SIEMENS
Microsimulation

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# Stairfoot Roundabout Paramics Modelling

## Bus Priority Investigation

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# 1.0 Introduction

## 1.1 Purpose

The purpose of this document is to present the results from the Paramics microsimulation modelling of the area known as Stairfoot roundabout in Barnsley.

## 1.2 Scope

This document is limited to the description of operation at the Stairfoot roundabout and surrounding area operating under SCOOT control.

## 1.3 Issue History

| | |
|---|---|
| 26975/164/1 A | First Issue |

# 2.0 Paramics Model

## 2.1 Purpose

The model was created to investigate the effect of adding SCOOT Bus Priority operation on the gyratory and provide comparisons against the existing SCOOT operation. Further option testing was undertaken in order to compare the impact of further changes to the model which were rolled out over several phases; these are described below:

- Phase A – Base Model
- Phase B – SCOOT Bus Priority implementation
- Phase C – Lane realignment of Doncaster Road and local widening
- Phase D – Grange Lane to Doncaster Road Bypass
- Phase E – Review of options for Doncaster Road (west)

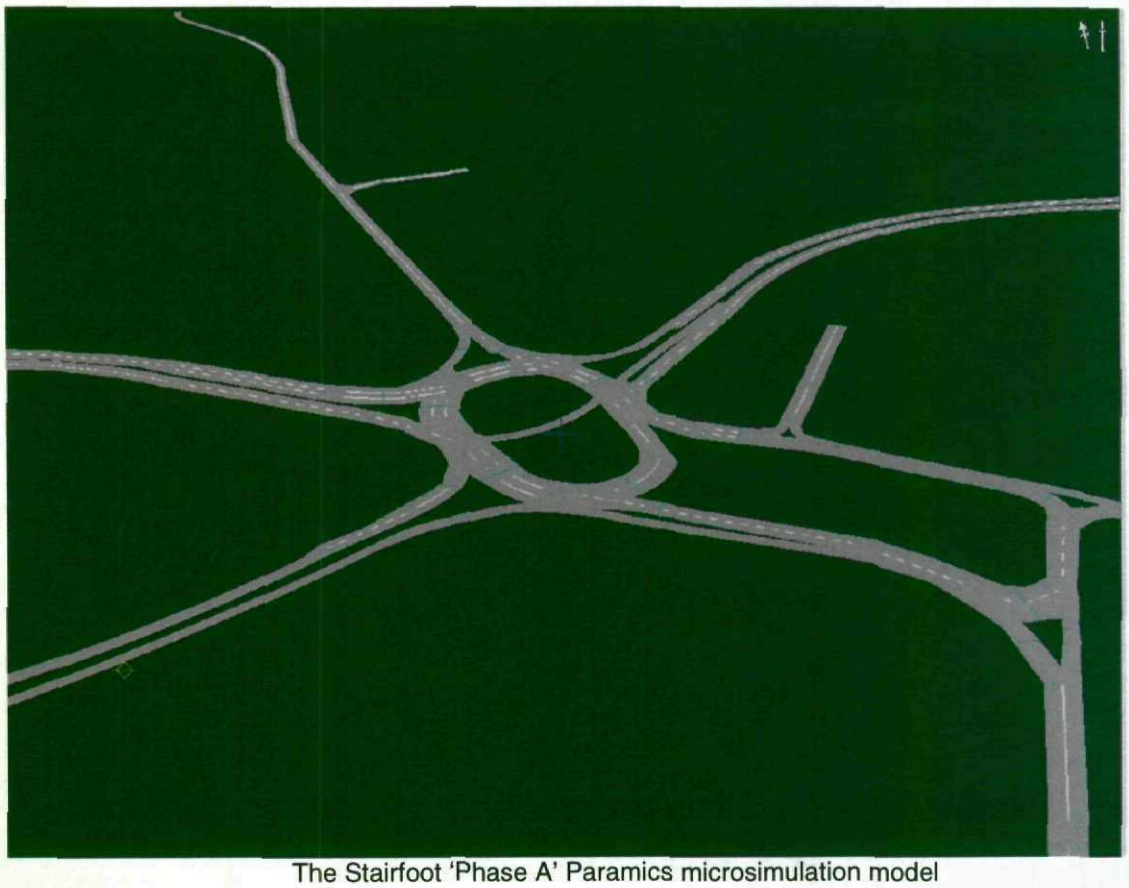
Effect on the vehicle journey times and bus journey times were recorded.

The effect on the network was to be investigated while under SCOOT control. This would enable a decision to be made as to the relative benefits of carrying out the modelled changes on-street.

## 2.2 The base model

The base model was created and validated to match the network performance whilst operating under SCOOT control using the existing 'live' SCOOT database. In this example the bus lanes on the Doncaster Road (east) approach and through the centre of the gyratory remain closed. The Bus Lane on Wombwell Lane is open to Buses.

A Model screen shot is shown on the next page.



The Stairfoot 'Phase A' Paramics microsimulation model

## 2.3 Phase B - Bus Priority model

A copy of the base model was created and modified to open the Bus Lane through the centre of the gyratory connecting Doncaster Road (east) to Doncaster Road (west) and the bus lane on the approach to the Traffic Signals on the Doncaster Road (east) approach.

The frequency of buses was taken using the bus timetables operating through this part of the network and the amount of bus movement was validated using the traffic counts undertaken which detail the bus flow as a unique classification.

## 2.4 Phase C – Doncaster Road realignment and widening

A copy of the Phase B model was amended to incorporate several changes in order to model the impact of the below changes:

- Widening the exit from Stairfoot Gyratory up Ardsley Hill - Doncaster Road (east)
- Changing the lane allocation on Doncaster Road (west) in order to enable two lanes of traffic to go up Ardsley Hill.

The SCOOT data was monitored following these changes in order to change the data where necessary. During this phase the SCOOT changes were kept to a minimum with the revised SCOOT data from Phase B able to maintain good SCOOT operation.

## 2.5 Phase D – Grange Lane – Doncaster Road Bypass

A copy of the Phase C model was amended in order to incorporate a new road in order to bypass the Stairfoot Gyratory for traffic travelling from Grange Lane to Doncaster Road (east ) – Ardsley Hill. This phase of the model also widened Grange Lane in order to allow a dedicated left turn lane for those vehicles travelling along the new bypass. The existing SCOOT detection was maintained at the same distance from the stop line in order ensure the SCOOT database required minimum changes and a more robust comparison between phases could be made. The loop position ensures that only traffic travelling in the ahead lane i.e. to the gyratory and not using the bypass would be detected and considered by the SCOOT system.

## 2.6 Phase E – Review of Doncaster Road (west) Options

There is currently a road connecting from Doncaster Road (west) towards Grange Lane which provides access to a Motel. At the Grange Lane end of this access road the road is blocked to through traffic. The final phase of the work was to undertake modelling to test the three options for opening the access road for through traffic. The three options are tested are detailed below:

- Allow traffic to exit from access road and have no restrictions to turn i.e. Ahead, Left and Right turns allowed. (Phase E1)
- Introduce yellow box behaviour covering this junction and still allow all movements as in Phase E1. (Phase E2)
- Allow left turn only exit out of the access road. (Phase E3)

## 2.7 Origin Destination Data

The origin destination (OD) data was formed from manual classified traffic count data provided by 'Count on Us' undertaken on 5th December, 2006.

The report provided and used to generate the OD matrix can be found in Appendix A.

## 2.8 Model Validation

Using the OD data, the model was simulated over multiple runs using the existing SCOOT database. This was to ensure that all vehicles could clear the network (or where present in the network and were able to clear) at the end of the simulation.

## 2.9 SCOOTLink

The SCOOTLink software replaces the TC12 equipment of a UTC system to enable traffic control information to be transmitted between an offline UTC system and a Paramics model. This enables the SCOOT algorithm to be utilised and control the traffic signal timings within a model. This system was utilised throughout this modelling process with the existing SCOOT database being used to create the Base model for comparison with other phases.

# 3.0 Results & Comparisons

## 3.1 Introduction

Both the base and modified microsimulation models used the same OD matrices and vehicle release profiles. However, as no two model runs are the same, several runs of each model were simulated in order to gain an average picture of how each model operated, not just from a single simulation. By undertaking several modelling runs highlights any inconsistencies with any one particular simulation. For the purpose of this modelling exercise each different model was ran 5 times for both the AM and PM peaks in order to improve the robustness of model comparisons.

## 3.2 Journey Time Analysis

The journey times through the network were selected for those which would encompass the largest movements of the traffic but also monitor all sections of the gyratory. The journey times selected for analysis were the following:

- Doncaster Road (west) to Doncaster Road (east)
- Doncaster Road (east) to Doncaster Road (west)
- Doncaster Road (east) to Grange Lane
- Grange Lane to Doncaster Road (west)

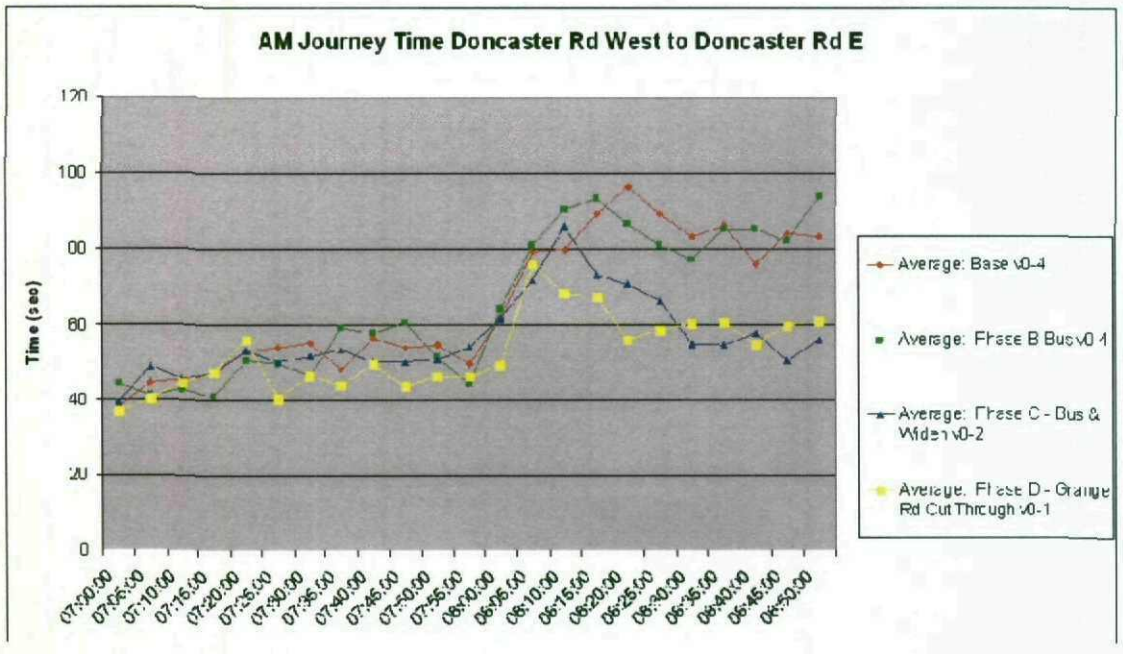
The graphs show the comparison for the phases A-D and the relevant changes to the journey times for phases E1-E3. Due to safety reasons the movements of Phase E1 and E2 are unlikely to be implemented however the Phase E3 has potential to be implemented at some later date.

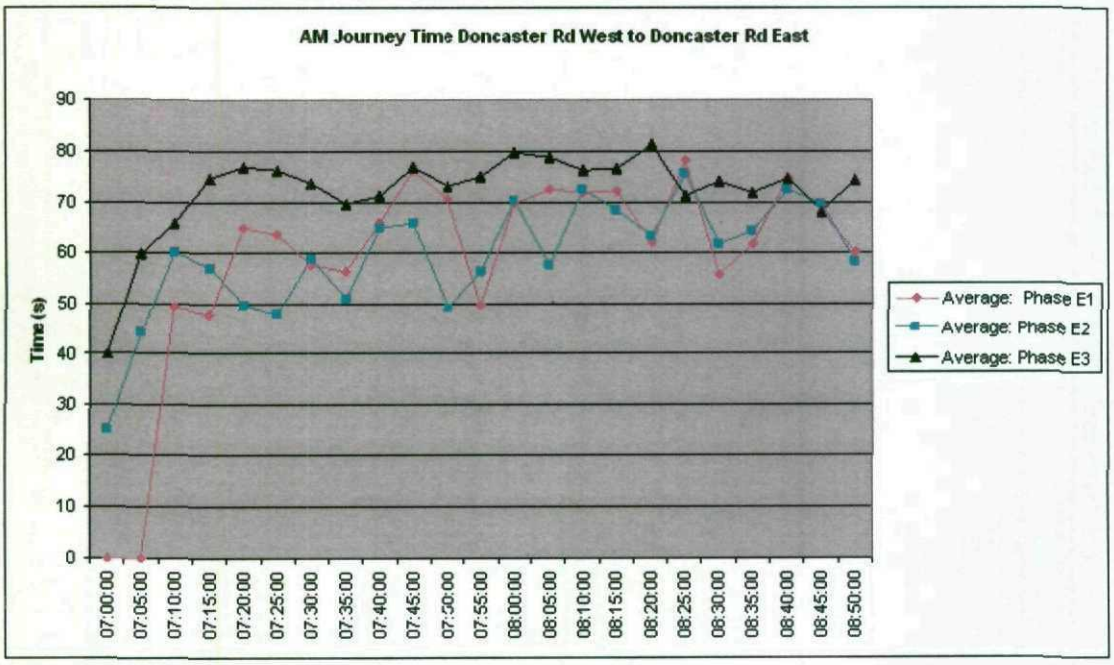
**AM Peak Period**

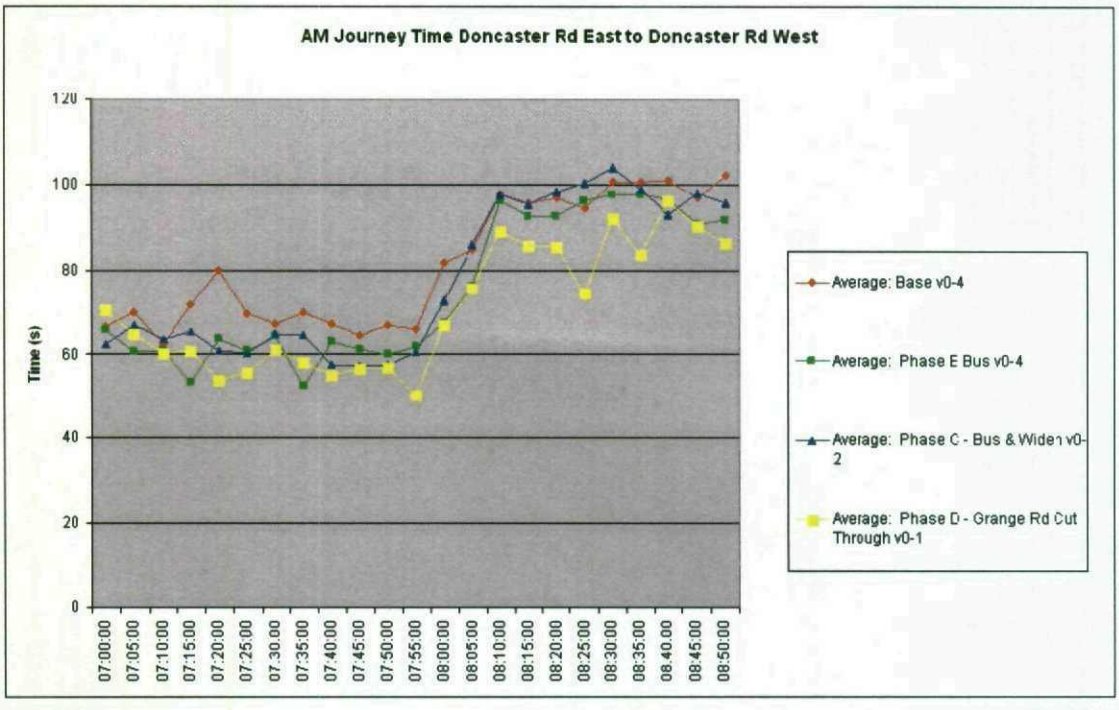
Throughout the AM period the below graphs show the impact the various options tested have on the network. It can be seen from these graphs that by implementing Bus Priority on this section of the network would have a small effect on the journey times around the network. This is due to the relative infrequency of buses using this lane in the AM period. By implementing the local widening scheme of the Doncaster Road West to Doncaster Road East route does show benefits to this route particularly in the 8am to 9am period. The remainder of the routes during the AM period only begin to consistently show reduced journey times from the base model when the Grange Lane to Doncaster Road (East) – Phase D scheme is implemented.

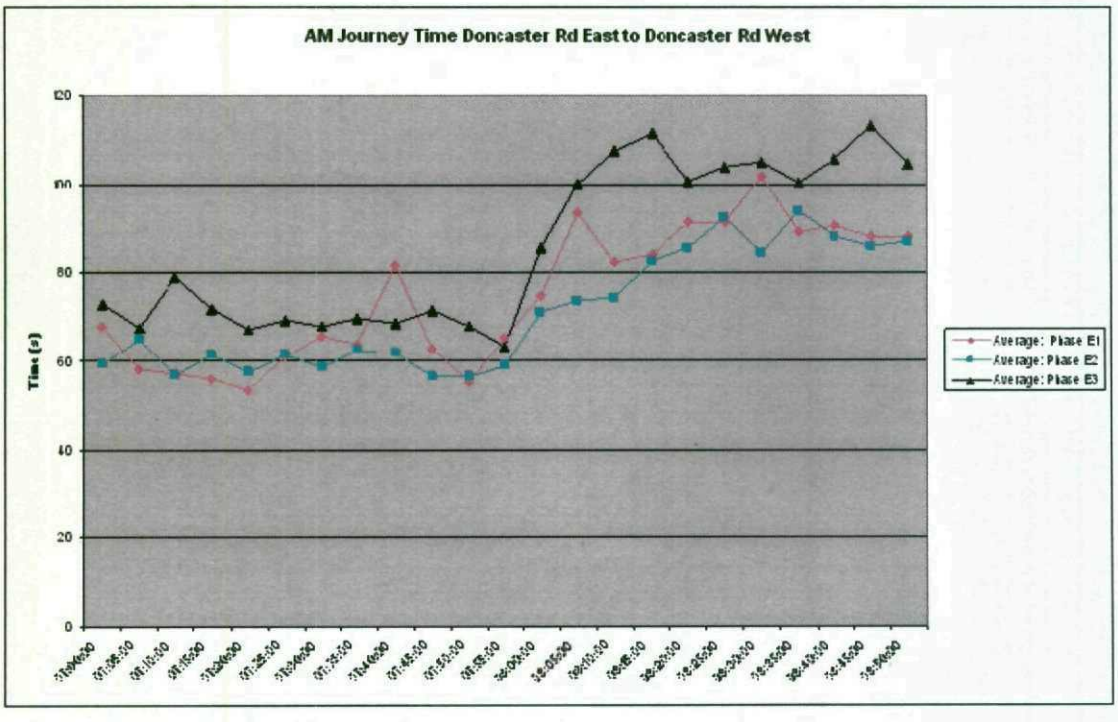
As expected for the Phase E operations, the journey times around the network are slightly reduced when a Yellow Box Junction is implemented; this is obviously dependent upon local driver behaviour and adherence to the yellow box. Within the model these behaviour and adherence values are set at the Paramics default values.

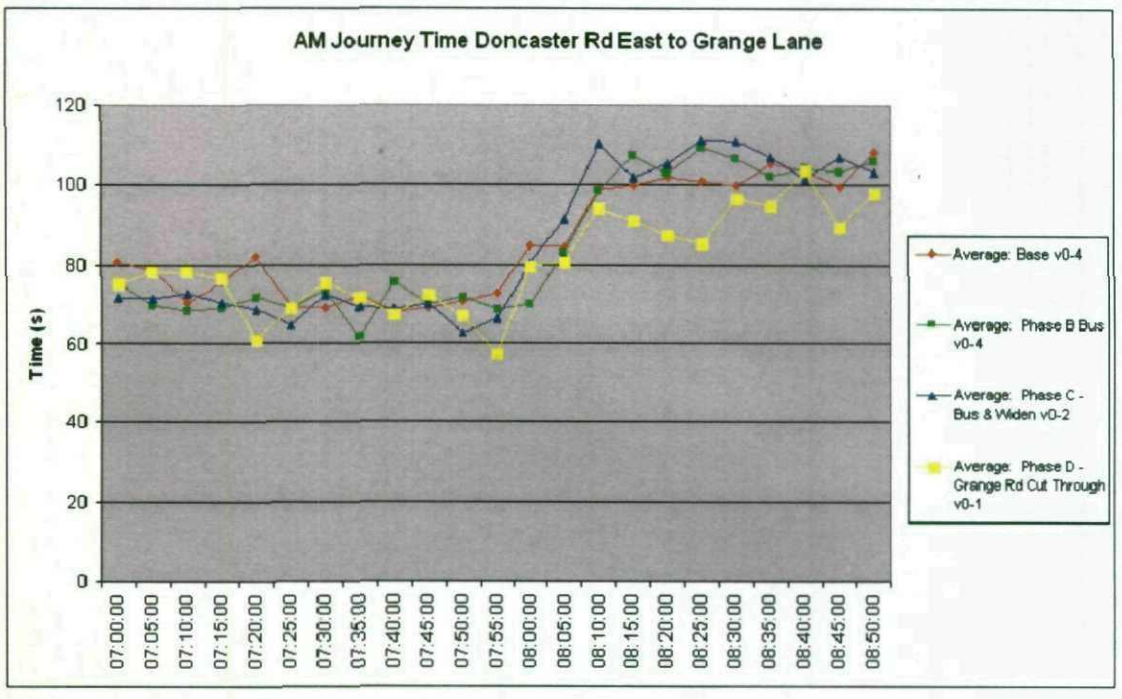
The journey times for Grange Lane to Doncaster Road West show the most improvement when the road between Grange Lane and Doncaster Road East is built as this removes approximately 30% of the traffic approaching Stairfoot as they would be able to use the new road.

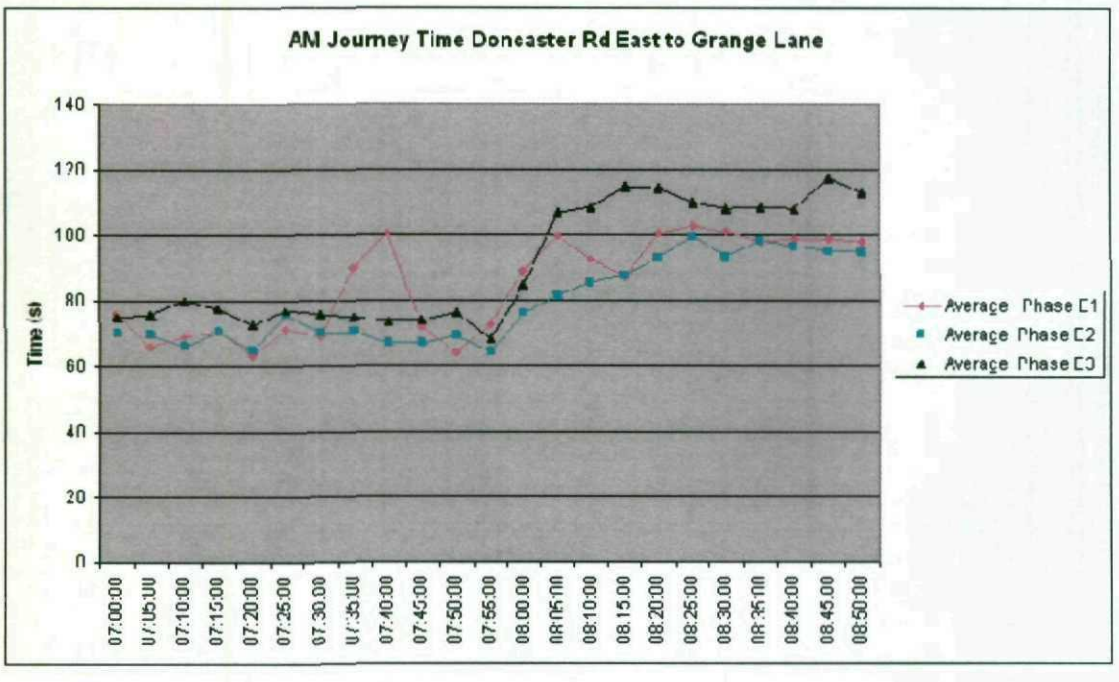

AM Journey Time Doncaster Rd West to Doncaster Rd E
Time (sec)
120
100
80
60
40
20
0
07:00:00
07:05:00
07:10:00
07:15:00
07:20:00
07:25:00
07:30:00
07:35:00
07:40:00
07:45:00
07:50:00
07:55:00
08:00:00
08:05:00
08:10:00
08:15:00
08:20:00
08:25:00
08:30:00
08:35:00
08:40:00
08:45:00
08:50:00
Average: Base v0-4
Average: Phase B Bus v0-1
Average: Phase C - Bus & Widen v0-2
Average: Phase D - Grange Rd Cut Through v0-1

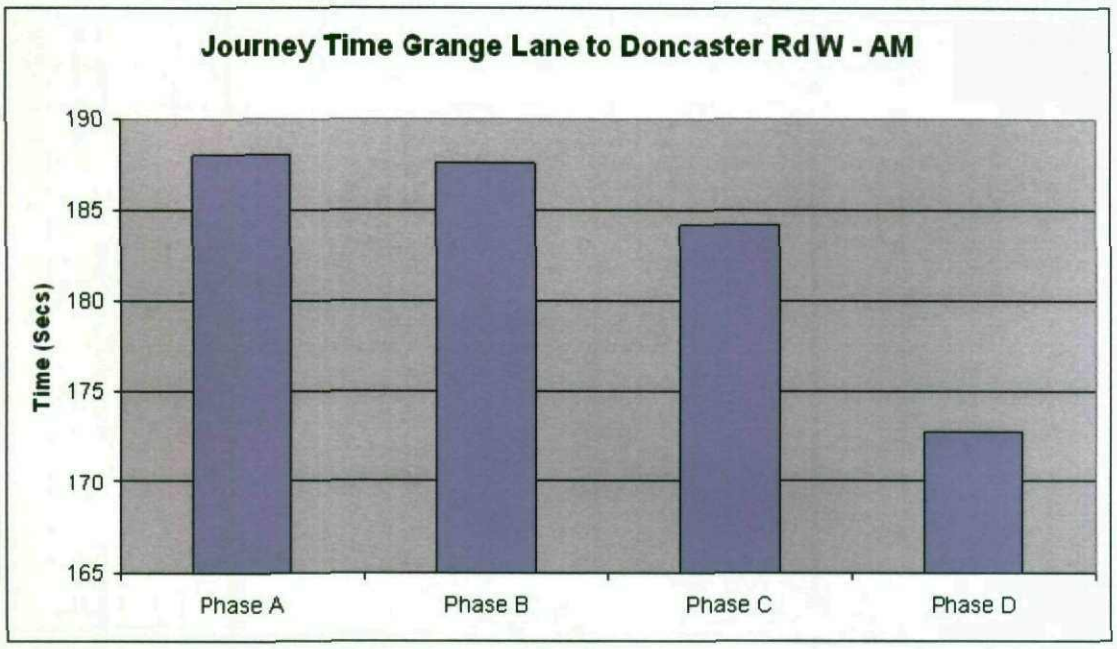

AM Journey Time Doncaster Rd West to Doncaster Rd East
Time (s)
90
80
70
60
50
40
30
20
10
0
07:00:00
07:05:00
07:10:00
07:15:00
07:20:00
07:25:00
07:30:00
07:35:00
07:40:00
07:45:00
07:50:00
07:55:00
08:00:00
08:05:00
08:10:00
08:15:00
08:20:00
08:25:00
08:30:00
08:35:00
08:40:00
08:45:00
08:50:00
Average: Phase E1
Average: Phase E2
Average: Phase E3


AM Journey Time Doncaster Rd East to Doncaster Rd West
Time (s)
120
100
80
60
40
20
0
07:00:00
07:05:00
07:10:00
07:15:00
07:20:00
07:25:00
07:30:00
07:35:00
07:40:00
07:45:00
07:50:00
07:55:00
08:00:00
08:05:00
08:10:00
08:15:00
08:20:00
08:25:00
08:30:00
08:35:00
08:40:00
08:45:00
08:50:00
Average: Base v0-4
Average: Phase E Bus v0-4
Average: Phase C - Bus & Widen v0-2
Average: Phase D - Grange Rd Cut Through v0-1


AM Journey Time Doncaster Rd East to Doncaster Rd West
Time (s)
120
100
80
60
40
20
0
Average: Phase E1
Average: Phase E2
Average: Phase E3


AM Journey Time Doncaster Rd East to Grange Lane
Time (s)
120
100
80
60
40
20
0
07:00:00
07:05:00
07:10:00
07:15:00
07:20:00
07:25:00
07:30:00
07:35:00
07:40:00
07:45:00
07:50:00
07:55:00
08:00:00
08:05:00
08:10:00
08:15:00
08:20:00
08:25:00
08:30:00
08:35:00
08:40:00
08:45:00
08:50:00
Average: Base v0-4
Average: Phase B Bus v0-4
Average: Phase C - Bus & Widen v0-2
Average: Phase D - Grange Rd Cut Through v0-1


AM Journey Time Doncaster Rd East to Grange Lane
Time (s)
140
120
100
80
60
40
20
0
07:00:00
07:05:00
07:10:00
07:15:00
07:20:00
07:25:00
07:30:00
07:35:00
07:40:00
07:45:00
07:50:00
07:55:00
08:00:00
08:05:00
08:10:00
08:15:00
08:20:00
08:25:00
08:30:00
08:35:00
08:40:00
08:45:00
08:50:00
Average Phase D1
Average Phase D2
Average Phase D3

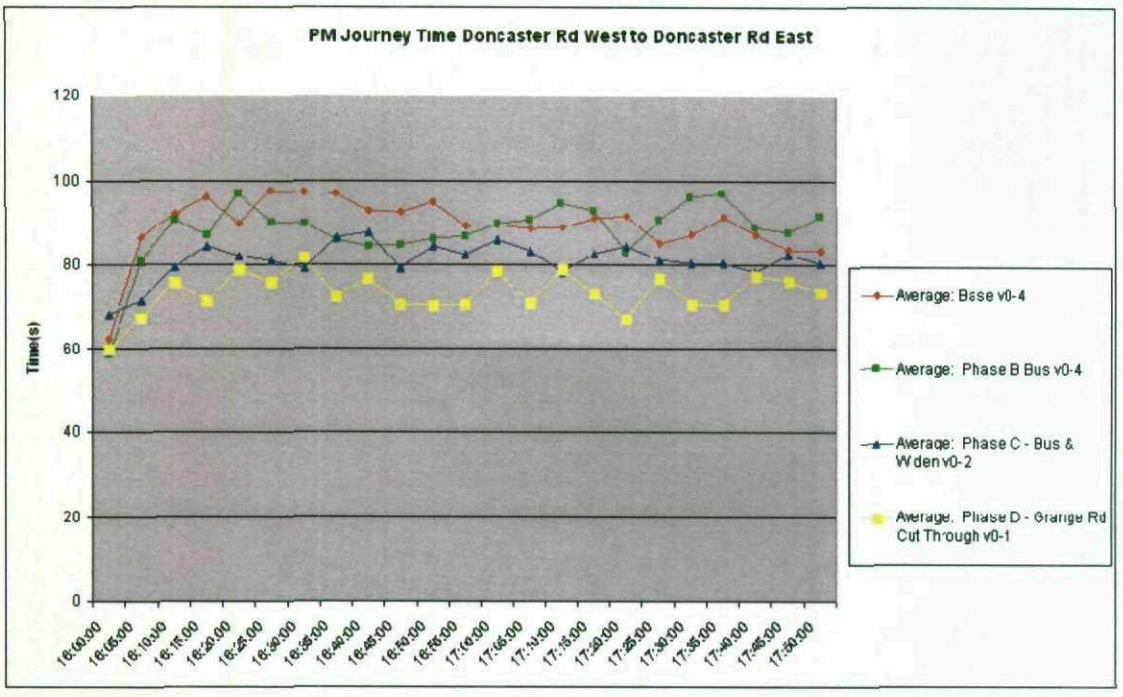


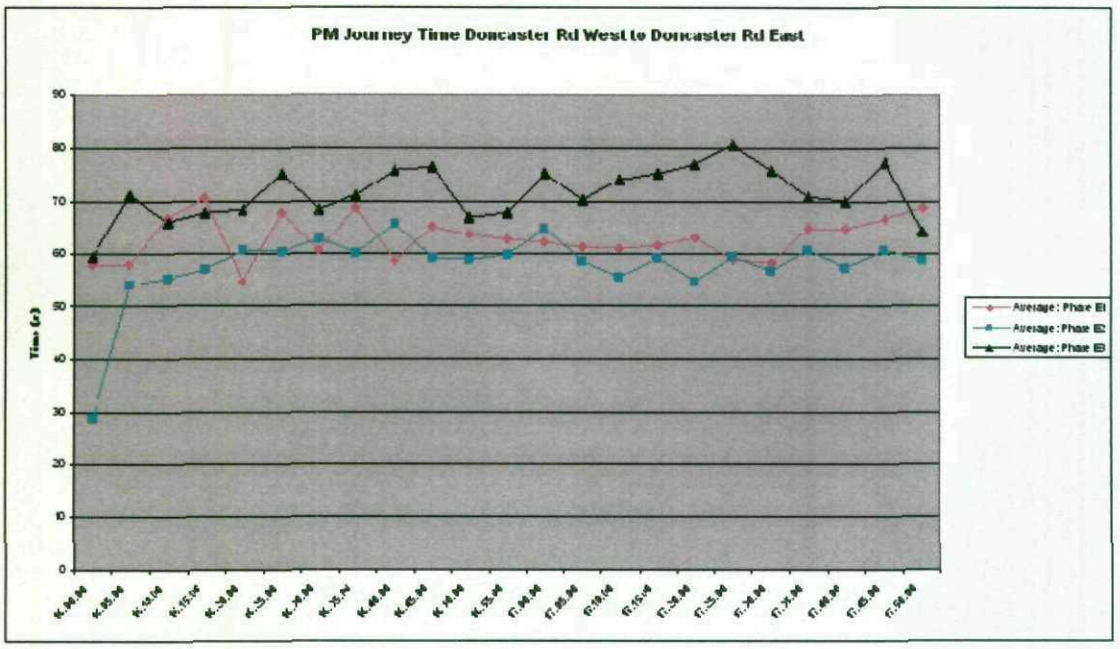

**PM Peak Period**

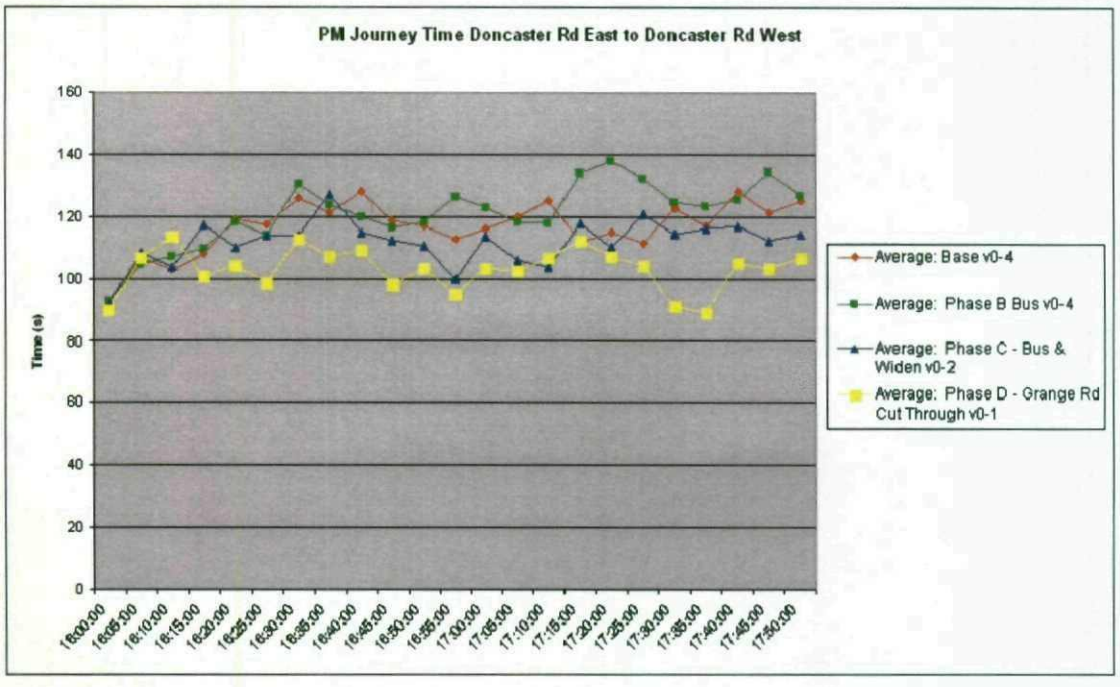
Throughout the PM peak the Bus Priority on the Gyratory has a larger impact on the model due to the increased frequency of buses using the Doncaster Road East to Doncaster Road West route.

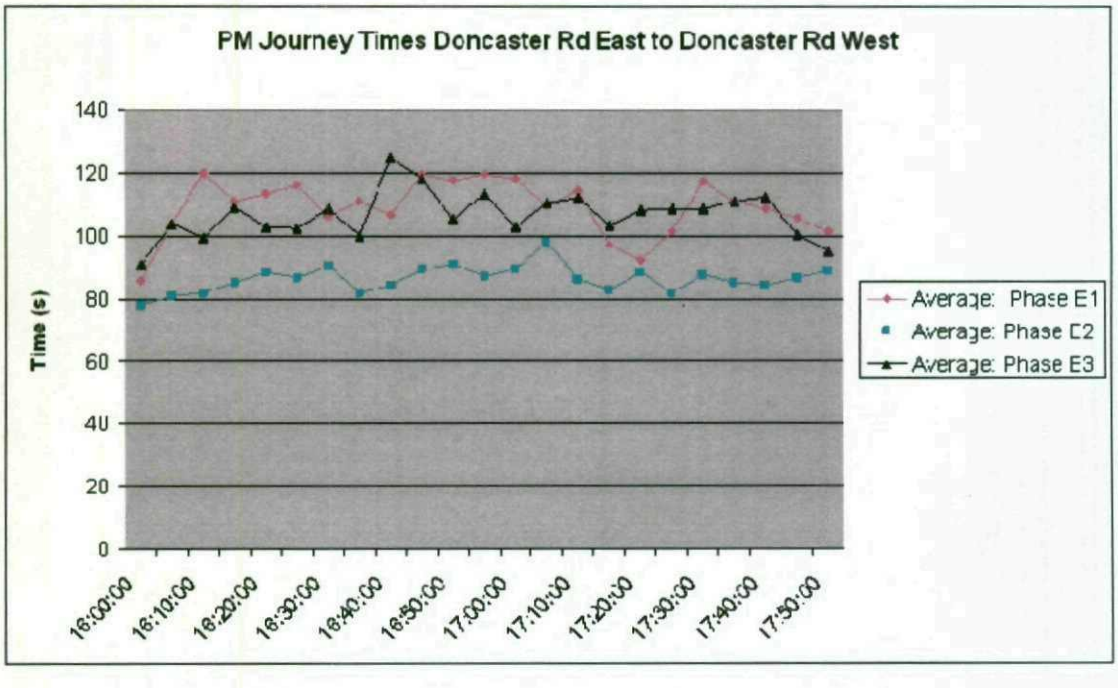
In the final graph of this section the modelling suggests that the average journey time for the Grange Lane to Doncaster Road West journey is significantly impacted by implementing Bus Priority without undertaking additional work to mitigate this impact. The results suggest that the journey time on this route would still be approximately 5% above the current levels by only implementing the Phase C improvements. The journey times only drop below the base model levels when the new Grange Lane to Doncaster Road East road is constructed.

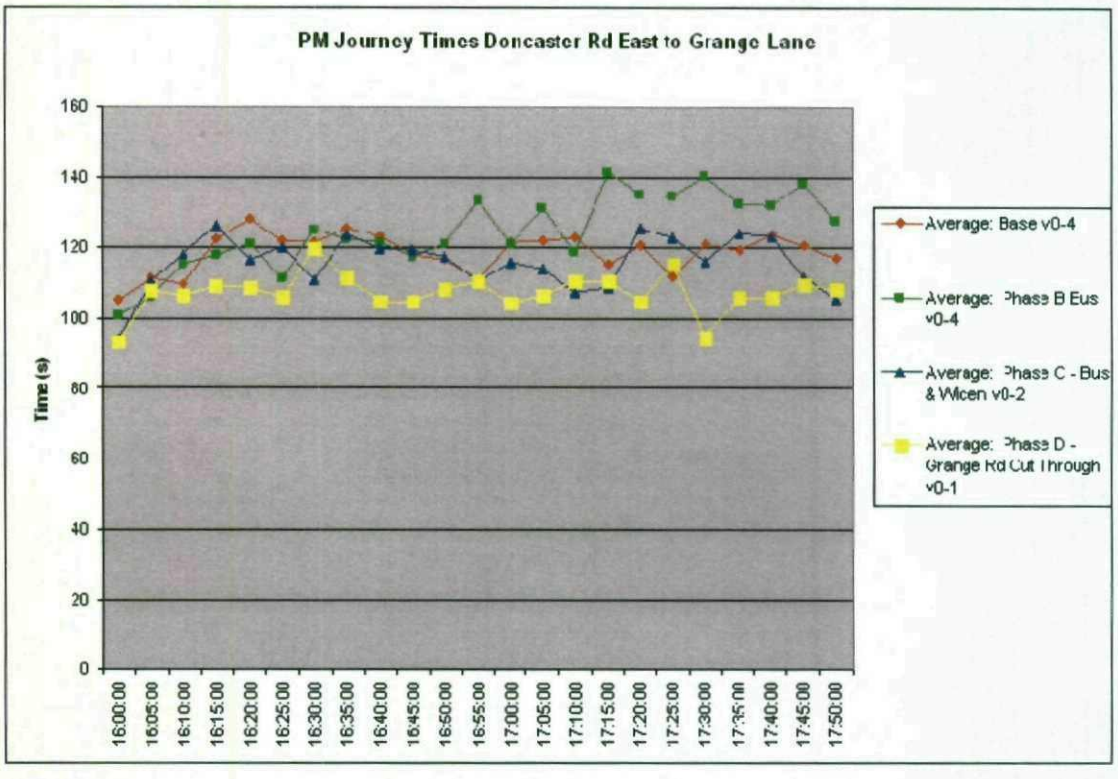
In the other journeys compared, the modelling suggests that the any adverse effects of implementing Bus Priority would be mitigated by implementing the Phase C option of widening and allowing two lanes of traffic along Doncaster Road and up Ardsley Hill. The flow of traffic travelling from West to East along Doncaster Road between 4pm and 6pm accounts for 48% of the total movement from Doncaster Road West. The benefits of doubling the lane use from one to two lanes on this movement enable the traffic to dispense quicker around the gyratory. This allows a reduction in the green time required for this approach and therefore allows more green time to be allocated to the circulatory traffic and therefore helps keep the traffic moving around the network.


PM Journey Time Doncaster Rd West to Doncaster Rd East
Time(s)
120
100
80
60
40
20
0
16:00:00
16:05:00
16:10:00
16:15:00
16:20:00
16:25:00
16:30:00
16:35:00
16:40:00
16:45:00
16:50:00
16:55:00
17:00:00
17:05:00
17:10:00
17:15:00
17:20:00
17:25:00
17:30:00
17:35:00
17:40:00
17:45:00
17:50:00
Average: Base v0-4
Average: Phase B Bus v0-4
Average: Phase C - Bus & Widen v0-2
Average: Phase D - Grange Rd Cut Through v0-1


PM Journey Time Doncaster Rd West to Doncaster Rd East
90
80
70
60
50
40
30
20
10
0


PM Journey Time Doncaster Rd East to Doncaster Rd West
Time (s)
160
140
120
100
80
60
40
20
0
Average: Base v0-4
Average: Phase B Bus v0-4
Average: Phase C - Bus & Widen v0-2
Average: Phase D - Grange Rd Cut Through v0-1


PM Journey Times Doncaster Rd East to Doncaster Rd West
Time (s)
140
120
100
80
60
40
20
0
16:00:00
16:10:00
16:20:00
16:30:00
16:40:00
16:50:00
17:00:00
17:10:00
17:20:00
17:30:00
17:40:00
17:50:00
Average: Phase E1
Average: Phase E2
Average: Phase E3


PM Journey Times Doncaster Rd East to Grange Lane
Time (s)
160
140
120
100
80
60
40
20
0
16:00:00
16:05:00
16:10:00
16:15:00
16:20:00
16:25:00
16:30:00
16:35:00
16:40:00
16:45:00
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17:40:00
17:45:00
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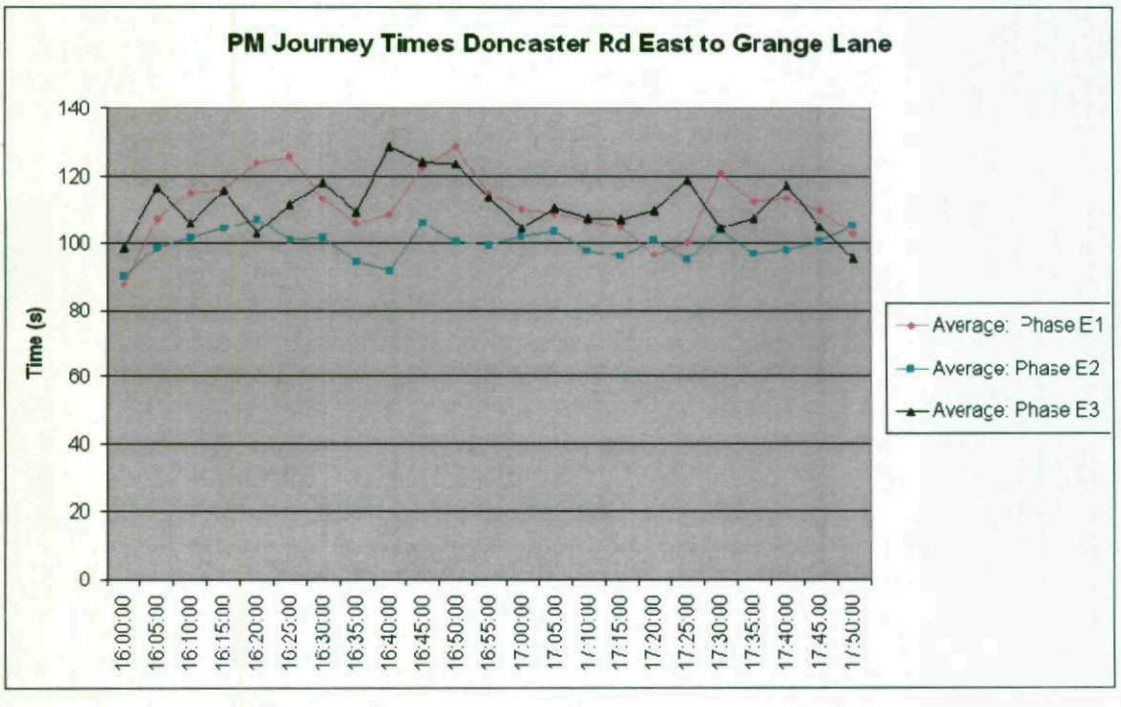
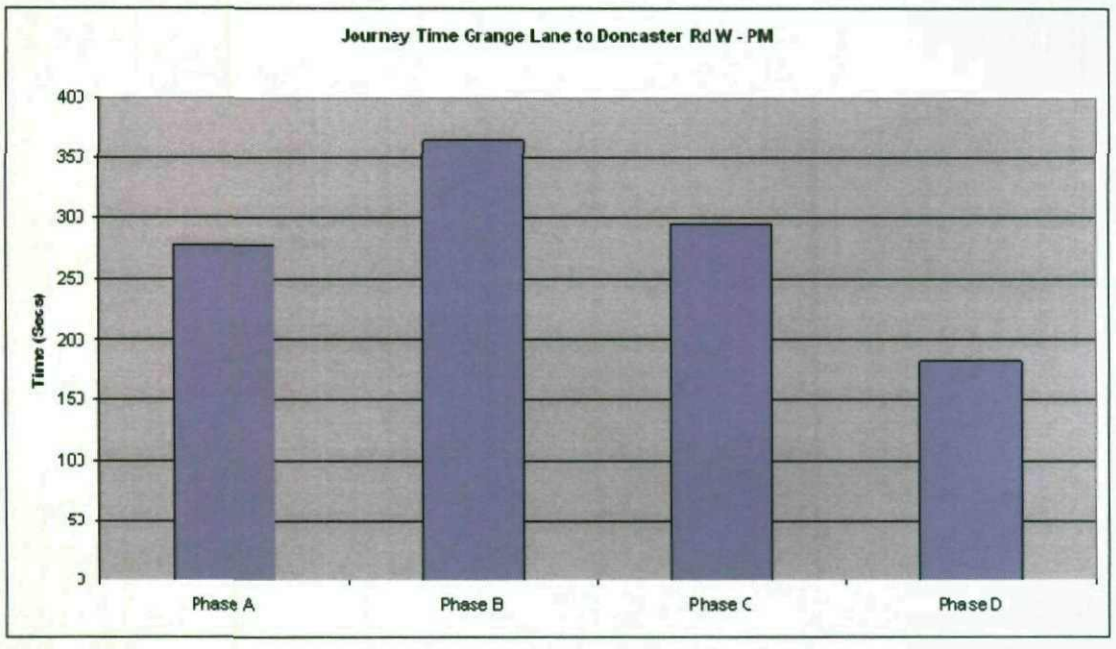
Average: Base v0-4
Average: Phase B Eus v0-4
Average: Phase C - Bus & Wicen v0-2
Average: Phase D - Grange Rd Cut Through v0-1


PM Journey Times Doncaster Rd East to Grange Lane
Time (s)
140
120
100
80
60
40
20
0
16:00:00
16:05:00
16:10:00
16:15:00
16:20:00
16:25:00
16:30:00
16:35:00
16:40:00
16:45:00
16:50:00
16:55:00
17:00:00
17:05:00
17:10:00
17:15:00
17:20:00
17:25:00
17:30:00
17:35:00
17:40:00
17:45:00
17:50:00
Average: Phase E1
Average: Phase E2
Average: Phase E3




## 3.3 Bus Lane Use

As described in section 2.2 and 2.3 the bus lane through the centre of the Stairfoot Gyratory remained closed to buses in the base model but was opened for the remainder of the modelling process. The bus journey time through the network was tracked to enable a comparison to be shown between the different phases. The graphs below show the impact of the bus journey times for the different phases of the modelling.

Throughout the modelling process there were several SCOOT options which were tested in order to fully understand the best approach for implementing bus priority at this gyratory.

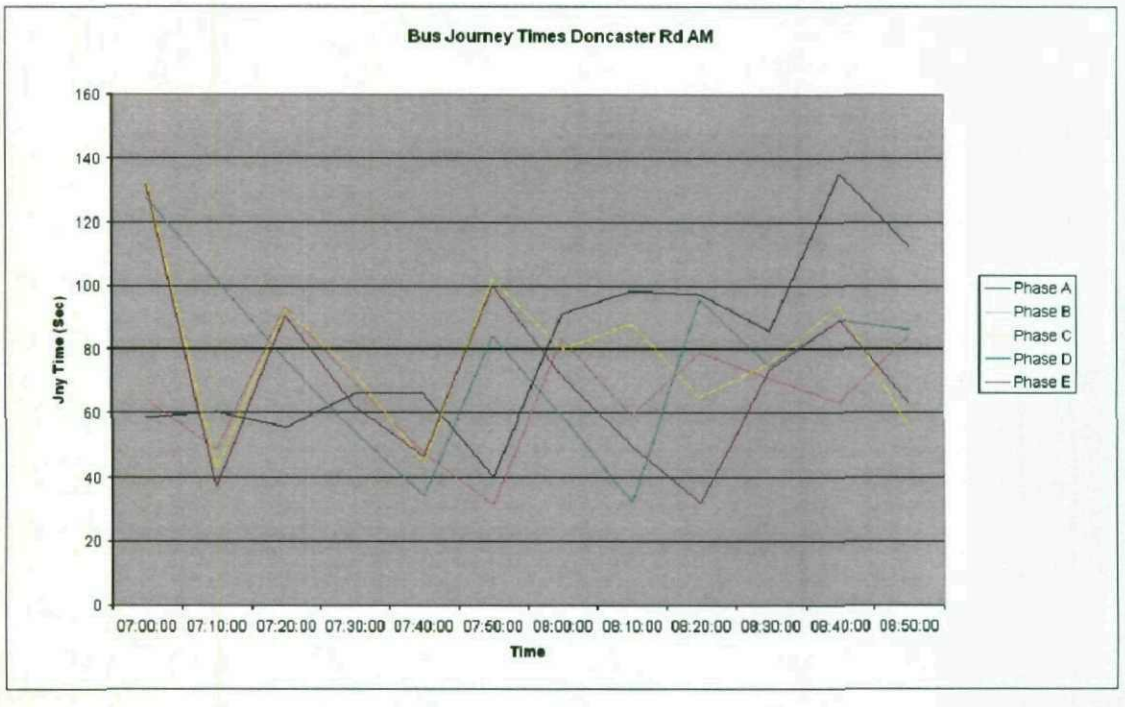
As the Bus Gate enters the Gyratory system (UTC Junction J11113) there is no conflict with the existing phasing for other traffic entering the gyratory i.e. Doncaster Road (East). This enables the bus to operate alongside the existing traffic at this junction and therefore the impact at this section of the gyratory is minimal. The second part of the Bus Priority is on the Hunningley Lane junction (UTC Junction J11115). In order enable the buses access from this part of the gyratory it was necessary to change the SCOOT plan as they would conflict with the existing movements at this junction.

Several SCOOT plans were evaluated in order to provide the best option for implementing Bus Priority at the Hunningley Lane Junction. The three options were as follows:

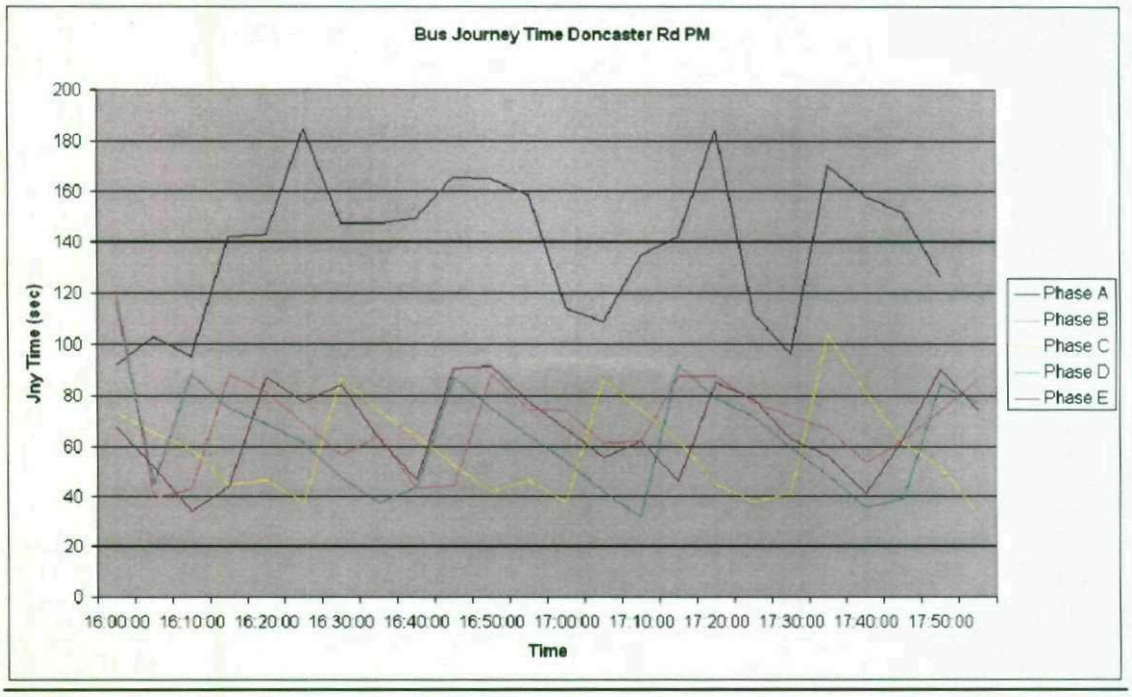
1. Enable the Bus to exit from the Bus Lane with one demand dependent opportunity in the SCOOT translation plan. Should this opportunity be missed by the bus then they will have to wait one cycle to exit from the centre of the gyratory.
2. Enable the Bus to exit from the Bus Lane with two demand dependent opportunities within the SCOOT translation plan. If the bus does miss the first opportunity within the SCOOT translation plan then it will definitely be able to exit the Bus Lane within the same cycle using the second opportunity.

3. Active SCOOT Bus Priority. This enables the full functionality of SCOOT Bus Priority to be implemented. Priority for buses can be provided by extensions, recalls or both of these.

The modelling process carried out enabled these methods to be tested. During the AM peak the relative infrequency of buses using the route (approx 1 every 8-10 mins) resulted in the first option to be tested have relative success in the second half of the modelling process. The graph below shows how in the AM peak period the Bus Priority gains advantages over the base model. As this option is the weakest form of bus priority; further benefits could be found by implementing the second or third option of bus priority to improve the impression of the priority received by the Bus.




The analysis undertaken during the PM peak found that the first stage of bus priority i.e. only allowing the bus to exit at one instant within the cycle did not provide sufficient improvement to the bus journey time. The graph shown below demonstrates the impact of implementing bus priority and using the 2nd bus priority option (two opportunities to exit within the SCOOT plan each cycle) and it is against this option which the journey time analysis above has been undertaken. The bus journey time improvements are significant and the impact on the rest of the network is manageable.


Bus Journey Time Doncaster Rd PM
Jny Time (sec)
200
180
160
140
120
100
80
60
40
20
0
16:00:00
16:10:00
16:20:00
16:30:00
16:40:00
16:50:00
17:00:00
17:10:00
17:20:00
17:30:00
17:40:00
17:50:00
Time
Phase A
Phase B
Phase C
Phase D
Phase E

## 4.0 Conclusion

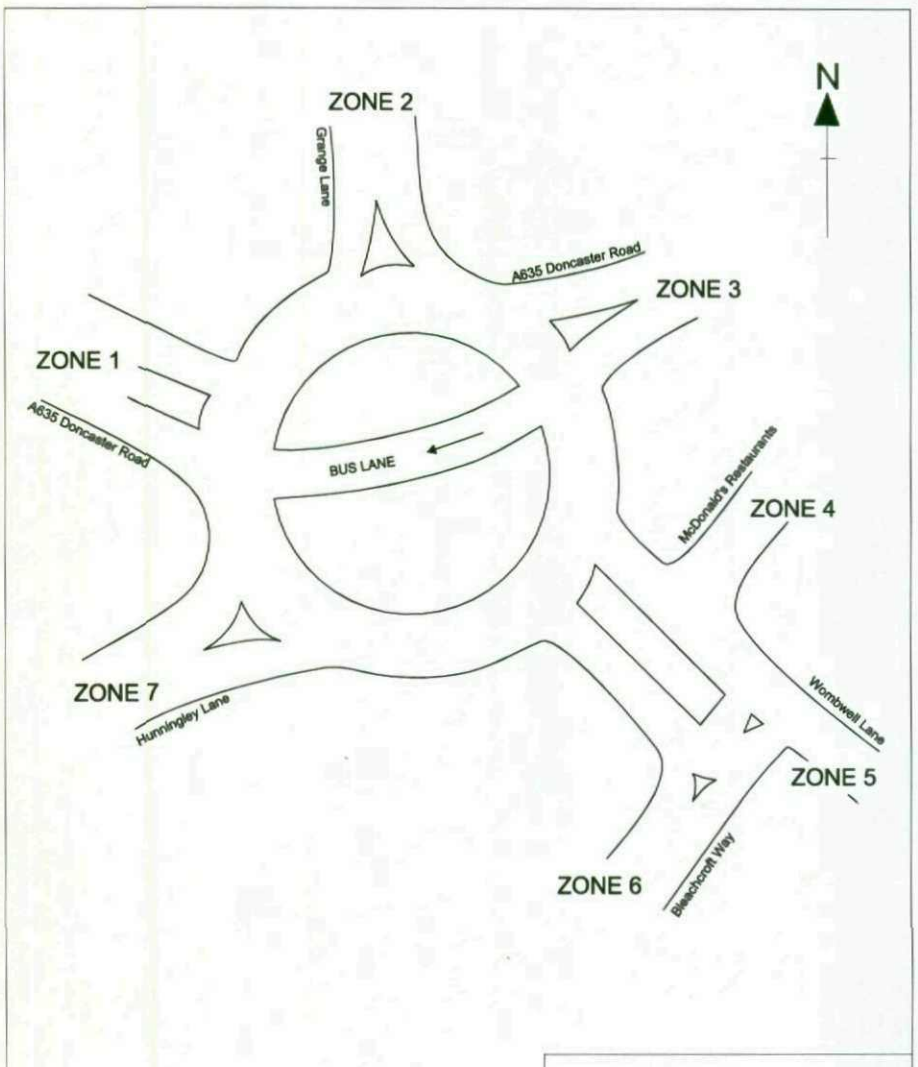
Within the brief to review the bus priority at this junction, the above modelling exercises provide a useful indication as to the impact that implementing Bus Priority will have on the Stairfoot network. The above model statistics indicate that due to the infrequency of buses during the AM peak period, the relative impact of Bus Priority would be minimal. This is based on the existing bus flows not increasing and also the 1st option Bus Priority being implemented. In order to improve the relative journey times for Buses travelling East to West across the gyratory and also the public impression of these journey time improvements then the 2nd or 3rd option Bus Priority could be implemented. The model indicates that by implementing the Phase C works to realign and widen the Doncaster Road West to East route should mitigate and on some routes improve the journey times of these routes.

For the PM period the impact of implementing bus priority within the model shows a more substantial impact on journey times above the base model. The increased frequency of buses results in larger journey times for non-buses originating at Doncaster Road East and the Grange Lane to Doncaster Road West journeys. When the phase C works are modelled this does help in reducing the journey times for these vehicles however it is only when the Phase D works are introduced that the journey times are reduced below the base model levels. The flow of traffic on the Grange Lane route during the PM peak in Phase C is shown to be approximately 7% above the base level model. When the Phase D works are modelled this decreases the Grange Lane journey time by approximately 25% when compared to the base model.

The advantage to buses when implementing bus priority within the model throughout the PM peak period is shown to be generous in comparison to the base model. If priority is to be implemented then the data collected from the model would suggest that as a minimum the Phase C works should be undertaken to mitigate the negative impact on other road users and if possible further improvements to the gyratory system could be found when implementing the Phase D changes.

## Appendix A – Traffic Counts

The traffic counts undertaken by Count on Us on 5th December 2006 are shown below. This data was input into the model and the different vehicle types were broken down to be represented in the model. The zone allocations are shown below.




**COUNT ON US**

| | | | | | |
|---|---|---|---|---|---|
| SITE/LOCATION: | 1 - A635 Doncaster Rd / Grange Lane / Wombwell Lane / Bleachcroft Way / Hunningley Lane | JOB NO: 32950 | | DRG NO: 32950-01 | |
| | | DRG TITLE: | SITE PLAN & TURNING MOVEMENTS | | |
| SURVEY DATE: | Tuesday 05th December 2006 | JOB TITLE: | BARNSLEY, STAIRFOOT | | |
| | | CLIENT: | SIEMENS | | |
| SURVEY TIMES: | 0700 - 1000 & 1600 - 1900 | ISSUE DATE | WEDNESDAY 13th DECEMBER 2006 | | |
| | | DRAWN | CS | APPROVED | KRS |

| TIME | ZONE 1 - ZONE 2 CAR | LGV | HGV | PSV | TOT | ZONE 1 - ZONE 3 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 07:00 | 12 | 0 | 1 | 0 | 13 | 35 | 18 | 1 | 3 | 57 |
| 07:15 | 7 | 0 | 6 | 0 | 13 | 44 | 10 | 3 | 0 | 57 |
| 07:30 | 5 | 6 | 0 | 0 | 11 | 65 | 8 | 2 | 5 | 80 |
| 07:45 | 10 | 1 | 1 | 0 | 12 | 75 | 9 | 2 | 3 | 89 |
| H/TOT | 34 | 7 | 8 | 0 | 49 | 219 | 45 | 8 | 11 | 283 |
| 08:00 | 8 | 4 | 1 | 0 | 13 | 50 | 10 | 2 | 1 | 63 |
| 08:15 | 8 | 4 | 1 | 0 | 13 | 66 | 16 | 1 | 5 | 88 |
| 08:30 | 9 | 6 | 2 | 0 | 17 | 57 | 6 | 3 | 3 | 69 |
| 08:45 | 9 | 5 | 0 | 0 | 14 | 80 | 10 | 3 | 1 | 94 |
| H/TOT | 34 | 19 | 4 | 0 | 57 | 253 | 42 | 9 | 10 | 314 |
| 09:00 | 8 | 4 | 3 | 0 | 15 | 59 | 6 | 7 | 2 | 74 |
| 09:15 | 9 | 6 | 0 | 0 | 15 | 57 | 12 | 5 | 2 | 76 |
| 09:30 | 6 | 6 | 3 | 1 | 16 | 49 | 6 | 2 | 2 | 59 |
| 09:45 | 5 | 7 | 6 | 0 | 18 | 51 | 11 | 4 | 1 | 67 |
| H/TOT | 28 | 23 | 12 | 1 | 64 | 216 | 35 | 18 | 7 | 276 |
| P/TOT | 96 | 49 | 24 | 1 | 170 | 688 | 122 | 35 | 28 | 873 |

| TIME | ZONE 1 - ZONE 2 CAR | LGV | HGV | PSV | TOT | ZONE 1 - ZONE 3 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 16:00 | 12 | 1 | 1 | 0 | 14 | 111 | 20 | 5 | 0 | 136 |
| 16:15 | 8 | 2 | 0 | 0 | 10 | 116 | 19 | 3 | 2 | 140 |
| 16:30 | 7 | 2 | 1 | 0 | 10 | 111 | 13 | 1 | 5 | 130 |
| 16:45 | 8 | 1 | 0 | 0 | 9 | 106 | 17 | 6 | 1 | 130 |
| H/TOT | 35 | 6 | 2 | 0 | 43 | 444 | 69 | 15 | 8 | 536 |
| 17:00 | 6 | 0 | 0 | 0 | 6 | 123 | 15 | 2 | 4 | 144 |
| 17:15 | 5 | 0 | 3 | 0 | 8 | 143 | 6 | 1 | 2 | 152 |
| 17:30 | 8 | 0 | 0 | 0 | 8 | 123 | 10 | 1 | 2 | 136 |
| 17:45 | 9 | 0 | 2 | 0 | 11 | 127 | 10 | 0 | 1 | 138 |
| H/TOT | 28 | 0 | 5 | 0 | 33 | 516 | 41 | 4 | 9 | 570 |
| 18:00 | 11 | 0 | 1 | 0 | 12 | 111 | 9 | 0 | 0 | 120 |
| 18:15 | 9 | 0 | 1 | 0 | 10 | 86 | 15 | 0 | 0 | 101 |
| 18:30 | 11 | 0 | 0 | 0 | 11 | 74 | 11 | 1 | 1 | 87 |
| 18:45 | 10 | 2 | 0 | 0 | 12 | 69 | 8 | 2 | 0 | 79 |
| H/TOT | 41 | 2 | 2 | 0 | 45 | 340 | 43 | 3 | 1 | 387 |
| P/TOT | 104 | 8 | 9 | 0 | 121 | 1300 | 153 | 22 | 18 | 1493 |

| TIME | ZONE 1 - ZONE 4 | | | | | ZONE 1 - ZONE 5 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 36 | 9 | 4 | 0 | 49 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 66 | 11 | 7 | 0 | 84 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 76 | 9 | 6 | 0 | 91 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 84 | 23 | 10 | 5 | 122 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 262 | 52 | 27 | 5 | 346 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 71 | 15 | 13 | 3 | 102 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 83 | 18 | 10 | 4 | 115 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 71 | 10 | 14 | 0 | 95 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 69 | 14 | 2 | 3 | 88 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 294 | 57 | 39 | 10 | 400 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 65 | 10 | 7 | 4 | 86 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 73 | 13 | 6 | 4 | 96 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 56 | 15 | 7 | 4 | 82 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 54 | 9 | 5 | 2 | 70 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 248 | 47 | 25 | 14 | 334 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 804 | 156 | 91 | 29 | 1080 |

| TIME | ZONE 1 - ZONE 4 | | | | | ZONE 1 - ZONE 5 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 109 | 19 | 4 | 3 | 135 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 108 | 11 | 1 | 2 | 122 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 127 | 18 | 2 | 1 | 148 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 96 | 13 | 1 | 4 | 114 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 440 | 61 | 8 | 10 | 519 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 111 | 12 | 4 | 0 | 127 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 120 | 10 | 2 | 2 | 134 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 121 | 10 | 0 | 2 | 133 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 115 | 10 | 3 | 3 | 131 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 467 | 42 | 9 | 7 | 525 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 87 | 6 | 0 | 2 | 95 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 78 | 5 | 1 | 4 | 88 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 61 | 8 | 0 | 0 | 69 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 62 | 6 | 1 | 0 | 69 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 288 | 25 | 2 | 6 | 321 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 1195 | 128 | 19 | 23 | 1365 |

| TIME | ZONE 1 - ZONE 6 | | | | | ZONE 1 - ZONE 7 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 08:45 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 |
| H/TOT | 3 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 4 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 0 | 8 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 3 | 0 | 14 |
| P/TOT | 5 | 3 | 0 | 0 | 8 | 12 | 3 | 3 | 0 | 18 |

| TIME | ZONE 1 - ZONE 6 | | | | | ZONE 1 - ZONE 7 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 0 | 0 | 1 | 0 | 1 | 10 | 2 | 0 | 0 | 12 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 |
| 16:45 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 |
| H/TOT | 3 | 0 | 1 | 0 | 4 | 25 | 2 | 0 | 0 | 27 |
| 17:00 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 |
| 17:15 | 1 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| H/TOT | 2 | 0 | 0 | 0 | 2 | 18 | 0 | 0 | 0 | 18 |
| 18:00 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 |
| H/TOT | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 2 |
| P/TOT | 10 | 0 | 1 | 0 | 11 | 45 | 2 | 0 | 0 | 47 |

| TIME | ZONE 2 - ZONE 3 | | | | | ZONE 2 - ZONE 4 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 18 | 6 | 6 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 37 | 15 | 6 | 0 | 58 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 36 | 2 | 4 | 0 | 42 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 25 | 6 | 13 | 0 | 44 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 116 | 29 | 29 | 0 | 174 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 41 | 8 | 8 | 1 | 58 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 29 | 5 | 13 | 0 | 47 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 29 | 10 | 12 | 1 | 52 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 30 | 6 | 8 | 0 | 44 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 129 | 29 | 41 | 2 | 201 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 30 | 8 | 7 | 0 | 45 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 28 | 5 | 7 | 0 | 40 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 36 | 15 | 6 | 0 | 57 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 17 | 6 | 10 | 0 | 33 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 111 | 34 | 30 | 0 | 175 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 356 | 92 | 100 | 2 | 550 | 0 | 0 | 0 | 0 | 0 |

| TIME | ZONE 2 - ZONE 3 | | | | | ZONE 2 - ZONE 4 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 47 | 3 | 3 | 0 | 53 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 53 | 10 | 4 | 0 | 67 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 45 | 7 | 3 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 50 | 9 | 2 | 0 | 61 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 195 | 29 | 12 | 0 | 236 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 47 | 10 | 5 | 0 | 62 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 46 | 6 | 2 | 0 | 54 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 53 | 12 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 36 | 2 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 182 | 30 | 7 | 0 | 219 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 63 | 7 | 5 | 0 | 75 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 49 | 5 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 37 | 6 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 50 | 2 | 3 | 0 | 55 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 199 | 20 | 8 | 0 | 227 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 576 | 79 | 27 | 0 | 682 | 0 | 0 | 0 | 0 | 0 |

| TIME | ZONE 2 - ZONE 5 | | | | | ZONE 2 - ZONE 6 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 30 | 8 | 7 | 0 | 45 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 47 | 13 | 8 | 0 | 68 | 4 | 0 | 0 | 0 | 4 |
| 07:30 | 64 | 14 | 2 | 2 | 82 | 1 | 0 | 0 | 0 | 1 |
| 07:45 | 43 | 7 | 3 | 0 | 53 | 3 | 2 | 0 | 0 | 5 |
| H/TOT | 184 | 42 | 20 | 2 | 248 | 8 | 2 | 0 | 0 | 10 |
| 08:00 | 42 | 9 | 2 | 0 | 53 | 9 | 1 | 0 | 0 | 10 |
| 08:15 | 51 | 4 | 0 | 4 | 59 | 3 | 0 | 0 | 0 | 3 |
| 08:30 | 54 | 8 | 0 | 0 | 62 | 4 | 2 | 0 | 0 | 6 |
| 08:45 | 45 | 6 | 5 | 0 | 56 | 1 | 0 | 0 | 0 | 1 |
| H/TOT | 192 | 27 | 7 | 4 | 230 | 17 | 3 | 0 | 0 | 20 |
| 09:00 | 57 | 9 | 5 | 0 | 71 | 6 | 0 | 1 | 0 | 7 |
| 09:15 | 50 | 7 | 9 | 0 | 66 | 9 | 3 | 0 | 0 | 12 |
| 09:30 | 46 | 11 | 4 | 0 | 61 | 7 | 0 | 0 | 0 | 7 |
| 09:45 | 34 | 8 | 3 | 0 | 45 | 3 | 6 | 0 | 0 | 9 |
| H/TOT | 187 | 35 | 21 | 0 | 243 | 25 | 9 | 1 | 0 | 35 |
| P/TOT | 563 | 104 | 48 | 6 | 721 | 50 | 14 | 1 | 0 | 65 |

| TIME | ZONE 2 - ZONE 5 | | | | | ZONE 2 - ZONE 6 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 57 | 7 | 2 | 3 | 69 | 3 | 0 | 0 | 0 | 3 |
| 16:15 | 49 | 10 | 3 | 0 | 62 | 3 | 1 | 0 | 0 | 4 |
| 16:30 | 49 | 6 | 1 | 0 | 56 | 3 | 0 | 0 | 0 | 3 |
| 16:45 | 48 | 8 | 1 | 0 | 57 | 7 | 1 | 0 | 0 | 8 |
| H/TOT | 203 | 31 | 7 | 3 | 244 | 16 | 2 | 0 | 0 | 18 |
| 17:00 | 61 | 6 | 2 | 0 | 69 | 4 | 0 | 0 | 0 | 4 |
| 17:15 | 46 | 6 | 0 | 0 | 52 | 3 | 0 | 0 | 0 | 3 |
| 17:30 | 49 | 5 | 0 | 0 | 54 | 3 | 0 | 0 | 0 | 3 |
| 17:45 | 49 | 5 | 0 | 0 | 54 | 3 | 2 | 0 | 0 | 5 |
| H/TOT | 205 | 22 | 2 | 0 | 229 | 13 | 2 | 0 | 0 | 15 |
| 18:00 | 52 | 5 | 0 | 1 | 58 | 3 | 0 | 0 | 0 | 3 |
| 18:15 | 54 | 4 | 0 | 0 | 58 | 2 | 0 | 0 | 0 | 2 |
| 18:30 | 46 | 8 | 6 | 0 | 60 | 5 | 0 | 0 | 0 | 5 |
| 18:45 | 55 | 5 | 2 | 1 | 63 | 4 | 0 | 0 | 0 | 4 |
| H/TOT | 207 | 22 | 8 | 2 | 239 | 14 | 0 | 0 | 0 | 14 |
| P/TOT | 615 | 75 | 17 | 5 | 712 | 43 | 4 | 0 | 0 | 47 |

| TIME | ZONE 2 - ZONE 7 | | | | | ZONE 2 - ZONE 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 28 | 4 | 3 | 0 | 35 | 8 | 3 | 0 | 0 | 11 |
| 07:15 | 47 | 10 | 4 | 0 | 61 | 6 | 4 | 1 | 0 | 11 |
| 07:30 | 27 | 7 | 5 | 1 | 40 | 5 | 1 | 1 | 0 | 7 |
| 07:45 | 36 | 10 | 0 | 1 | 47 | 5 | 1 | 2 | 0 | 8 |
| H/TOT | 138 | 31 | 12 | 2 | 183 | 24 | 9 | 4 | 0 | 37 |
| 08:00 | 31 | 7 | 9 | 0 | 47 | 8 | 1 | 0 | 0 | 9 |
| 08:15 | 26 | 7 | 0 | 0 | 33 | 4 | 1 | 0 | 0 | 5 |
| 08:30 | 21 | 6 | 3 | 0 | 30 | 6 | 3 | 0 | 0 | 9 |
| 08:45 | 33 | 12 | 5 | 0 | 50 | 6 | 1 | 0 | 0 | 7 |
| H/TOT | 111 | 32 | 17 | 0 | 160 | 24 | 6 | 0 | 0 | 30 |
| 09:00 | 47 | 10 | 4 | 0 | 61 | 3 | 0 | 0 | 0 | 3 |
| 09:15 | 40 | 7 | 10 | 0 | 57 | 5 | 1 | 0 | 0 | 6 |
| 09:30 | 43 | 8 | 4 | 0 | 55 | 8 | 0 | 1 | 0 | 9 |
| 09:45 | 28 | 7 | 4 | 0 | 39 | 3 | 0 | 2 | 0 | 5 |
| H/TOT | 158 | 32 | 22 | 0 | 212 | 19 | 1 | 3 | 0 | 23 |
| P/TOT | 407 | 95 | 51 | 2 | 555 | 67 | 16 | 7 | 0 | 90 |

| TIME | ZONE 2 - ZONE 7 | | | | | ZONE 2 - ZONE 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 40 | 6 | 5 | 0 | 51 | 3 | 0 | 0 | 0 | 3 |
| 16:15 | 38 | 15 | 0 | 0 | 53 | 2 | 0 | 0 | 0 | 2 |
| 16:30 | 56 | 11 | 2 | 0 | 69 | 3 | 0 | 0 | 0 | 3 |
| 16:45 | 53 | 11 | 3 | 0 | 67 | 2 | 0 | 0 | 0 | 2 |
| H/TOT | 187 | 43 | 10 | 0 | 240 | 10 | 0 | 0 | 0 | 10 |
| 17:00 | 53 | 6 | 0 | 0 | 59 | 2 | 0 | 0 | 0 | 2 |
| 17:15 | 44 | 6 | 3 | 0 | 53 | 3 | 0 | 0 | 0 | 3 |
| 17:30 | 47 | 10 | 2 | 0 | 59 | 3 | 1 | 0 | 0 | 4 |
| 17:45 | 62 | 3 | 1 | 0 | 66 | 2 | 0 | 0 | 0 | 2 |
| H/TOT | 206 | 25 | 6 | 0 | 237 | 10 | 1 | 0 | 0 | 11 |
| 18:00 | 51 | 7 | 0 | 0 | 58 | 2 | 0 | 0 | 0 | 2 |
| 18:15 | 67 | 6 | 0 | 0 | 73 | 9 | 1 | 0 | 0 | 10 |
| 18:30 | 43 | 5 | 0 | 0 | 48 | 3 | 0 | 0 | 0 | 3 |
| 18:45 | 50 | 8 | 2 | 0 | 60 | 1 | 0 | 0 | 0 | 1 |
| H/TOT | 211 | 26 | 2 | 0 | 239 | 15 | 1 | 0 | 0 | 16 |
| P/TOT | 604 | 94 | 18 | 0 | 716 | 35 | 2 | 0 | 0 | 37 |

| TIME | ZONE 3 - ZONE 4 | | | | | ZONE 3 - ZONE 5 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 14 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 29 | 3 | 0 | 0 | 32 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 0 | 0 | 18 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 3 | 0 | 15 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 5 | 0 | 20 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 15 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 47 | 9 | 12 | 0 | 68 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 5 | 0 | 24 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 2 | 0 | 17 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 15 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 1 | 0 | 15 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 56 | 5 | 10 | 0 | 71 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 132 | 17 | 22 | 0 | 171 |

| TIME | ZONE 3 - ZONE 4 | | | | | ZONE 3 - ZONE 5 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 12 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 12 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 14 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 36 | 9 | 1 | 0 | 46 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 9 |
| 17:15 | 2 | 0 | 0 | 0 | 2 | 11 | 2 | 0 | 0 | 13 |
| 17:30 | 3 | 0 | 0 | 0 | 3 | 13 | 0 | 0 | 0 | 13 |
| 17:45 | 2 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 0 | 10 |
| H/TOT | 7 | 0 | 0 | 0 | 7 | 41 | 2 | 2 | 0 | 45 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 16 |
| 18:15 | 3 | 1 | 0 | 0 | 4 | 13 | 1 | 0 | 0 | 14 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 18 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 |
| H/TOT | 3 | 1 | 0 | 0 | 4 | 62 | 4 | 0 | 0 | 66 |
| P/TOT | 10 | 1 | 0 | 0 | 11 | 139 | 15 | 3 | 0 | 157 |

| TIME | ZONE 3 - ZONE 6 | | | | | ZONE 3 - ZONE 7 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 0 | 0 | 1 | 0 | 1 | 31 | 9 | 2 | 0 | 42 |
| 07:15 | 1 | 0 | 0 | 0 | 1 | 35 | 8 | 7 | 0 | 50 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 40 | 11 | 0 | 0 | 51 |
| 07:45 | 1 | 1 | 0 | 0 | 2 | 42 | 5 | 0 | 0 | 47 |
| H/TOT | 2 | 1 | 1 | 0 | 4 | 148 | 33 | 9 | 0 | 190 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 55 | 6 | 4 | 0 | 65 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 54 | 4 | 4 | 0 | 62 |
| 08:30 | 1 | 0 | 0 | 0 | 1 | 47 | 5 | 2 | 0 | 54 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 69 | 17 | 0 | 0 | 86 |
| H/TOT | 1 | 0 | 0 | 0 | 1 | 225 | 32 | 10 | 0 | 267 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 54 | 4 | 0 | 0 | 58 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 48 | 7 | 3 | 0 | 58 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 56 | 3 | 2 | 0 | 61 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 44 | 8 | 4 | 0 | 56 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 202 | 22 | 9 | 0 | 233 |
| *P/TOT* | *3* | *1* | *1* | *0* | *5* | *575* | *87* | *28* | *0* | *690* |

| TIME | ZONE 3 - ZONE 6 | | | | | ZONE 3 - ZONE 7 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 1 | 0 | 0 | 0 | 1 | 46 | 3 | 2 | 0 | 51 |
| 16:15 | 0 | 1 | 1 | 0 | 2 | 53 | 7 | 0 | 0 | 60 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 61 | 4 | 0 | 0 | 65 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 58 | 9 | 0 | 0 | 67 |
| H/TOT | 1 | 1 | 1 | 0 | 3 | 218 | 23 | 2 | 0 | 243 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 64 | 7 | 0 | 0 | 71 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 63 | 3 | 0 | 0 | 66 |
| 17:30 | 0 | 2 | 0 | 0 | 2 | 53 | 5 | 0 | 0 | 58 |
| 17:45 | 2 | 0 | 0 | 0 | 2 | 69 | 7 | 0 | 0 | 76 |
| H/TOT | 2 | 2 | 0 | 0 | 4 | 249 | 22 | 0 | 0 | 271 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 54 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 43 | 2 | 0 | 0 | 45 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 49 | 2 | 0 | 0 | 51 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 4 | 0 | 44 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 186 | 4 | 4 | 0 | 194 |
| P/TOT | 3 | 3 | 1 | 0 | 7 | 653 | 49 | 6 | 0 | 708 |

| TIME | ZONE 3 - ZONE 1 | | | | | ZONE 3 - ZONE 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 48 | 20 | 0 | 0 | 68 | 36 | 4 | 2 | 0 | 42 |
| 07:15 | 60 | 16 | 1 | 0 | 77 | 30 | 2 | 4 | 0 | 36 |
| 07:30 | 97 | 16 | 3 | 4 | 120 | 54 | 7 | 5 | 0 | 66 |
| 07:45 | 105 | 16 | 2 | 0 | 123 | 51 | 10 | 5 | 1 | 67 |
| H/TOT | 310 | 68 | 6 | 4 | 388 | 171 | 23 | 16 | 1 | 211 |
| 08:00 | 85 | 13 | 0 | 0 | 98 | 70 | 15 | 4 | 0 | 89 |
| 08:15 | 124 | 15 | 5 | 0 | 144 | 68 | 11 | 4 | 0 | 83 |
| 08:30 | 100 | 5 | 3 | 2 | 110 | 78 | 7 | 4 | 3 | 92 |
| 08:45 | 95 | 2 | 9 | 0 | 106 | 69 | 9 | 8 | 0 | 86 |
| H/TOT | 404 | 35 | 17 | 2 | 458 | 285 | 42 | 20 | 3 | 350 |
| 09:00 | 79 | 12 | 8 | 0 | 99 | 51 | 2 | 5 | 0 | 58 |
| 09:15 | 74 | 6 | 5 | 3 | 88 | 24 | 3 | 4 | 0 | 31 |
| 09:30 | 62 | 9 | 7 | 2 | 80 | 26 | 6 | 8 | 0 | 40 |
| 09:45 | 60 | 5 | 4 | 4 | 73 | 29 | 5 | 3 | 0 | 37 |
| H/TOT | 275 | 32 | 24 | 9 | 340 | 130 | 16 | 20 | 0 | 166 |
| P/TOT | 989 | 135 | 47 | 15 | 1186 | 586 | 81 | 56 | 4 | 727 |

| TIME | ZONE 3 - ZONE 1 | | | | | ZONE 3 - ZONE 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 53 | 12 | 1 | 3 | 69 | 31 | 8 | 14 | 0 | 53 |
| 16:15 | 43 | 13 | 0 | 0 | 56 | 39 | 8 | 6 | 4 | 57 |
| 16:30 | 41 | 9 | 5 | 2 | 57 | 41 | 10 | 9 | 0 | 60 |
| 16:45 | 47 | 8 | 2 | 0 | 57 | 40 | 7 | 0 | 2 | 49 |
| H/TOT | 184 | 42 | 8 | 5 | 239 | 151 | 33 | 29 | 6 | 219 |
| 17:00 | 51 | 19 | 2 | 0 | 72 | 45 | 7 | 0 | 0 | 52 |
| 17:15 | 52 | 6 | 0 | 0 | 58 | 50 | 4 | 3 | 3 | 60 |
| 17:30 | 62 | 4 | 5 | 0 | 71 | 39 | 2 | 2 | 0 | 43 |
| 17:45 | 52 | 6 | 3 | 0 | 61 | 35 | 4 | 2 | 2 | 43 |
| H/TOT | 217 | 35 | 10 | 0 | 262 | 169 | 17 | 7 | 5 | 198 |
| 18:00 | 62 | 4 | 1 | 0 | 67 | 45 | 8 | 0 | 0 | 53 |
| 18:15 | 57 | 0 | 3 | 3 | 63 | 44 | 3 | 0 | 0 | 47 |
| 18:30 | 42 | 3 | 2 | 0 | 47 | 19 | 4 | 4 | 3 | 30 |
| 18:45 | 38 | 3 | 2 | 1 | 44 | 24 | 1 | 1 | 0 | 26 |
| H/TOT | 199 | 10 | 8 | 4 | 221 | 132 | 16 | 5 | 3 | 156 |
| P/TOT | 600 | 87 | 26 | 9 | 722 | 452 | 66 | 41 | 14 | 573 |

| TIME | ZONE 4 - ZONE 5 | | | | | ZONE 4 - ZONE 6 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 3 | 2 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 12 | 2 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |

| TIME | ZONE 4 - ZONE 5 | | | | | ZONE 4 - ZONE 6 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 9 | 0 | 2 | 0 | 11 | 2 | 0 | 0 | 0 | 2 |
| 16:15 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 2 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 |
| 16:45 | 4 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 2 |
| H/TOT | 17 | 2 | 2 | 0 | 21 | 5 | 0 | 0 | 0 | 5 |
| 17:00 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 9 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 |
| H/TOT | 25 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 1 |
| 18:00 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 |
| 18:15 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 16 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 2 |
| P/TOT | 58 | 2 | 2 | 0 | 62 | 8 | 0 | 0 | 0 | 8 |

| TIME | ZONE 4 - ZONE 7 CAR | LGV | HGV | PSV | TOT | ZONE 4 - ZONE 1 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 09:15 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 |
| 09:30 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| H/TOT | 3 | 2 | 0 | 0 | 5 | 1 | 2 | 1 | 0 | 4 |
| P/TOT | 4 | 2 | 0 | 0 | 6 | 2 | 2 | 1 | 0 | 5 |

| TIME | ZONE 4 - ZONE 7 CAR | LGV | HGV | PSV | TOT | ZONE 4 - ZONE 1 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 16:00 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 2 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 3 |
| 16:45 | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 |
| H/TOT | 6 | 0 | 0 | 0 | 6 | 5 | 1 | 0 | 0 | 6 |
| 17:00 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 |
| 17:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 8 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 |
| 18:00 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 5 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 2 |
| 18:30 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 |
| 18:45 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 15 | 0 | 0 | 0 | 15 | 2 | 1 | 0 | 0 | 3 |
| P/TOT | 29 | 0 | 0 | 0 | 29 | 8 | 2 | 0 | 0 | 10 |

| TIME | ZONE 4 - ZONE 2 CAR | LGV | HGV | PSV | TOT | ZONE 4 - ZONE 3 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 6 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |

| TIME | ZONE 4 - ZONE 2 CAR | LGV | HGV | PSV | TOT | ZONE 4 - ZONE 3 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 16:00 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 |
| 16:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 7 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 |
| 17:00 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| H/TOT | 6 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 |
| 18:00 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 |
| 18:30 | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 |
| 18:45 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 9 | 0 | 1 | 0 | 10 | 2 | 1 | 0 | 0 | 3 |
| P/TOT | 22 | 1 | 1 | 0 | 24 | 3 | 2 | 0 | 0 | 5 |

| TIME | ZONE 5 - ZONE 6 CAR | LGV | HGV | PSV | TOT | ZONE 5 - ZONE 7 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 07:00 | 3 | 2 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 4 | 0 | 2 | 0 | 6 | 7 | 0 | 0 | 1 | 8 |
| 07:45 | 2 | 0 | 2 | 0 | 4 | 8 | 6 | 0 | 0 | 14 |
| H/TOT | 9 | 2 | 5 | 0 | 16 | 15 | 6 | 0 | 1 | 22 |
| 08:00 | 3 | 5 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 3 |
| 08:15 | 8 | 10 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 3 |
| 08:30 | 9 | 7 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 2 |
| 08:45 | 3 | 5 | 0 | 0 | 8 | 0 | 0 | 5 | 0 | 5 |
| H/TOT | 23 | 27 | 0 | 0 | 50 | 8 | 0 | 5 | 0 | 13 |
| 09:00 | 6 | 8 | 2 | 0 | 16 | 6 | 3 | 0 | 0 | 9 |
| 09:15 | 7 | 4 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 4 |
| 09:30 | 15 | 0 | 0 | 0 | 15 | 5 | 2 | 3 | 0 | 10 |
| 09:45 | 19 | 0 | 4 | 0 | 23 | 5 | 0 | 0 | 0 | 5 |
| H/TOT | 47 | 12 | 6 | 0 | 65 | 20 | 5 | 3 | 0 | 28 |
| P/TOT | 79 | 41 | 11 | 0 | 131 | 43 | 11 | 8 | 1 | 63 |

| TIME | ZONE 5 - ZONE 6 CAR | LGV | HGV | PSV | TOT | ZONE 5 - ZONE 7 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 16:00 | 25 | 0 | 0 | 0 | 25 | 6 | 0 | 0 | 0 | 6 |
| 16:15 | 18 | 4 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 3 |
| 16:30 | 16 | 8 | 1 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 72 | 12 | 1 | 0 | 85 | 9 | 0 | 0 | 0 | 9 |
| 17:00 | 5 | 7 | 0 | 0 | 12 | 3 | 4 | 0 | 0 | 7 |
| 17:15 | 13 | 5 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 17 | 5 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 2 |
| 17:45 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 48 | 17 | 0 | 0 | 65 | 5 | 4 | 0 | 0 | 9 |
| 18:00 | 20 | 0 | 0 | 0 | 20 | 8 | 3 | 0 | 0 | 11 |
| 18:15 | 27 | 5 | 1 | 0 | 33 | 7 | 2 | 0 | 0 | 9 |
| 18:30 | 27 | 4 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 15 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 2 |
| H/TOT | 89 | 9 | 1 | 0 | 99 | 17 | 5 | 0 | 0 | 22 |
| P/TOT | 209 | 38 | 2 | 0 | 249 | 31 | 9 | 0 | 0 | 40 |

| TIME | ZONE 5 - ZONE 1 CAR | LGV | HGV | PSV | TOT | ZONE 5 - ZONE 2 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 07:00 | 60 | 15 | 4 | 1 | 80 | 15 | 0 | 2 | 0 | 17 |
| 07:15 | 52 | 9 | 9 | 2 | 72 | 29 | 18 | 0 | 0 | 47 |
| 07:30 | 86 | 10 | 3 | 2 | 101 | 36 | 14 | 1 | 0 | 51 |
| 07:45 | 77 | 14 | 2 | 0 | 93 | 45 | 9 | 4 | 4 | 62 |
| H/TOT | 275 | 48 | 18 | 5 | 346 | 125 | 41 | 7 | 4 | 177 |
| 08:00 | 78 | 15 | 9 | 0 | 102 | 44 | 10 | 10 | 0 | 64 |
| 08:15 | 116 | 9 | 6 | 0 | 131 | 57 | 6 | 7 | 0 | 70 |
| 08:30 | 112 | 11 | 6 | 6 | 135 | 34 | 8 | 12 | 0 | 54 |
| 08:45 | 113 | 27 | 5 | 4 | 149 | 28 | 3 | 6 | 0 | 37 |
| H/TOT | 419 | 62 | 26 | 10 | 517 | 163 | 27 | 35 | 0 | 225 |
| 09:00 | 82 | 7 | 6 | 0 | 95 | 37 | 11 | 8 | 0 | 56 |
| 09:15 | 102 | 11 | 6 | 5 | 124 | 33 | 13 | 5 | 0 | 51 |
| 09:30 | 82 | 13 | 8 | 2 | 105 | 36 | 6 | 3 | 2 | 47 |
| 09:45 | 83 | 19 | 4 | 0 | 106 | 29 | 9 | 8 | 5 | 51 |
| H/TOT | 349 | 50 | 24 | 7 | 430 | 135 | 39 | 24 | 7 | 205 |
| P/TOT | 1043 | 160 | 68 | 22 | 1293 | 423 | 107 | 66 | 11 | 607 |

| TIME | ZONE 5 - ZONE 1 CAR | LGV | HGV | PSV | TOT | ZONE 5 - ZONE 2 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 16:00 | 82 | 18 | 10 | 3 | 113 | 73 | 9 | 3 | 0 | 85 |
| 16:15 | 98 | 14 | 4 | 0 | 116 | 66 | 8 | 0 | 5 | 79 |
| 16:30 | 109 | 9 | 2 | 3 | 123 | 49 | 8 | 6 | 0 | 63 |
| 16:45 | 90 | 13 | 8 | 9 | 120 | 69 | 11 | 0 | 0 | 80 |
| H/TOT | 379 | 54 | 24 | 15 | 472 | 257 | 36 | 9 | 5 | 307 |
| 17:00 | 121 | 6 | 5 | 0 | 132 | 85 | 4 | 0 | 0 | 89 |
| 17:15 | 111 | 15 | 4 | 0 | 130 | 85 | 5 | 0 | 2 | 92 |
| 17:30 | 124 | 11 | 2 | 2 | 139 | 86 | 5 | 3 | 1 | 95 |
| 17:45 | 109 | 11 | 2 | 0 | 122 | 68 | 8 | 1 | 0 | 77 |
| H/TOT | 465 | 43 | 13 | 2 | 523 | 324 | 22 | 4 | 3 | 353 |
| 18:00 | 69 | 6 | 0 | 0 | 75 | 46 | 3 | 0 | 0 | 49 |
| 18:15 | 84 | 3 | 0 | 2 | 89 | 56 | 1 | 2 | 0 | 59 |
| 18:30 | 79 | 6 | 2 | 0 | 87 | 47 | 1 | 0 | 4 | 52 |
| 18:45 | 94 | 5 | 2 | 0 | 101 | 61 | 0 | 4 | 0 | 65 |
| H/TOT | 326 | 20 | 4 | 2 | 352 | 210 | 5 | 6 | 4 | 225 |
| P/TOT | 1170 | 117 | 41 | 19 | 1347 | 791 | 63 | 19 | 12 | 885 |

| | ZONE 5 - ZONE 3 | | | | | ZONE 5 - ZONE 4 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 |

| | ZONE 5 - ZONE 3 | | | | | ZONE 5 - ZONE 4 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| TIME | ZONE 6 - ZONE 7 | | | | | ZONE 6 - ZONE 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 07:30 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 |
| H/TOT | 1 | 2 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 4 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:15 | 1 | 2 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 4 |
| 08:30 | 1 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 6 |
| 08:45 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 3 |
| H/TOT | 2 | 2 | 1 | 0 | 5 | 7 | 5 | 2 | 0 | 14 |
| 09:00 | 0 | 1 | 1 | 0 | 2 | 6 | 2 | 0 | 0 | 8 |
| 09:15 | 3 | 5 | 0 | 0 | 8 | 2 | 3 | 0 | 0 | 5 |
| 09:30 | 0 | 0 | 1 | 0 | 1 | 7 | 3 | 0 | 0 | 10 |
| 09:45 | 0 | 1 | 1 | 0 | 2 | 3 | 0 | 1 | 0 | 4 |
| H/TOT | 3 | 7 | 3 | 0 | 13 | 18 | 8 | 1 | 0 | 27 |
| P/TOT | 6 | 11 | 4 | 0 | 21 | 27 | 14 | 4 | 0 | 45 |

| TIME | ZONE 6 - ZONE 7 | | | | | ZONE 6 - ZONE 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 8 | 3 | 0 | 0 | 11 | 9 | 1 | 0 | 0 | 10 |
| 16:15 | 10 | 0 | 0 | 0 | 10 | 5 | 2 | 0 | 0 | 7 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 2 | 0 | 17 |
| 16:45 | 4 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 7 |
| H/TOT | 22 | 3 | 0 | 0 | 25 | 31 | 8 | 2 | 0 | 41 |
| 17:00 | 7 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 2 |
| 17:15 | 4 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 5 |
| 17:30 | 3 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 6 |
| 17:45 | 2 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 6 |
| H/TOT | 16 | 0 | 0 | 0 | 16 | 15 | 4 | 0 | 0 | 19 |
| 18:00 | 9 | 1 | 0 | 0 | 10 | 4 | 2 | 0 | 0 | 6 |
| 18:15 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 6 |
| 18:30 | 5 | 0 | 0 | 0 | 5 | 9 | 2 | 0 | 0 | 11 |
| 18:45 | 3 | 1 | 0 | 0 | 4 | 8 | 2 | 0 | 0 | 10 |
| H/TOT | 23 | 2 | 0 | 0 | 25 | 27 | 6 | 0 | 0 | 33 |
| P/TOT | 61 | 5 | 0 | 0 | 66 | 73 | 18 | 2 | 0 | 93 |

| TIME | ZONE 6 - ZONE 2 | | | | | ZONE 6 - ZONE 3 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 2 | 1 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 3 |
| 07:30 | 2 | 2 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 3 |
| 07:45 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 |
| H/TOT | 4 | 5 | 0 | 0 | 9 | 4 | 2 | 3 | 0 | 9 |
| 08:00 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 |
| 08:15 | 5 | 1 | 0 | 0 | 6 | 1 | 2 | 0 | 0 | 3 |
| 08:30 | 4 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 2 | 8 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 |
| H/TOT | 12 | 15 | 0 | 0 | 27 | 2 | 2 | 2 | 0 | 6 |
| 09:00 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 3 |
| 09:15 | 6 | 2 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 1 |
| 09:30 | 2 | 3 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 |
| 09:45 | 8 | 4 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 |
| H/TOT | 17 | 11 | 1 | 0 | 29 | 3 | 2 | 1 | 0 | 6 |
| P/TOT | 33 | 31 | 1 | 0 | 65 | 9 | 6 | 6 | 0 | 21 |

| TIME | ZONE 6 - ZONE 2 | | | | | ZONE 6 - ZONE 3 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 15 | 1 | 0 | 0 | 16 | 2 | 1 | 0 | 0 | 3 |
| 16:15 | 7 | 2 | 0 | 0 | 9 | 3 | 1 | 0 | 0 | 4 |
| 16:30 | 13 | 0 | 0 | 0 | 13 | 5 | 0 | 0 | 0 | 5 |
| 16:45 | 12 | 2 | 0 | 0 | 14 | 5 | 0 | 0 | 0 | 5 |
| H/TOT | 47 | 5 | 0 | 0 | 52 | 15 | 2 | 0 | 0 | 17 |
| 17:00 | 14 | 2 | 0 | 0 | 16 | 5 | 0 | 0 | 0 | 5 |
| 17:15 | 13 | 2 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 |
| 17:30 | 10 | 4 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 8 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 45 | 10 | 0 | 0 | 55 | 6 | 0 | 0 | 0 | 6 |
| 18:00 | 8 | 2 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 |
| 18:15 | 8 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 |
| 18:30 | 9 | 3 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 |
| 18:45 | 13 | 3 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 2 |
| H/TOT | 38 | 8 | 0 | 0 | 46 | 5 | 0 | 0 | 0 | 5 |
| P/TOT | 130 | 23 | 0 | 0 | 153 | 26 | 2 | 0 | 0 | 28 |

| TIME | ZONE 6 - ZONE 4 | | | | | ZONE 6 - ZONE 5 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 5 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | 0 | 8 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 5 | 0 | 13 |

| TIME | ZONE 6 - ZONE 4 | | | | | ZONE 6 - ZONE 5 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 10 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 15 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 24 | 3 | 0 | 0 | 27 |

| TIME | ZONE 7 - ZONE 1 | | | | | ZONE 7 - ZONE 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | PSV | MCL | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 4 | 0 | 0 | 0 | 4 | 37 | 12 | 3 | 0 | 52 |
| 07:15 | 6 | 2 | 0 | 0 | 8 | 26 | 6 | 4 | 0 | 36 |
| 07:30 | 1 | 1 | 5 | 0 | 7 | 39 | 14 | 6 | 0 | 59 |
| 07:45 | 6 | 3 | 1 | 0 | 10 | 58 | 11 | 6 | 0 | 75 |
| H/TOT | 17 | 6 | 6 | 0 | 29 | 160 | 43 | 19 | 0 | 222 |
| 08:00 | 5 | 0 | 3 | 0 | 8 | 52 | 21 | 4 | 0 | 77 |
| 08:15 | 7 | 2 | 5 | 0 | 14 | 73 | 12 | 7 | 0 | 92 |
| 08:30 | 10 | 2 | 3 | 0 | 15 | 53 | 12 | 6 | 0 | 71 |
| 08:45 | 17 | 0 | 0 | 2 | 19 | 42 | 10 | 8 | 0 | 60 |
| H/TOT | 39 | 4 | 11 | 2 | 56 | 220 | 55 | 25 | 0 | 300 |
| 09:00 | 9 | 3 | 2 | 0 | 14 | 38 | 6 | 9 | 0 | 53 |
| 09:15 | 15 | 3 | 0 | 0 | 18 | 35 | 8 | 10 | 3 | 56 |
| 09:30 | 16 | 0 | 1 | 0 | 17 | 36 | 10 | 3 | 1 | 50 |
| 09:45 | 16 | 2 | 3 | 0 | 21 | 21 | 12 | 8 | 0 | 41 |
| H/TOT | 56 | 8 | 6 | 0 | 70 | 130 | 36 | 30 | 4 | 200 |
| P/TOT | 112 | 18 | 23 | 2 | 155 | 510 | 134 | 74 | 4 | 722 |

| TIME | ZONE 7 - ZONE 1 | | | | | ZONE 7 - ZONE 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | PSV | MCL | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 13 | 1 | 0 | 0 | 14 | 55 | 8 | 10 | 9 | 82 |
| 16:15 | 9 | 0 | 0 | 0 | 9 | 60 | 17 | 3 | 0 | 80 |
| 16:30 | 15 | 2 | 0 | 0 | 17 | 57 | 9 | 3 | 1 | 70 |
| 16:45 | 11 | 0 | 0 | 0 | 11 | 44 | 8 | 0 | 2 | 54 |
| H/TOT | 48 | 3 | 0 | 0 | 51 | 216 | 42 | 16 | 12 | 286 |
| 17:00 | 7 | 0 | 0 | 0 | 7 | 78 | 9 | 4 | 0 | 91 |
| 17:15 | 9 | 0 | 0 | 0 | 9 | 67 | 13 | 2 | 0 | 82 |
| 17:30 | 18 | 1 | 0 | 0 | 19 | 60 | 9 | 3 | 1 | 73 |
| 17:45 | 12 | 1 | 0 | 0 | 13 | 64 | 6 | 2 | 0 | 72 |
| H/TOT | 46 | 2 | 0 | 0 | 48 | 269 | 37 | 11 | 1 | 318 |
| 18:00 | 8 | 2 | 1 | 0 | 11 | 73 | 5 | 2 | 0 | 80 |
| 18:15 | 7 | 0 | 0 | 0 | 7 | 58 | 5 | 2 | 0 | 65 |
| 18:30 | 15 | 2 | 0 | 0 | 17 | 52 | 4 | 2 | 0 | 58 |
| 18:45 | 14 | 0 | 0 | 0 | 14 | 48 | 1 | 1 | 0 | 50 |
| H/TOT | 44 | 4 | 1 | 0 | 49 | 231 | 15 | 7 | 0 | 253 |
| P/TOT | 138 | 9 | 1 | 0 | 148 | 716 | 94 | 34 | 13 | 857 |

| TIME | ZONE 7 - ZONE 3 CAR | LGV | HGV | PSV | TOT | ZONE 7 - ZONE 4 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 07:00 | 15 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 19 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 30 | 2 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 25 | 5 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 89 | 9 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 25 | 7 | 0 | 2 | 34 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 32 | 3 | 1 | 0 | 36 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 27 | 3 | 3 | 0 | 33 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 39 | 2 | 2 | 0 | 43 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 123 | 15 | 6 | 2 | 146 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 16 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 16 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 16 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 16 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 64 | 3 | 1 | 0 | 68 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 276 | 27 | 7 | 2 | 312 | 0 | 0 | 0 | 0 | 0 |

| TIME | ZONE 7 - ZONE 3 CAR | LGV | HGV | PSV | TOT | ZONE 7 - ZONE 4 CAR | LGV | HGV | PSV | TOT |
|---|---|---|---|---|---|---|---|---|---|---|
| 16:00 | 41 | 9 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 35 | 7 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 48 | 7 | 0 | 0 | 55 | 3 | 1 | 0 | 0 | 4 |
| 16:45 | 37 | 4 | 0 | 0 | 41 | 3 | 0 | 0 | 0 | 3 |
| H/TOT | 161 | 27 | 0 | 0 | 188 | 6 | 1 | 0 | 0 | 7 |
| 17:00 | 52 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 45 | 3 | 0 | 0 | 48 | 4 | 0 | 0 | 0 | 4 |
| 17:30 | 41 | 5 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 40 | 7 | 0 | 0 | 47 | 3 | 0 | 0 | 0 | 3 |
| H/TOT | 178 | 15 | 0 | 0 | 193 | 7 | 0 | 0 | 0 | 7 |
| 18:00 | 44 | 2 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 24 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 24 | 3 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 25 | 1 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 117 | 6 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 456 | 48 | 0 | 0 | 504 | 13 | 1 | 0 | 0 | 14 |

| | ZONE 7 - ZONE 5 | | | | | ZONE 7 - ZONE 6 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 07:00 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 11 | 2 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 |
| 07:30 | 10 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 2 |
| 07:45 | 14 | 0 | 4 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 35 | 3 | 5 | 0 | 43 | 0 | 2 | 1 | 0 | 3 |
| 08:00 | 13 | 4 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 13 | 2 | 3 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 14 | 4 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 10 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 50 | 11 | 3 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 18 | 4 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 18 | 2 | 5 | 1 | 26 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 27 | 1 | 1 | 0 | 29 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 83 | 7 | 7 | 1 | 98 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 168 | 21 | 15 | 1 | 205 | 0 | 2 | 1 | 0 | 3 |

| | ZONE 7 - ZONE 5 | | | | | ZONE 7 - ZONE 6 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CAR | LGV | HGV | PSV | TOT | CAR | LGV | HGV | PSV | TOT |
| 16:00 | 15 | 4 | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 27 | 0 | 2 | 2 | 31 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 31 | 6 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 24 | 1 | 3 | 1 | 29 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 97 | 11 | 6 | 3 | 117 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 25 | 7 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 26 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 93 | 8 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 19 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 18 | 1 | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 21 | 4 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 17 | 2 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 75 | 8 | 3 | 0 | 86 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 265 | 27 | 9 | 3 | 304 | 0 | 0 | 0 | 0 | 0 |