
- The data indicates that November 2021 traffic flows were 94%-98% of the traffic levels seen on weekdays in the first week of February 2020. There were generally slightly higher levels of weekend traffic, 100%-107% of the traffic levels in the first week of February 2020 (with the exception of one Saturday in November 2021).
- This is also similar to the figures for March 2022 (i.e. after the lifting of 'Plan B' Covid-19 restrictions at the end of January 2022), which indicate that traffic flows were 93%-99% of the equivalent weekday traffic levels seen in the first week of February 2020. Again, there were generally slightly higher levels of weekend traffic, 100%-113% of the traffic levels in the first week of February 2020 (with the exception of one Saturday in March 2022).

2.4.4 I have analysed the latest data from this continuing DfT dataset (DfT, 2024) in order to understand whether traffic flows appear to have increased. In order to provide a fair comparison and avoid seasonal differences, data from February 2024 has been analysed, as this month matches the pre-Covid baseline used by the DfT (February 2020), and also matches one of the months analysed as part of the 2022 inquiry (February 2022):

- The data indicates that February 2024 traffic flows were 92%-99% of the traffic levels seen on weekdays in the first week of February 2020, so similar to the weekdays in February 2022, which ranged from 94%-97% relative to the baseline.
- There were generally slightly higher levels of weekend traffic, 99%-104% of the traffic levels in the first week of February 2020, although again this is similar to the weekends in February 2022, which ranged from 97%-106% relative to the baseline.

2.4.5 This data therefore indicates that there has not been a change in national traffic levels over the circa two years since the 2022 inquiry. In fact the overall trend appears to reflect that current traffic flows nationally are comparable to the pre-Covid period, with no noted change since the 2022 inquiry.

2.5 Conclusions

2.5.1 The data I have analysed indicates that there has not been a noted increase in traffic flows over the bridge since the 2022 inquiry, which is consistent with the lack of increase recorded nationally.

2.5.2 In keeping with all locations across the country, I acknowledge that there may be some scope for traffic flows to increase or decrease in the future, due to the myriad of potential factors that influence travel behaviours, although the level of change over Aldwark Toll Bridge is expected to be small, given that there are not any planned major local developments that could significantly affect bridge traffic flows, and nationally traffic flows are generally not expected to markedly increase in the future.

3. REFERENCES

DfT (Department for Transport), 2024. Daily domestic transport use by mode [online: <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>, accessed 24/05/2024].

LTP (Local Transport Projects), 2022. Aldwark Toll Bridge, Boat Lane, Aldwark, North Yorkshire – Transport Proof of Evidence (Final Issue 1, 16/03/2022)

Appendix I – Bridge Traffic Data

Date	Week	Day	Year	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	TOTAL	Notes
03/11/2022	Thursday	11	2022	1	12	900	117	3	0	1044		Incomplete Data
04/11/2022	Friday	11	2022	1	36	765	8	110	2	1	923	Incomplete Data
05/11/2022	Saturday	11	2022	0	0	0	0	0	0	0	0	Incomplete Data
06/11/2022	Sunday	11	2022	0	33	801	4	46	2	1	947	Incomplete Data
07/11/2022	Monday	11	2022	0	1	95	1	6	0	0	103	Incomplete Data
08/11/2022	Tuesday	11	2022	0	1	442	7	59	1	0	519	Incomplete Data
09/11/2022	Wednesday	11	2022	1	18	1185	50	165	0	0	1379	Pre-Closure
10/11/2022	Thursday	11	2022	1	37	1001	4	156	2	0	1200	Pre-Closure
11/11/2022	Friday	11	2022	3	61	954	8	79	1	1	1107	Pre-Closure
12/11/2022	Saturday	11	2022	3	84	880	9	65	2	0	940	Pre-Closure
13/11/2022	Sunday	11	2022	9	113	1113	129	113	0	0	1279	Pre-Closure
14/11/2022	Monday	11	2022	0	7	1104	12	132	0	0	1255	Pre-Closure
15/11/2022	Tuesday	11	2022	0	25	1140	12	140	0	0	1277	Pre-Closure
16/11/2022	Wednesday	11	2022	0	8	1154	4	134	0	0	1300	Pre-Closure
17/11/2022	Thursday	11	2022	0	20	1208	6	137	2	0	1373	Pre-Closure
18/11/2022	Friday	11	2022	2	21	923	8	90	2	0	1036	Pre-Closure
19/11/2022	Saturday	11	2022	2	26	887	10	53	3	0	981	Pre-Closure
20/11/2022	Sunday	11	2022	2	26	887	10	53	3	0	981	Pre-Closure
21/11/2022	Monday	11	2022	2	26	887	10	53	3	0	981	Pre-Closure
22/11/2022	Tuesday	11	2022	2	26	887	10	53	3	0	981	Pre-Closure
23/11/2022	Wednesday	11	2022	3	5	1068	11	132	2	1	1222	Pre-Closure
24/11/2022	Thursday	11	2022	3	12	1040	10	145	2	0	1167	Pre-Closure
25/11/2022	Friday	11	2022	3	21	1037	10	160	0	0	1209	Pre-Closure
26/11/2022	Saturday	11	2022	3	33	975	5	86	1	1	1101	Pre-Closure
27/11/2022	Sunday	11	2022	3	34	1012	6	64	1	0	1119	Pre-Closure
28/11/2022	Monday	11	2022	3	34	1012	6	64	1	0	1119	Pre-Closure
29/11/2022	Tuesday	11	2022	3	13	1161	9	125	2	0	1300	Pre-Closure
30/11/2022	Wednesday	11	2022	3	10	1126	8	151	2	0	1300	Pre-Closure
01/12/2022	Thursday	12	2022	4	14	1189	11	138	0	0	1348	Pre-Closure
02/12/2022	Friday	12	2022	2	13	1200	15	128	1	1	1360	Pre-Closure
03/12/2022	Saturday	12	2022	2	25	867	4	63	2	0	963	Pre-Closure
04/12/2022	Sunday	12	2022	16	16	1214	8	41	0	0	1293	Pre-Closure
05/12/2022	Monday	12	2022	1	9	1013	6	142	1	0	1172	Pre-Closure
06/12/2022	Tuesday	12	2022	2	9	1205	36	149	0	0	1381	Pre-Closure
07/12/2022	Wednesday	12	2022	1	6	1142	9	110	0	0	1267	Pre-Closure
08/12/2022	Thursday	12	2022	4	9	1135	12	136	1	0	1297	Pre-Closure
09/12/2022	Friday	12	2022	2	11	1202	15	147	0	0	1377	Pre-Closure
10/12/2022	Saturday	12	2022	4	4	786	6	90	0	0	886	Pre-Closure
11/12/2022	Sunday	12	2022	3	11	845	6	50	2	1	918	Pre-Closure
12/12/2022	Monday	12	2022	0	5	1115	11	117	0	0	1248	Pre-Closure
13/12/2022	Tuesday	12	2022	2	8	1135	2	134	2	0	1283	Pre-Closure
14/12/2022	Wednesday	12	2022	1	6	1099	4	129	0	0	1239	Pre-Closure
15/12/2022	Thursday	12	2022	5	5	1191	10	156	1	0	1363	Pre-Closure
16/12/2022	Friday	12	2022	2	2	1103	17	120	1	0	1243	Pre-Closure
17/12/2022	Saturday	12	2022	0	6	950	7	83	1	0	1047	Pre-Closure
18/12/2022	Sunday	12	2022	0	7	735	4	46	0	0	776	Pre-Closure
19/12/2022	Monday	12	2022	0	10	1031	7	101	2	0	1151	Pre-Closure
20/12/2022	Tuesday	12	2022	0	19	1127	17	132	0	0	1295	Pre-Closure
21/12/2022	Wednesday	12	2022	2	14	1044	16	117	2	0	1195	Pre-Closure
22/12/2022	Thursday	12	2022	0	6	1013	10	108	2	1	1140	Pre-Closure
23/12/2022	Friday	12	2022	0	2	993	10	108	0	0	1113	Pre-Closure
24/12/2022	Saturday	12	2022	17	17	781	0	69	0	0	850	Pre-Closure
25/12/2022	Sunday	12	2022	0	2	519	2	18	0	0	541	Pre-Closure
26/12/2022	Monday	12	2022	0	9	697	0	38	1	0	745	Pre-Closure
27/12/2022	Tuesday	12	2022	0	4	825	6	43	0	0	875	Pre-Closure
28/12/2022	Wednesday	12	2022	0	4	843	2	59	2	0	910	Pre-Closure
29/12/2022	Thursday	12	2022	3	31	1387	8	196	3	1	1629	Pre-Closure
30/12/2022	Friday	12	2022	4	4	825	6	81	0	0	913	Pre-Closure
31/12/2022	Saturday	12	2022	0	11	756	2	48	0	0	817	Pre-Closure
01/01/2023	Sunday	1	2023	0	12	672	1	32	3	0	720	Pre-Closure
02/01/2023	Monday	1	2023	28	78	736	8	61	1	0	824	Pre-Closure
03/01/2023	Tuesday	1	2023	0	5	915	6	104	0	1	1031	Pre-Closure
04/01/2023	Wednesday	1	2023	0	6	970	3	137	0	0	1116	Pre-Closure
05/01/2023	Thursday	1	2023	1	10	1059	9	158	2	0	1238	Pre-Closure
06/01/2023	Friday	1	2023	1	15	1013	2	126	1	0	1158	Pre-Closure
07/01/2023	Saturday	1	2023	1	15	771	5	69	2	0	863	Pre-Closure
08/01/2023	Sunday	1	2023	1	22	828	8	58	1	0	918	Pre-Closure
09/01/2023	Monday	1	2023	1	11	1064	4	132	1	0	1213	Pre-Closure
10/01/2023	Tuesday	1	2023	0	3	1057	4	114	1	1	1180	Pre-Closure
11/01/2023	Wednesday	1	2023	0	10	1180	7	145	0	0	1344	Pre-Closure
12/01/2023	Thursday	1	2023	0	4	1116	2	126	1	2	1251	Pre-Closure
13/01/2023	Friday	1	2023	1	6	1253	11	162	4	0	1437	Pre-Closure
14/01/2023	Saturday	1	2023	1	14	74	0	63	2	0	896	Pre-Closure
15/01/2023	Sunday	1	2023	1	20	735	3	53	1	0	813	Pre-Closure
16/01/2023	Monday	1	2023	2	8	1058	5	126	0	0	1201	Pre-Closure
17/01/2023	Tuesday	1	2023	0	21	1131	5	129	0	0	1299	Pre-Closure
18/01/2023	Wednesday	1	2023	0	6	1213	6	126	2	0	1353	Pre-Closure
19/01/2023	Thursday	1	2023	1	4	1236	4	134	0	0	1380	Pre-Closure
20/01/2023	Friday	1	2023	0	6	1150	7	140	0	0	1303	Pre-Closure
21/01/2023	Saturday	1	2023	1	3	814	3	78	1	0	900	Pre-Closure
22/01/2023	Sunday	1	2023	8	888	3	45	0	0	0	865	Pre-Closure
23/01/2023	Monday	1	2023	0	7	1085	6	119	1	0	1218	Pre-Closure
24/01/2023	Tuesday	1	2023	3	11	1182	4	127	0	1	1328	Pre-Closure
25/01/2023	Wednesday	1	2023	2	25	1162	11	122	2	0	1324	Pre-Closure
26/01/2023	Thursday	1	2023	1	20	1169	6	139	2	0	1337	Pre-Closure
27/01/2023	Friday	1	2023	2	18	1168	7	110	4	0	1309	Pre-Closure
28/01/2023	Saturday	1	2023	3	39	949	8	65	0	0	1064	Pre-Closure
29/01/2023	Sunday	1	2023	0	37	884	2	54	1	0	978	Pre-Closure
30/01/2023	Monday	1	2023	1	16	1150	5	129	2	0	1297	Pre-Closure
31/01/2023	Tuesday	1	2023	1	11	1164	12	124	3	0	1316	Pre-Closure
01/02/2023	Wednesday	2	2023	0	22	1177	11	117	2	0	1329	Pre-Closure
02/02/2023	Thursday	2	2023	1	20	1179	10	135	0	1	1346	Pre-Closure
03/02/2023	Friday	2	2023	1	23	1090	17	142	0	0	1273	Pre-Closure
04/02/2023	Saturday	2	2023	1	41	969	8	83	1	0	1103	Pre-Closure
05/02/2023	Sunday	2	2023	0	44	870	6	40	2	0	962	Pre-Closure
06/02/2023	Monday	2	2023	0	18	1079	9	105	0	0	1211	Pre-Closure
07/02/2023	Tuesday	2	2023	0	20	1083	8	105	0	0	1216	Pre-Closure
08/02/2023	Wednesday	2	2023	2	18	1223	6	127	1	0	1377	Pre-Closure
09/02/2023	Thursday	2	2023	1	16	1208	17	131	4	0	1377	Pre-Closure
10/02/2023	Friday	2	2023	0	9	1157	8	115	2	0	1291	Pre-Closure
11/02/2023	Saturday	2	2023	2	22	1107	7	113	1	0	1252	Pre-Closure
12/02/2023	Sunday	2	2023	3	11	1159	8	1				