



London Borough of Hammersmith & Fulham

Cabinet

18 JUNE 2012

**CABINET MEMBER
FOR TRANSPORT
AND TECHNICAL
SERVICES**

*Councillor Victoria
Brocklebank-Fowler*

**PARKING PROJECTS PROGRAMME OF
WORKS 2012/13**

This report outlines the key parking priorities of the Council and presents a parking projects programme for the 2012/13 financial year.

**Wards:
All**

CONTRIBUTORS

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DLDS

Recommendation:

That the parking projects programme of works for the 2012/13 financial year, as shown in Table One of this report, be approved, and that approval be given to the implementation of the Smart Visitor Permit scheme in all remaining Zones in the borough by March 2014.

**HAS A EIA BEEN
COMPLETED?
YES**

**HAS THE REPORT
CONTENT BEEN
RISK ASSESSED?
YES**

1. STRATEGIC OBJECTIVE

1.1 This report relates to Chapter 3 of the Second Local Implementation Plan For Transport 2011-31 whereby the Council will:

- Support the use of low emission and electric vehicles and car clubs (e.g. by helping develop re-charging points in the borough) to improve local air quality and reduce CO2 emissions & congestion.
- review some of the 27 Controlled Parking Zones (CPZs) in the borough depending on annual parking stress surveys, verified problems and issues reported by residents' and businesses such as the effects of the Westfield Shopping Centre and the football grounds in the borough and also developments in the borough. Reviews can be carried out via a formal consultation process; however, Council officers also carry out another form of CPZ-wide review project whereby parking controls are not changed but new parking bays are created in a CPZ, double yellow lines are introduced at informal crossing points to facilitate pedestrian safety, excessive signage is removed/de-cluttered and waiting and loading restrictions are reviewed. During the 2011-12 financial year, the latter form of CPZ review project was carried out in Zones T, H and Q, which resulted in around 50 additional parking bays and 60 less posts.

2. BACKGROUND

2.1. In September 2009, a three year Parking Projects Programme (2009 -12) was agreed by the Cabinet. Four key parking priorities were identified as below: -

Priority 1 - Variable pay and display tariffs and residents' visitors discounted parking & cashless parking solutions

Priority 2 - Match-day only parking controls

Priority 3 - White City Shopping Centre Parking Impacts

2.2. In previous years these priorities were addressed as described below; there follows a description of how these priorities will continue to be addressed over the next year.

3. PRIORITY ONE - VARIABLE PAY AND DISPLAY TARIFFS, RESIDENTIAL VISITOR'S DISCOUNTED PARKING & CASHLESS PARKING SOLUTIONS

3.1. Variable pay and display tariffs were introduced into the borough's Controlled Parking Zones in November 2009. In Shepherd's Bush, Hammersmith and Fulham Town Centres (Zones A, CC, G, F and S) a higher tariff of £2.80 per hour was introduced as a mechanism to control demand, thereby mitigating congestion in the town centres and also helping to meet our emissions

targets. In all other Zones, the basic pay & display tariff was set at £2.20 per hour.

- 3.2. Additionally, in a select number of bays in tertiary town centre areas (Askew Road, Fulham Road and Goldhawk Road), a tariff of 40 pence per hour was introduced in order to encourage a high turnover of visitors at a discounted price to assist local businesses and help to stimulate the local economy and independent businesses. These discounted bays have been well received, and Council officers will carry out feasibility studies on the introduction of similar bays in the North End Road (north of the Lillie Road) and Wandsworth Bridge Road areas in order to implement more if feasible in 2012/13, again, to help local businesses.
- 3.3. The SMART Visitor Permit was initially introduced into three controlled parking zones in 2007 and now operates in 15 CPZs. The permit is proving successful as a convenient alternative to pay and display parking for visitors, with 4921 Smart Visitor Permits actively being used across 15 CPZs.
- 3.4. It is proposed that over the 2012/13 and 2013/14 financial years, the SVP scheme will be introduced in the remaining 12 zones thereby making it available boroughwide.
- 3.5. The Council is also currently operating electronic residents' parking permits in three Controlled Parking Zones (Zones K, L and R) on a trial basis. These permits allow residents to use the permit for cashless pay and display parking in other zones in the borough. The trial has proved successful as the scheme has been well-received by residents. The scheme could be extended boroughwide following contract negotiations with the present suppliers.
- 3.6. Council officers have also been investigating the introduction of cashless parking solutions for non-residential visitors to the borough, which would eliminate the need for people to carry coins for parking and reduce the need to operate ticket machines on street. This solution would operate under a system whereby the motorist opens a virtual account via telephone and credits the account. Whenever motorists wish to park in the borough they simply call a number quoting a parking bay reference where they wish to park in order to activate or deactivate their parking session. The Council's IT consultant Hammersmith & Fulham Bridge Partnership (HFBP) are currently undertaking a tendering process on behalf of the Council to assess different cashless parking service providers. It is anticipated that the contract negotiations may be finalised during the 2012/13 financial year, which could enable a boroughwide cashless parking project to begin the 2013/14 financial year.

4. PRIORITY TWO – MATCH DAY PARKING

- 4.1. In December 2007, a match day parking scheme was introduced in controlled parking zones X and Y, near Fulham Football Club. The scheme operates by restricting pay and display visitors to a one hour maximum stay on match days. The next match day is communicated via a variable messaging element of the zone entry signs.
- 4.2. The scheme has proved successful in Zones X and Y with residents now finding it much easier to find a parking space on a match day.
- 4.3. In December 2010 a full consultation was carried in all 12 Zones (D, F, H, Q, R, S, T, U, W, X, Y and Z) south of the Talgarth Road asking nearly 50,000 properties what alterations, if any, they wanted to their parking controls including the possibility of match day only controls during matches at the nearby Chelsea and/or Fulham Football Club stadia. There was no broad consensus of support in favour of any changes to parking controls, apart from a request from properties in Barclay Road in Zone F for maximum stay periods to be reduced to 2 hours. This change will be implemented following the introduction of the Smart Visitor Permit scheme in Zone F during the Olympic Games, which will allow Residents' visitors to park for longer than the 2 hour maximum stay.
- 4.4. The Council Administration has made a commitment to re-visit match day-only parking solutions following the May 2014 Council elections.

5. PRIORITY THREE - WHITE CITY SHOPPING CENTRE PARKING IMPACTS

- 5.1 In October 2008 the Westfield shopping centre opened in Shepherds Bush. Westfield provided the Council with £651,000 as part of a Section 106 agreement to review parking in the area. The review was intended to identify any negative impacts the opening of the shopping centre had created and to implement any necessary changes to the parking system.
- 5.2 Following the opening, Sunday parking controls were implemented in Zones G and CC as a matter of urgency to address the problem of shoppers choosing to park on local streets rather than the on-site car park.
- 5.3 An initial consultation was carried out with 7 controlled parking zones in the area around Westfield to assess the extent of the parking problems. Following this consultation, a second consultation was carried out with Zones G and J which were identified as the most affected by the shopping centre.

- 5.4 The reviews in Zone G resulted in the introduction of parking permit only and separate pay & display only parking bays in Macfarlane Road and Hopgood Street (Zone G), which included an exclusion of blue badge motorists from parking in parking permit holder only bays unless displaying a Smart Visitor Permit alongside it. Additionally a 2-hour maximum stay period was introduced in all bays for non-residential visitors. These changes have been well received by residents and have led to a measurable reduction in parking stress. Nevertheless the Council has received complaints from residents of Macfarlane Road in 2011/12 relating to the high volume of traffic.
- 5.5 The review in Zone J in 2009 resulted in a majority of respondents opting for no changes to the controls; however, a number of residents wanted the Council to carry out another consultation in 2010, which was duly carried out. The results again indicate a majority of respondents wanted no change, however this time the majority seeking no change was even greater in number than in the previous consultation. Following the parking review of Zones G and J, it is recommended that no further full zone parking reviews are carried out as part of the Westfield project during the 2012-13 financial year. However, it should be noted that £300,000 has been earmarked for the next phase of Westfield development Section 106, which relates specifically to Zones O, G and CC; however, the Council could seek a variation to include other Zones at a later stage.
- 5.6 Officers are designing proposals to consult residents and businesses of Macfarlane Road and Hopgood Street (Zone G) on options to discourage vehicles on these roads, thereby reducing congestion and traffic. The options include a point closure on one side of Macfarlane Road which would necessitate the removal of two parking bays.

6. ZONE REVIEWS

- 6.1 In addition to the specific priorities, the Council is committed to periodically reviewing controlled parking zones to ensure the parking controls are satisfactory for the majority of residents and businesses in each of the borough's 27 CPZs.
- 6.2 The high level of new commercial and residential developments in the borough have meant that Section 106 funding is available for controlled parking zone reviews. Zones K, N T, S and Z are identified as zones that may require review in the 2013/14 and 2014/15 financial years, with residents and businesses being consulted due to specific parking issues. These problems include the location of tube stations and new residential/commercial development adding to local concerns about parking stress.
- 6.3 A programme of mini-reviews is also scheduled over the next 2 years, as shown in Table One. A mini-review is simply a review of the yellow lines, de-cluttering of signs, and extending parking bays where possible in a zone. Double yellow lines are introduced in front of all pedestrian dropped kerbs and parking bays are extended where it is safe and practical to do so (a glossary

is attached to the end of this report which details further the difference between a full zone review and a mini-review).

- 6.4 These zone reviews are proposed at this stage and may be subject to change based on changing priorities or other unforeseen events.
- 6.5 Appendix 2 provides a summary of when each Zone was last reviewed and when Smart Visitor Permit scheme was introduced in the zones.

7. EMERGING MAYORAL PRIORITIES

- 7.1 In addition to the specific priorities, The Mayor of London has identified a number of priorities for London that will influence the Parking Projects Programme of Works. These include:-
- Implementation of more shared space and simplified streetscape projects, including de-cluttering, removing unnecessary guard-railing and lines and improved streetscape design;
 - Support for electric vehicles, including new charging points;
 - Provision of more car club bays;
 - Reducing Transport's contribution to climate change and improve its resilience, and;
 - Support delivery of the London 2012 Olympic Games and its legacy

Car Club bays

- 7.2 The Council successfully bid for £100,000 of funding from Transport for London to introduce 50 Car Clubs per year in 2011/12 and 2012/13. The Council has been working in partnership with Car Club operators and consulted residents to find appropriate numbers and locations of parking spaces so car club networks can grow effectively, thereby reducing parking stress, congestion and pollution as well as fulfilling the needs of residents. The Council will also support activities to raise awareness of the availability and advantages of car clubs. Officers will aim to implement 50 on-street bays per year, which will be subject to detailed design, procurement, permit system design and local support, and will prioritise newly created bays as locations for car club bays.

On-Street Electric Vehicle Charging Points

- 7.3 The Council has worked with partners to develop off-street Electric Vehicle (EV) charging points for electric vehicles and aims to expand this provision to on-street parking in the future with one trial EV charging point and associated bay in Fulham for an initial 18 month experimental period.

7.4 Presently, there are four off-street electric vehicle charging point available in the borough for general use at Hammersmith Hospital, Charing Cross Hospital, Kings Mall Car Park and Westfield Shopping Centre.

7.5 The Council is a signatory of Source London, which is the pan-London EV charging network supported by the Mayor of London. Under this scheme Councils are not able to charge motorists for electricity at charging points; however, parking charges can be levied for the bay. Being part of Source London means that for each charging point the Council is given an annual grant of £200 for maintenance and £200 for data collection, and additionally there is 50% funding available from TfL towards the cost of each charging point. Officers will carry out a feasibility study on the proposal and present a further report.

7.6 **Mayor's Cycle Hire Scheme**

The Mayor of London intends to extend his cycle hire scheme to most of the borough by Spring 2013. Some 60-80 docking station sites are required in the borough and TfL and Council officers are currently working to identify potential sites. The aim is not to remove car parking spaces, but where there are no suitable alternative sites for the docking stations, appropriate alternative sites for the displaced parking will need to be found. These works can funded out the "Minor amendments to Traffic Orders & signage/line marking" indicated in Section 8 table one.

Olympics Parking schemes in Zones D & F

7.7 The Olympic Volleyball competition will be held at Earl's Court from Saturday 28 July to Sunday 12 August 2012. Planning permission was granted subject to submission and agreement of a venue specific local traffic and parking plan (LATMP). The consultant working for the ODA has submitted a draft LATMP which is detailed in the bi-monthly Olympic transport briefings.

7.8 All paying spectators will be provided with a free travel card along with their ticket; therefore LOCOG have predicted that no spectators (other than some disabled visitors) will arrive to Earl's Court by car. However, to ensure this, the consultants who have been tasked with drawing up traffic management and parking plans have indicated that the impact area (in H & F) for event day parking would effectively be the whole of Controlled Parking Zones D & F, which are the closest two Zones to the venue.

7.9 The furthest points in Zones D & F are located 1.4 miles and 1.1 miles away from the venue respectively, which translates to 14 - 20 minutes walking distance.

7.10 Presently Zone D controls operate Monday – Friday, 9am to 5pm with an 8 hour maximum stay period. The Smart Visitor Permit scheme has been in operation in Zone D since July 2008.

- 7.11 Zone F operates Monday – Saturday, 9am to 8pm, with permit holders only hours Mon-Friday, 6.30-8pm and Saturdays 2-4pm & 6.30-8pm. Coomer Place Car Park is located in the commercial area of Zone F and operates with the same parking controls as the host zone. An 8 hour maximum stay operates in Zone F.
- 7.12 The Smart Visitor Permit scheme does not operate in Zone F presently, so would be introduced as part of the Olympics parking controls and will stay in place following the Olympics.
- 7.13 Controlled hours of parking will be extended to Monday to Sunday, 9am to 8pm with a 2 hour maximum stay in Zones D & F.
- 7.14 In CPZ F, where permit holder only parking operates between 6.30pm to 8pm, Monday to Friday, and on Saturday between 2pm to 4pm and between 6.30pm to 8pm, it is proposed that permit holder priority hours are extended to Sundays at 2pm-4pm and 6.30pm-8pm for the duration of the event.
- 7.15 Reducing the maximum stay to 2 hours in all shared use bays in both zones may discourage spectators from coming by car to Earl's Court. In order to reduce the adverse impact on businesses in the Commercial areas of North End Road and Fulham Broadway, it is proposed that the permit priority hours that operate in Coomer Place car park (Zone F) are removed and the 8 hour maximum stay remains.
- 7.16 It is proposed that the Smart Visitor Permit scheme is introduced into Zone F, like the rest of the project at LOCOG's expense, in order to help facilitate residents' visitors parking for longer than the 2 hours maximum stay period during the games. Council officers will project manage and implement the changes.
- 7.17 During the games, the Council has also agreed to provide free Sunday parking for Zone D & F Smart Visitor Permit holders, as is currently the case on a permanent basis in Zones CC and G.

8. COST AND PROGRAMME

- 8.1 This report is intended to seek approval for the programme of works listed in table one below, which summarises the anticipated costs associated with the delivery of this programme.

Table One – Cost Summary for 2012/13

Project	Expenditure (£)	Priority (L/M/H)	Description
General CPZ correspondence	£80,000	M/H	The Parking Project Team receives high levels of correspondence throughout the year. Many of the requests are investigated with site inspections and assessments, which takes up a significant amount of officer time.

Zone R, U and W	£100,000	H	Introducing the Smart Visitor Permit scheme, extend parking bays where feasible, de-cluttering of signs, upgrading single yellow lines to double yellow lines and ensuring waiting and loading is accurate and acceptable
Minor amendments to Traffic Orders & signage/line marking	£80,000	H	Aside from larger projects like Zone parking reviews, there are a number of smaller schemes that need to be investigated and implemented.
Review of waiting and loading (Munster Road/Dawes Road) restrictions	£20,000	M/H	In 2006 the waiting and loading restrictions for the borough were entered into Parkmap. Due to the continued programmed of de-cluttering and maximising of parking bays since this date this is required.
Quarterly amendments to traffic orders	£80,000	H	To save on advertising costs for individual waiting and loading amendments, the changes to yellow lines and kerb blips are grouped into 4 larger amendments every year. Yellow line amendments from all groups in the environment department are included in the quarterlies in order to save overall departmental cost. The cost includes fees, works orders and advertising.
Roll out of SMART Visitor Permit borough-wide	£80,000	H	The SMART Visitor Permit scheme has now been introduced in 15 controlled parking zones with good take up and feedback from residents.
Barclay Road	£8,000	H	Introduction of 2 hour maximum stay pay & display on this road (signage, officer time and TRO work)
Overnight parking stress surveys	£38,000	M	The annual overnight parking stress surveys are required to maintain an accurate picture of the level of demand for parking in the borough. It is proposed that the Council will now start to carry out an annual day time parking stress survey as well as the overnight parking stress survey.
Electric Vehicle Charging pilot (estimated)	£25,000	H	The Council has worked with partners to develop off-street Electric Vehicle (EV) charging points for electric vehicles and aims to expand this provision to on-street parking in the future with one trial EV charging point and associated bay in Fulham for an initial 18 month experimental period

Stop and shop bays-North End Road and Wandsworth Bridge Road	£40,000	M	40 pence per hour bays to encourage a high turnover of visitors at a discounted price in order to assist local businesses and help to stimulate the local economy and independent businesses
Yellow box junction enforceability work	£23,000	H	Camera signs and yellow box junction line adjustments are required as well as working with the DfT for authorisations for continued yellow box junction enforcement. This does not generally fall under the remit of Parking Projects Team but is high priority for the Council
Boroughwide bus lane enforceability audit and amendments	£26,000	H	Adjustments are required to ensure the continued enforceability of bus lanes boroughwide to ensure the smooth flow of traffic along busy corridors. This does not generally fall under the remit of Parking Projects Team but is high priority for the Council
Total	£600,000		
Section 106, Olympics and external funded works			
Macfarlane Road point closure consultation	£25,000	H	Consulting and possibly implementing a point closure to reduce congestion/through traffic (Westfield S106 funded)
Olympics – Zones D, E, F (consultation and planning)	£70,000	H	Implementation in 2012-13. Works funded by Olympics.
Car Clubs	£50,000	M	The Council has committed to 50 additional car club bays in 2013/14 in the borough (TfL funded)
Total	£145,000		

Table 1. Proposed programme of works for the Parking Projects Team for 2012/13

9. RESOURCE REQUIREMENTS

9.1 The Parking Projects Team currently comprises of one Team Manager, one permanent Project Engineer, one agency Project Engineer (part funded by TfL's Car Club funding), one Principal Traffic Orders Officer, and two Traffic Orders Officers.

- 9.2. There is one permanent Project Engineer position currently vacant; however it is likely that in order to deliver a full parking programme this vacant post may need to be filled with a temporary member of staff, either recruited internally or externally.
- 9.3. One permanent officer is also due to take maternity leave during the 2012/13 financial year therefore appropriate cover will also be needed with the appropriate budget allocation.

10. COMMENTS OF THE EXECUTIVE DIRECTOR OF FINANCE AND CORPORATE GOVERNANCE

10.1 Funding in 2012-13 for the projects contained in this report consists of:

Parking Reserve (CPZ) - £638k
 TFL Car Clubs - £50k
 S106 Westfield - £151k

The Olympic zones D and F was authorised under a Cabinet Key Decision dated 9 January 2012 in which officers were authorised to spend £300k on Olympics related projects.

10.2 This programme is therefore fully funded and there are no financial implications.

11. COMMENTS OF THE DIRECTOR (LEGAL AND DEMOCRATIC SERVICES)

11.1 Any proposed changes to the Controlled Parking Zones or other Traffic Regulation Orders will require the Council to comply with and follow the statutory procedure set out in the Road Traffic Regulation Act 1984 and secondary legislation.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

No.	Description of Background Papers	Name/Ext. of Holder of File/Copy	Department/ Location
1.	Parking Projects Programme 2012/13	Naveed Ahmed 020 8753 1418	Transport & Technical Services Department
Responsible officer:		Naveed Ahmed x.1418	

Appendix 1 – Glossary of parking terminology

Parking Review (Review of controlled parking zone)

This is a full review of all parking restrictions in a controlled parking zone. This is carried out via a consultation with all residents and businesses within the controlled zone. Aspects such as the length and days of operation of the parking bays are reviewed and other options such as a maximum stay for pay and display parking are offered. Changes are made based on a majority support via the consultation. Yellow lines are installed in front of all dropped kerbs in order to facilitate pedestrian movement, and parking bays are extended where possible as part of the review in order to maximise parking in the borough and reduce parking stress. All signage in the area is updated where required.

Permit Saturation Levels

Permit saturation levels are calculated by dividing the number of permits issued in a zone with the number of parking spaces in that zone. For the purposes of this exercise, parking spaces are taken as 5 metres. For example, the permit saturation of Zone T is 84%, which means there are more spaces than there are permit holders.

Consultation –

- **Full Consultation**

A full consultation is carried out for all parking reviews. All residents and businesses of a controlled zone are sent a consultation document with a reply paid questionnaire which gives them the opportunity to either maintain or alter the current parking controls. Consultations usually run for a period of 3 weeks. The statutory consultation period is also observed through the advertisement of the legal traffic order.

- **Local Consultation**

A local consultation is carried out for smaller projects such as the installation of a loading bay, the introduction of short stay shopper bays, the alteration of a significant section of single or double yellow line, etc. This is usually in the form of a letter requesting comments or objections. The statutory consultation period is also observed through the advertisement of the legal traffic order.

- **Statutory Consultation**

For all minor amendments such as the installation of a double yellow line in front of a private crossover or other small changes to waiting and loading restrictions the statutory consultation process is observed. All changes to waiting, loading or parking restrictions must be accompanied by an amendment to the legal traffic order. The amendments are advertised in two local papers for 4 weeks whereby objections to the changes can be made in writing to the Highways Department.

Legal Traffic Order (TRO)

All on street restrictions are covered by a legal traffic order. This include waiting restrictions (single and double yellow lines), loading restrictions, parking restrictions (including loading bays, disabled bays, doctor bays, motorcycle bays), bus lanes, 20mph zones and so on. The legal traffic order states the extent of the restrictions,

their operating times, etc and is a vital part of parking and traffic enforcement. Without a legal traffic order detailing the restriction, it cannot be enforced. Therefore any change on street must be accompanied by a change to the legal order.

Traffic Order Consolidation

For traffic orders such as the waiting and loading order, or a parking place order for a specific zone, minor amendments are made on a regular basis. In order to combine all the amendments back in to one document again, the order can be consolidated. To ensure traffic order are easy to manage and refer to, consolidations should be carried out on a regular basis.

SMART Visitor Permit

An electronic visitor permit that is currently available in controlled parking zones A, B, C, CC, D, E, G, I, J, L, M, V, X and Y. The permit acts as a cashless alternative to the on-street pay and display machines. Residents can top up the permit with credit then activate it and deactivate it over the phone when their visitor arrives and leaves. It charges by the minute (P+D machines charge by the half hour) and offers a small reduction on the on-street tariff. Currently in its trial stages but the goal is to offer it to all controlled parking zones in the near future.

Electronic Residents Permit

An electronic residents permit currently being trialled in controlled parking zones K, L and R. Serves a dual purpose as a resident or business permit when the permit holder is within their own zone, and as a cashless alternative to the pay and display system when in other zones within the borough. The permit can be activated and deactivated over the phone and an account statement is sent at the end of each month.

Appendix 2 – Summary of when Zones were last reviewed and when Smart Visitor Permit scheme was introduced

Controlled Parking Zone	CPZ Started	Last full parking review	Last time CPZ parking amended	Smart Visitor Permit introduced
AA	Nov-06		N/A	
A	Apr-69	03-Dec-07	03-Dec-07	03-Dec-07
B	May-92	24-Nov-08	24-Nov-08	24-Nov-08
C	May-92	24-Nov-08	24-Nov-08	24-Nov-08
CC	Nov-08	14-Dec-09	15-Dec-09	24-Nov-08
D	Nov-91	24-Jan-11	none	03-Nov-08
E	Sep-92	Jul-08	Nov-98	03-Nov-08
F	Dec-93	24-Jan-11	May-02	
G	Apr-93	14-Dec-09	Dec-09	14-Dec-09
H	Sep-93	24-Jan-11	none	
I	Nov-97	Mar-10	none	28-Jun-10
J	Apr-94	Oct-10	none	18-Jan-09
K	Oct-93	Never been reviewed	N/A	
L	Jul-94	Mar-10	none	23-Aug-10
M	Apr-96	Mar-10	none	26-Jul-10
N	Jan-97	Never been reviewed	N/A	
O	Sep-04	Never been reviewed	N/A	
Q	Feb-96	24-Jan-11	13-Feb-06	
R	Oct-95	24-Jan-11	27-Feb-06	
S	Oct-94	24-Jan-11	Jun-02	
T	Apr-95	24-Jan-11	none	
U	Jul-96	24-Jan-11	none	
V	Jan-97	Jan-12	none	26-Mar-12
W	Aug-95	24-Jan-11	none	
X	Nov-96	24-Jan-11	27-Oct-08	17-Dec-12
Y	Feb-97	24-Jan-11	27-Oct-08	17-Dec-12
Z	Jul-97	24-Jan-11	None	