

## ISH NOISE CONTRIBUTION

Speaking for No Night Flights. Principal local grouping of those opposed to the applicant's proposals for a cargo hub, day and night.

- We can't contribute any special technical expertise on noise. We offer direct experience - and official records - of the noise from past operations at Manston. This includes planes of precisely the type the applicant predicts we will suffer for at least the first 20 years of operation.
- We believe we can help you validate the applicant's theories against "ground truth reality" – and respectfully demand that this is done.
- We also have direct experience of the flimsiness of a noise mitigation strategy of the kind proposed by the applicant – including one that says "no night flights" and offers a thoroughly useless talking shop . We have been there and we have got the T shirt.
- Some of us flew on late arrivals. Others cursed us as we woke them up. All of us have been victims of the late cargo flights – some well into the wee small hours, which isn't funny at all.

Not going to try to repeat or summarise our detailed factual submissions in the time available.

Instead will try to draw some evidential threads together in a way that is relevant to the central question you have been grappling with all day:

**– has the applicant given an adequate and credible account of the noise pollution his plans could create and should pay for?**

### **1. The first evidential thread concerns the real uncertainty about the noise levels expected and how many folk will be exposed to them**

Sir, we see a clash between the figures generated by the applicant's modelling and "ground truth" reality. By "ground truth" I mean mainly the records of the noise actually made by aeroplanes flying over Ramsgate and St Nicholas and the work we submitted by two firms of eminent noise consultants. We're also sending you [today] a new document with codified measurements from the noise monitors. The bottom line is that the applicant's 80 dB LAS max contour seems incredibly shrunken[ – like Spinal Tap's Stonehenge - ] showing just half

the number that history and the independent consultants said would experience these very high noise pollution impacts<sup>1</sup>.

***I havent seen anything that [addressed/justified] that discrepancy. Sir we are not qualified to say that the applicant's fundamental noise assessment is wrong in theory; what we are saying is that it is wrong in fact – and so are all the other environmental assessments based upon it.***

## **2. The second thread of uncertainty is how many times we will experience these polluting events.**

This comes down to the “worst case` we could get. The applicant’s DL4 responses insist that it is “wrong in law” to look at the physical capacity of the airport. He wants us to look at a cap which he is setting at what he predicts is commercially likely.

But how can it be right in law for you or the SofS to close your eyes to the full impact of the development that the applicant seeks?

We have made oral and written submissions on this topic.<sup>2</sup> The worst case is that political and commercial pressures will exploit the built capacity, whatever cap may be set initially. RSP has not even begun to assess the environmental impact of that. How can the applicant guarantee that their development will be confined to 25% to 30% of its capacity<sup>3</sup>?

PINS guidance refers to a requirement to assess “the full range of possible effects provided by the permission he seeks”. What we have got is Dr Dixon’s

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<sup>1</sup> [At 12.7.55 of the EIA it states that in the “worst case” year, 10,139 dwellings will be exposed to maximum noise levels in excess of 80 dB LAS(max).

The calculations by independent noise consultants in the past - against a background of real noise measurements and the same INM approach - showed an 85 dB (A) SEL contour from a flight departure to the east to be “up to 30,903 [people] for the Boeing 747-400”.

That’s just the noise impact to the east of the runway. If we include people living in St Nicholas, Reculver or Herne Bay we are likely to double the number – between 40,000 and 50,000 people.

<sup>2</sup> “adequate to deal with the worst case, in order to optimise the effects of the development on the environment” (Quoted in PINS Advice Note No 9 ‘Using the Rochdale Envelope’ July 2018, Version 3)

<sup>3</sup> I got to 125,000 cargo and Pax; they say 38,000 GA but that’s not the top number. Then we need to add night flights on the basis not of 7.7 a night, but on the basis of what all those stands could deliver if they had another 8 hours. And I haven’t added in the 3 stands for teardown that RSP says will handle 36 planes a year. So, worst case (and RSP has not calculated this and should) is going to be  $(125,000 + 38000) \times 1.5\% = 240,000$  ... and three stands to spare. They are saying that only 26,468 Pax and cargo and 38,000 GA will use the airport.

range of possible effects, which as we heard yesterday appears not to have been subjected to “what if” worst-case scenario stress testing. Why not?<sup>4</sup>

**3. The third thread of uncertainty is to do with the shabbiness and shoddiness that NNF believes lurks behind the technical professional face of the application.**

We are saying to you and to Mr Light and Mr Hartley of ICCAN that expert input is urgently needed to examine various modelling flaws. We have set these out in NNF 001 and NNF 13. We can update some of them:

1. We’ve expressed serious concern about the applicant’s heavy reliance on the use of averages to pull down the headline noise impact figures.

Anyone can see that the tide of independent expert opinion seems to be going out on that approach – We say that independent input is needed on the acceptability especially in this case of determining adverse effects and compensation on the basis of artificial “equalised” noise levels, averaged out over 16- and 8-hour periods.

NNF says that the key adverse effects of this proposal are associated with the relatively very high sound levels of individual noise events - and the fact that so many households lie within an 80dB(max) contour. The Leq approach tends to mask that, meaning that the assessment does not give the clear picture of the impact of the proposal which is required by the EU Directive. It also ignores the WHO 2018 guidance

2. We are especially concerned and angry about what is said about noise sensitive premises - our schools, our churches, our libraries, our health centres– often on the basis of zero consultation and zero knowledge – I can give examples if you would like to question me or send them in. AND about the application of averages to determine no impact on historic Ramsgate [Can it really be right that you can scope in an area using N60 contouring, then scope out all the buildings in it immediately afterwards

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<sup>4</sup> Quick e.g.: what we heard yesterday about the fleet mix in Appx 3.3 underlined that RSP aren’t on worst case – and that 25% of the fleet mix predicted are actually small turbo prop planes that are typically handling feeder flights for integrators. But this appears to include night business they say they will not now be catering for. What actually is the worst-case fleet mix? Does anyone know?

on the basis of averages? Our reading of the guidance is “no” – and that if they had followed it there is no way they would have scoped out so much of our cultural heritage]<sup>5</sup>

3. Runway preference: RSP spoke yesterday as if its runway preference ideas were new. No. A runway preference has been pursued since 2001. The official data indicates that it didn't achieve more than a 50/50 split – and this was only when there was a tailwind of less than 5 knots, and, as we heard yesterday, with fewer than 5 ATMs per hour.
4. We're really concerned about the use of dubious sources for crucial ambient noise data – we gave you some examples of these (fruit from the poisoned tree). If I had time I'd like to expand about monitoring point LT6. There are other shabby examples. They need serious scrutiny, they really do.

**As for the recent assurances from the applicant about night flights, as we heard this morning they don't seem to make much if any material difference to the Assessment.** NNF is not comforted in the slightest by these. Why? Many of our members have experience of what it is like to live next to this airport when it was last operational and had a no night flights agreement.

We will submit details of what happened in terms of numbers of flights, complaints and pressure to change the policy. It paints a depressing and very discouraging picture. [Do not trust him, gentle maiden.]

Mr Freudmann should recall from his appearances as a representative of airport management before the local airport consultative committee (KIACC) the large number of public complaints frequently generated by a single 85 dB flight at night.

We also know, because the WHO has told us, that people subjected to 85dB L<sub>Amax</sub> noise will be at risk of significant sleep disturbance - whether they wake

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<sup>5</sup> Two places I know very well personally - Minster Abbey, St Augustine's Shrine and Heritage Centre? Locals could have told RSP what it is to pray there or play a musical instrument there or show others the unique heritage so carefully preserved for centuries when a super jumbo starts revving up on the runway or flies over. He is absolutely wrong to tell you the effects are insignificant. The HE guidance specifically warns where monastic solitude and prayer is rendered impossible at such a site. The applicant says he looked into the Abbey carefully because of its sensitivity. More shabbiness – he didn't speak to Mother Superior. Did he even visit St Augustine's and find out about their multimillion heritage project? It doesn't seem so from his assessment.}}

up or not, their sleep will be disturbed and their health may suffer as a result of what the applicant wants to do. Some lives will be shortened.

Finally, we know that very, very few of those tens of thousands of people will get a penny compensation or mitigation.

***NNF's submission to you today is that it RSP has not given an adequate and credible account of the noise pollution his plans could create. We don't have a worst-case assessment and what we do have is hard to square with the past reality. There are dodgy data and dodgy metrics. We urge you to request the independent expert expertise necessary to determine this appraisal.***

***Reality check.***

TOTAL

Location	direction	date	runway	aircraft
Clarendon House Grammar School Monitor No.2	Departures	01/06/2003 10:16:00	28	DC86 9
Clarendon House Grammar School Monitor No.2	Departures	02/06/2003 11:44:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	02/06/2003 11:57:00	28	B742
Clarendon House Grammar School Monitor No.2	Departures	04/06/2003 13:30:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	04/06/2003 13:44:00	28	B742
Clarendon House Grammar School Monitor No.2	Departures	06/06/2003 14:06:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	09/06/2003 10:37:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	10/06/2003 00:55:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	10/06/2003 11:36:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	11/06/2003 07:24:00	28	DC86 9
Clarendon House Grammar School Monitor No.2	Departures	11/06/2003 10:43:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	13/06/2003 00:12:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	19/06/2003 00:09:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	19/06/2003 10:35:00	28	DC86 9
Clarendon House Grammar School Monitor No.2	Departures	20/06/2003 11:54:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	27/06/2003 11:50:00	28	B742 9
Clarendon House Grammar School Monitor No.2	Departures	30/06/2003 00:44:00	28	B742 9
St Nicholas Roundabout Monitor No. 1	Departures	01/12/2003 08:27:00	10	AN12
St Nicholas Roundabout Monitor No. 1	Departures	01/12/2003 08:27:00	10	AN12
St Nicholas Roundabout Monitor No. 1	Departures	01/12/2003 11:59:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	01/12/2003 11:59:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	02/12/2003 14:53:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	02/12/2003 14:53:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	03/12/2003 22:06:00	10	B742
St Nicholas Roundabout Monitor No. 1	Departures	03/12/2003 22:06:00	10	B742
St Nicholas Roundabout Monitor No. 1	Departures	04/12/2003 00:30:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	04/12/2003 00:30:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	04/12/2003 08:19:00	10	AN12
St Nicholas Roundabout Monitor No. 1	Departures	04/12/2003 08:19:00	10	AN12
St Nicholas Roundabout Monitor No. 1	Departures	04/12/2003 10:11:00	10	B742
St Nicholas Roundabout Monitor No. 1	Departures	04/12/2003 10:11:00	10	B742
St Nicholas Roundabout Monitor No. 1	Departures	05/12/2003 14:07:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	05/12/2003 14:07:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	06/12/2003 08:06:00	10	AN12
St Nicholas Roundabout Monitor No. 1	Departures	06/12/2003 08:06:00	10	AN12
St Nicholas Roundabout Monitor No. 1	Departures	06/12/2003 11:57:00	10	AN12
St Nicholas Roundabout Monitor No. 1	Departures	06/12/2003 11:57:00	10	AN12
St Nicholas Roundabout Monitor No. 1	Departures	06/12/2003 13:00:00	10	B742
St Nicholas Roundabout Monitor No. 1	Departures	06/12/2003 13:00:00	10	B742
St Nicholas Roundabout Monitor No. 1	Departures	07/12/2003 10:49:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	07/12/2003 10:49:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	08/12/2003 10:33:00	10	DC86
St Nicholas Roundabout Monitor No. 1	Departures	08/12/2003 10:33:00	10	DC86
Clarendon House Grammar School Monitor No. 2	Departures	10/12/2003 11:59:00	28	B742
Clarendon House Grammar School Monitor No. 2	Departures	10/12/2003 11:59:00	28	B742
Clarendon House Grammar School Monitor No. 2	Departures	11/12/2003 17:09:00	28	B742
Clarendon House Grammar School Monitor No. 2	Departures	11/12/2003 17:09:00	28	B742
Clarendon House Grammar School Monitor No. 2	Departures	12/12/2003 18:21:00	28	B742
Clarendon House Grammar School Monitor No. 2	Departures	12/12/2003 18:21:00	28	B742
Clarendon House Grammar School Monitor No. 2	Departures	13/12/2003 19:59:00	28	B742



TOTAL

Clarendon House Grammar School Monitor No. 2	Departures	07/01/2004 11:50:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	07/01/2004 11:50:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	07/01/2004 18:35:00	10 DC86
Clarendon House Grammar School Monitor No. 2	Departures	07/01/2004 18:35:00	10 DC86
Clarendon House Grammar School Monitor No. 2	Departures	07/01/2004 20:19:00	10 B742
Clarendon House Grammar School Monitor No. 2	Departures	07/01/2004 20:19:00	10 B742
St Nicholas Roundabout Monitor No. 1	Departures	09/01/2004 13:47:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	09/01/2004 13:47:00	28 DC86
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Clarendon House Grammar School Monitor No. 2	Departures	09/01/2004 20:34:00	28 AN22
Clarendon House Grammar School Monitor No. 2	Departures	11/01/2004 09:20:00	28 DC86
Clarendon House Grammar School Monitor No. 2	Departures	11/01/2004 09:20:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	11/01/2004 19:25:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	11/01/2004 19:25:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	11/01/2004 21:32:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	11/01/2004 21:32:00	28 DC86
Clarendon House Grammar School Monitor No. 2	Departures	12/01/2004 15:56:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	12/01/2004 15:56:00	28 B742
St Nicholas Roundabout Monitor No. 1	Departures	13/01/2004 00:53:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	13/01/2004 00:53:00	28 DC86
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Clarendon House Grammar School Monitor No. 2	Departures	13/01/2004 00:58:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	13/01/2004 16:53:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	13/01/2004 16:53:00	28 B742
St Nicholas Roundabout Monitor No. 1	Departures	13/01/2004 20:01:00	28 B742
St Nicholas Roundabout Monitor No. 1	Departures	13/01/2004 20:01:00	28 B742
St Nicholas Roundabout Monitor No. 1	Departures	13/01/2004 21:32:00	28 AN26
St Nicholas Roundabout Monitor No. 1	Departures	13/01/2004 21:32:00	28 AN26
Clarendon House Grammar School Monitor No. 2	Departures	14/01/2004 00:34:00	10 B742
Clarendon House Grammar School Monitor No. 2	Departures	14/01/2004 00:34:00	10 B742
St Nicholas Roundabout Monitor No. 1	Departures	14/01/2004 17:16:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	14/01/2004 17:16:00	28 DC86
Clarendon House Grammar School Monitor No. 2	Departures	15/01/2004 11:31:00	28 DC86
Clarendon House Grammar School Monitor No. 2	Departures	15/01/2004 11:31:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	16/01/2004 15:27:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	16/01/2004 15:27:00	28 DC86
Clarendon House Grammar School Monitor No. 2	Departures	16/01/2004 21:32:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	16/01/2004 21:32:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	17/01/2004 17:22:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	17/01/2004 17:22:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	17/01/2004 20:45:00	10 B742
Clarendon House Grammar School Monitor No. 2	Departures	17/01/2004 20:45:00	10 B742
St Nicholas Roundabout Monitor No. 1	Departures	18/01/2004 15:52:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	18/01/2004 15:52:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	18/01/2004 20:45:00	28 A124
St Nicholas Roundabout Monitor No. 1	Departures	18/01/2004 20:45:00	28 A124
Clarendon House Grammar School Monitor No. 2	Departures	19/01/2004 13:39:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	19/01/2004 13:39:00	28 B742
St Nicholas Roundabout Monitor No. 1	Departures	19/01/2004 21:15:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	19/01/2004 21:15:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	20/01/2004 00:49:00	28 AN22



## TOTAL

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Clarendon House Grammar School Monitor No. 2	Departures	20/01/2004 18:52:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	20/01/2004 20:34:00	10 B742
Clarendon House Grammar School Monitor No. 2	Departures	20/01/2004 20:34:00	10 B742
Clarendon House Grammar School Monitor No. 2	Departures	21/01/2004 00:02:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	21/01/2004 00:02:00	28 B742
St Nicholas Roundabout Monitor No. 1	Departures	21/01/2004 20:58:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	21/01/2004 20:58:00	28 DC86
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St Nicholas Roundabout Monitor No. 1	Departures	23/01/2004 14:31:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	23/01/2004 14:31:00	28 DC86
Clarendon House Grammar School Monitor No. 2	Departures	23/01/2004 15:51:00	10 B742
Clarendon House Grammar School Monitor No. 2	Departures	23/01/2004 15:51:00	10 B742
St Nicholas Roundabout Monitor No. 1	Departures	23/01/2004 21:07:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	23/01/2004 21:07:00	28 DC86
Clarendon House Grammar School Monitor No. 2	Departures	24/01/2004 00:41:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	24/01/2004 00:41:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	25/01/2004 20:14:00	10 DC86
Clarendon House Grammar School Monitor No. 2	Departures	25/01/2004 20:14:00	10 DC86
St Nicholas Roundabout Monitor No. 1	Departures	26/01/2004 00:54:00	10 DC86
St Nicholas Roundabout Monitor No. 1	Departures	26/01/2004 00:54:00	10 DC86
St Nicholas Roundabout Monitor No. 1	Departures	26/01/2004 10:59:00	10 B742
St Nicholas Roundabout Monitor No. 1	Departures	26/01/2004 10:59:00	10 B742
Clarendon House Grammar School Monitor No. 2	Departures	26/01/2004 13:09:00	10 B742
Clarendon House Grammar School Monitor No. 2	Departures	26/01/2004 13:09:00	10 B742
Clarendon House Grammar School Monitor No. 2	Departures	27/01/2004 14:29:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	27/01/2004 14:29:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	27/01/2004 17:13:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	27/01/2004 17:13:00	28 B742
St Nicholas Roundabout Monitor No. 1	Departures	27/01/2004 19:52:00	28 B742
St Nicholas Roundabout Monitor No. 1	Departures	27/01/2004 19:52:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	28/01/2004 11:27:00	28 B742
Clarendon House Grammar School Monitor No. 2	Departures	28/01/2004 11:27:00	28 B742
St Nicholas Roundabout Monitor No. 1	Departures	29/01/2004 13:41:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	29/01/2004 13:41:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	29/01/2004 15:22:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	29/01/2004 15:22:00	28 DC86
Unknown	Departures	03/12/2004 16:34:00	28 B742
Unknown	Departures	04/12/2004 09:31:00	28 DC86
Unknown	Arrivals	05/12/2004 14:12:00	28 B743
Unknown	Arrivals	05/12/2004 16:54:00	28 IL76
Unknown	Departures	06/12/2004 20:36:00	28 IL76
Unknown	Arrivals	07/12/2004 14:10:00	28 B743
Unknown	Departures	07/12/2004 21:43:00	10 AN12
Unknown	Departures	10/12/2004 20:51:00	28 IL76
Unknown	Departures	10/12/2004 22:02:00	28 DC86
Unknown	Arrivals	13/12/2004 11:35:00	28 B743

## TOTAL

Unknown	Departures	14/12/2004 00:21:00	28 B743
Unknown	Departures	14/12/2004 21:00:00	28 B742
Unknown	Departures	15/12/2004 10:54:00	28 DC86
Unknown	Arrivals	20/12/2004 08:33:00	28 DC86
Unknown	Arrivals	21/12/2004 19:16:00	28 DC86
Unknown	Arrivals	22/12/2004 15:17:00	28 DC86
Unknown	Arrivals	24/12/2004 11:58:00	28 DC86
Unknown	Arrivals	04/01/2005 20:00:00	28 AN12
Unknown	Departures	07/01/2005 11:39:00	28 DC86
Unknown	Departures	08/01/2005 10:44:00	28 F100
Unknown	Arrivals	10/01/2005 15:02:00	28 DC10
Unknown	Departures	12/01/2005 23:18:00	28 DC86
Unknown	Departures	12/01/2005 23:32:00	28 DC86
Unknown	Departures	14/01/2005 22:07:00	10 AN12
Unknown	Departures	25/01/2005 00:22:00	10 AN12
Unknown	Departures	25/01/2005 13:09:00	10 DC86
Unknown	Arrivals	03/02/2005 16:14:00	28 B722
Unknown	Arrivals	04/02/2005 13:25:00	28 B742
Unknown	Departures	05/02/2005 07:20:00	10 B722
Unknown	Departures	09/02/2005 22:58:00	28 DC86
Unknown	Departures	11/02/2005 15:22:00	10 DC86
Unknown	Departures	13/02/2005 21:33:00	28 DC86
Unknown	Arrivals	18/02/2005 11:15:00	28 B742
Unknown	Arrivals	20/02/2005 11:39:00	28 DC86
Unknown	Departures	20/02/2005 20:29:00	28 DC86
Unknown	Departures	23/02/2005 20:48:00	10 DC86
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Unknown	Departures	26/02/2005 14:24:00	28 MD82
Unknown	Departures	28/02/2005 00:31:00	28 MD82
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Clarendon House Grammar School Monitor No. 2	Arrivals	06/03/2005 19:16:00	28 B743
St Nicholas Roundabout Monitor No. 1	Departures	14/03/2005 01:28:00	VC10
St Nicholas Roundabout Monitor No. 1	Departures	16/03/2005 08:52:00	28 VC10
St Nicholas Roundabout Monitor No. 1	Departures	16/03/2005 20:56:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	16/03/2005 21:29:00	28 DC86
Clarendon House Grammar School Monitor No. 2	Arrivals	17/03/2005 07:45:00	28 VC10
St Nicholas Roundabout Monitor No. 1	Departures	17/03/2005 09:31:00	28 VC10
Clarendon House Grammar School Monitor No. 2	Arrivals	18/03/2005 07:37:00	28 VC10
St Nicholas Roundabout Monitor No. 1	Departures	18/03/2005 09:07:00	28 VC10
St Nicholas Roundabout Monitor No. 1	Departures	28/03/2005 00:35:00	28 DC86
Clarendon House Grammar School Monitor No. 2	Arrivals	30/03/2005 14:03:00	28 IL76
Clarendon House Grammar School Monitor No. 2	Departures	30/03/2005 20:57:00	10 DC86
Clarendon House Grammar School Monitor No. 2	Departures	30/03/2005 21:40:00	10 IL76
Clarendon House Grammar School Monitor No. 2	Arrivals	01/04/2005 00:15:00	28 B743
Clarendon House Grammar School Monitor No. 2	Arrivals	01/04/2005 00:35:00	28 IL76
Clarendon House Grammar School Monitor No. 2	Departures	01/04/2005 19:52:00	10 IL76
Clarendon House Grammar School Monitor No. 2	Departures	03/04/2005 21:42:00	10 DC86
St Nicholas Roundabout Monitor No. 1	Departures	13/04/2005 21:03:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	18/04/2005 13:00:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	18/04/2005 19:57:00	28 AN12
Clarendon House Grammar School Monitor No. 2	Departures	27/04/2005 21:46:00	10 DC86

## TOTAL

St Nicholas Roundabout Monitor No. 1	Departures	28/04/2005 09:29:00	28 F100
Clarendon House Grammar School Monitor No. 2	Departures	02/05/2005 18:04:00	10 IL76
Clarendon House Grammar School Monitor No. 2	Arrivals	07/05/2005 17:57:00	28 IL76
St Nicholas Roundabout Monitor No. 1	Departures	07/05/2005 20:36:00	28 IL76
St Nicholas Roundabout Monitor No. 1	Departures	09/05/2005 08:05:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Arrivals	13/05/2005 13:06:00	10 IL76
Clarendon House Grammar School Monitor No. 2	Departures	14/05/2005 08:19:00	10 IL76
Clarendon House Grammar School Monitor No. 2	Arrivals	16/05/2005 08:50:00	28 IL76
St Nicholas Roundabout Monitor No. 1	Departures	16/05/2005 11:05:00	28 DC86
Clarendon House Grammar School Monitor No. 2	Departures	16/05/2005 19:50:00	10 IL76
Clarendon House Grammar School Monitor No. 2	Arrivals	18/05/2005 08:53:00	28 IL76
St Nicholas Roundabout Monitor No. 1	Departures	18/05/2005 19:08:00	28 IL76
St Nicholas Roundabout Monitor No. 1	Departures	22/05/2005 17:53:00	28 DC86
St Nicholas Roundabout Monitor No. 1	Departures	23/05/2005 14:21:00	28 AN12
Clarendon House Grammar School Monitor No. 2	Arrivals	23/05/2005 15:02:00	28 B742
St Nicholas Roundabout Monitor No. 1	Arrivals	29/05/2005 00:57:00	10
St Nicholas Roundabout Monitor No. 1	Arrivals	30/05/2005 00:36:00	10 JAGR
Clarendon House Grammar School Monitor No. 2	Departures	31/05/2005 14:54:00	10
Unknown	Arrivals	05/01/2008 21:22:00	28 B742
Unknown	Arrivals	13/01/2008 14:41:00	28 B742
Unknown	Arrivals	18/01/2008 15:51:00	28 B742
Unknown	Arrivals	27/01/2008 09:11:00	28 B742
Unknown	Arrivals	29/01/2008 15:49:00	28 B742
Unknown	Departures	29/01/2008 20:27:00	10 B742
Unknown	Arrivals	30/01/2008 13:13:00	28 B742
Unknown	Arrivals	05/02/2008 13:26:00	28 B742
Unknown	Arrivals	07/02/2008 14:07:00	28 B742
Unknown	Departures	18/02/2008 22:19:00	DC85
Unknown	Departures	19/02/2008 18:39:00	10 DC86
Unknown	Arrivals	21/02/2008 10:40:00	28 B742
Unknown	Departures	24/02/2008 00:47:00	10 B742
Unknown	Arrivals	24/02/2008 08:10:00	28 B742
Unknown	Arrivals	26/02/2008 17:47:00	28 B742
Unknown	Arrivals	11/03/2008 14:28:00	28 B744
Unknown	Arrivals	14/03/2008 18:25:00	28 B742
Unknown	Arrivals	18/03/2008 11:23:00	28 B742
Unknown	Departures	18/03/2008 15:48:00	28 B742
Unknown	Arrivals	21/03/2008 00:18:00	B742

TOTAL

lmax  
96.6  
99.6  
97.0  
100.6  
98.2  
98.6  
97.3  
97.6  
101.8  
97.4  
98.5  
100.8  
100.9  
97.3  
98.5  
98.5  
98.2  
87.7  
87.7  
87.8  
87.8  
89.2  
89.2  
89.5  
89.5  
86.3  
86.3  
86.6  
86.6  
88.3  
88.3  
89.0  
89.0  
84.2  
84.2  
84.8  
84.8  
85.4  
85.4  
86.2  
86.2  
88.9  
88.9  
99.3  
99.3  
99.9  
99.9  
101.9  
101.9  
100.9

TOTAL

100.9  
101.5  
101.5  
99.7  
99.7  
87.1  
87.1  
88.2  
88.2  
86.2  
86.2  
98.3  
98.3  
100.4  
100.4  
99.6  
99.6  
101.2  
99.7  
101.2  
99.7  
100.6  
100.6  
101.9  
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101.4  
101.4  
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101.0  
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101.6  
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90.4  
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98.7  
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87.0  
87.1  
87.1  
98.6  
98.6  
102.0  
102.0  
99.7  
99.7  
93.6  
93.6  
101.5  
101.5

TOTAL

102.6  
102.6  
105.9  
105.9  
107.1  
107.1  
98.3  
98.3  
102.9  
102.9  
99.1  
99.1  
102.9  
102.9  
93.7  
93.7  
99.6  
99.6  
95.3  
95.3  
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99.8  
96.0  
96.0  
98.7  
98.7  
96.2  
96.2  
99.6  
99.6  
98.4  
98.4  
94.0

TOTAL

94.0  
100.4  
100.4  
100.3  
100.3  
98.1  
98.1  
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87.9  
88.2  
88.2  
96.6  
96.6  
98.4  
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TOTAL

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94.5  
92.4  
100.5  
98.7  
99.0  
99.2  
97.0  
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96.0  
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99.8  
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103.1  
101.5  
104.0  
99.6  
104.2  
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102.1  
101.2  
97.5  
92.5  
108.2



TOTAL

97.3  
111.0  
99.7  
103.9  
96.5  
96.0  
108.7  
104.4  
94.9  
109.1  
103.9  
105.0  
98.2  
90.9  
100.5  
90.9  
95.5  
103.4  
99.4  
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102.9  
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98.6  
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99.1  
105.8