STATION YARD, MELDRETH

TRANSPORT STATEMENT

Station Yard Meldreth Ltd.

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WSP | PARSONS BRINCKERHOFF

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1 INTRODUCTION

1.1 BACKGROUND

1.1.1 WSP Parsons Brinkerhoff has been commissioned by Station Yard Meldreth Ltd. to prepare a Transport Statement to support a planning application for a residential development at Station Yard in Meldreth, Cambridgeshire.

1.1.2 The proposed development is for 27 residential dwellings. This would replace a warehouse, goods yard and associated buildings of approximately 5,000m^2.

1.1.3 This document should be read in conjunction with the Travel Plan attached in Appendix A.

1.2 SITE LOCATION

1.2.1 The site is located at the south eastern edge of the village of Meldreth, Cambridgeshire. The site is bounded by Station Road to the south west, an unnamed access road leading to Meldreth Railway Station Car Park to the north, and the mainline railway connecting Cambridge and London to the south east.

1.2.2 A plan showing the location of the site is provided in Figure 1.1 below.

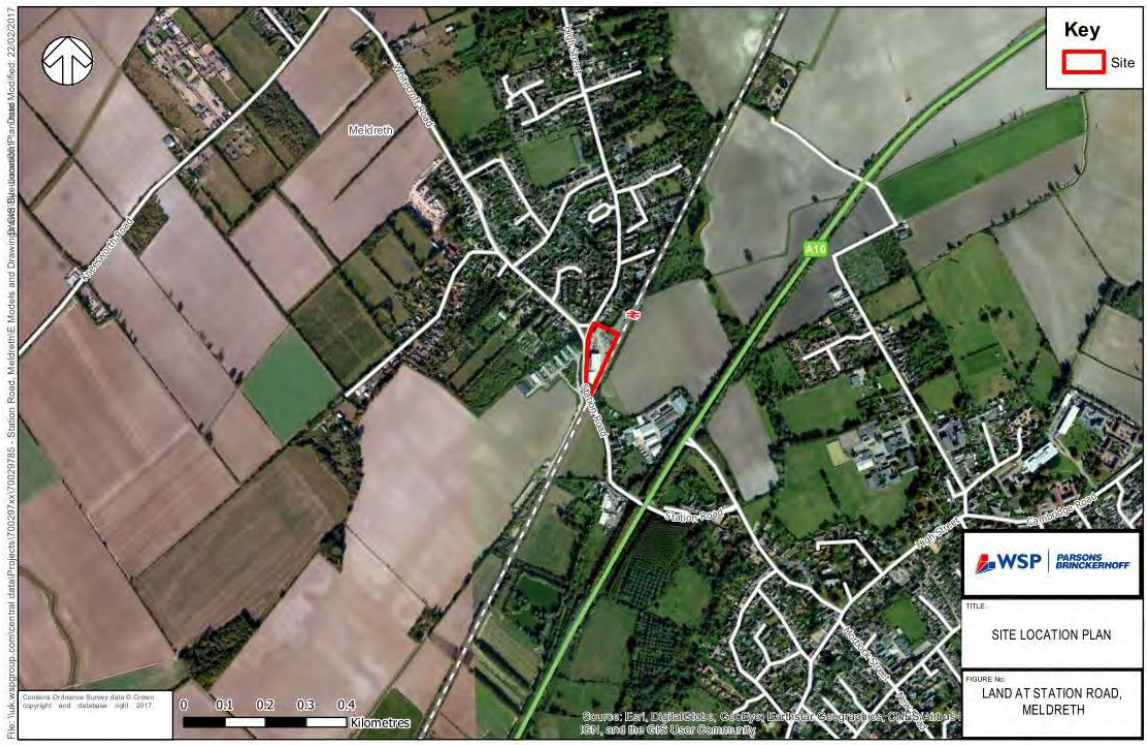

Figure 1.1: Site Location Plan

1.3 SITE ACCESS

1.3.1 Vehicular and pedestrian access to the site will be gained via the existing private access road leading to Meldreth Station.

1.3.2 This is a non-through road providing vehicular access to Meldreth Station Car Park (with 46 parking spaces), 4 recently constructed bungalows, and 11 flats within the 'Tavern Yard'.

1.4 STRUCTURE OF REPORT

1.4.1 The remainder of the report is structured as follows:

- Section 2 summarises transport planning policy applicable to the development;
- Section 3 details the existing conditions in the vicinity of the site;
- Section 4 outlines the future baseline situation at the site;
- Section 4 provides further information the proposed development including proposed access arrangements;
- Section 5 estimates the net change in the trip generation of the site as a result of the development proposals;
- Section 6 discusses the impact of the proposed development on the local highway network; and
- Section 7 provides a summary and conclusions.

2 PLANNING POLICY

2.1 NATIONAL PLANNING POLICY FRAMEWORK (2012)

2.1.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and was a key part of the reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. There is an overarching presumption in favour of sustainable development that should form the basis of every plan and decision.

2.1.2 The NPPF consolidates all of the previous Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs) into one document. The following paragraphs / policies are considered relevant to the proposed development.

2.1.3 In Section 4, under the heading 'Promoting sustainable transport', the NPPF advises (at paragraph 29) that transport policies have an important role to play in facilitating sustainable development, and that the transport system needs to be balanced in favour of sustainable modes, i.e. walking, cycling and public transport. At the same time, it recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

2.1.4 Under the NPPF, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are *severe* (NPPF paragraph 32).

2.1.5 Decisions on developments that generate significant amounts of movement should take account of whether:

- The opportunities for sustainable transport have been taken up to reduce the need for major transport infrastructure, depending on the nature and location of the site;
- There is safe and suitable access to the site for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.

2.1.6 The NPPF also advises that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. It therefore advises that, amongst others, developments should be located and designed where practical to:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

2.2 TRANSPORT STRATEGY FOR CAMBRIDGE AND SOUTH CAMBRIDGESHIRE (2014)

2.2.1 The Transport Strategy for Cambridge and South Cambridgeshire provides a detailed policy framework and programme of schemes for the area.

2.2.2 The Strategy states that improvements to capacity along transport corridors in rural locations will be limited to a few locations where there is an existing problem. The Strategy does not discuss any transport improvements close to Meldreth, but does note that a new road bridge over the railway will be provided at Foxton Level Crossing on the A10.

2.2.3 The Strategy identifies that good transport links already exist along the Cambridge to London King's Cross railway line and that improvements to infrastructure and services on this route are currently planned by the rail industry as a part of the Thameslink programme. To help create a high quality public transport corridor, improvements to interchange facilities at Meldreth Station are proposed.

2.3 THIRD CAMBRIDGESHIRE LOCAL TRANSPORT PLAN 2011-2031 (2015)

2.3.1 The Third Cambridgeshire Local Transport Plan sets out how the polices and plans for transport will contribute towards the County Council's vision of creating communities where people want to live and work.

2.3.2 Challenge 2 of the LTP is the need to reduce the length of the commute and the need to travel by private car. It states "as new developments come forward they present opportunities to fully integrate cycling, walking and public transport within the built environment. It is essential that these modes are all considered from the earliest stages of the planning process (such as through masterplanning and design) and as part of the transport assessment process."

2.3.3 As a part of this the LTP states that where new developments are for housing only, pedestrian, cycle and bus access should be provided from these new developments to nearby facilities, such as shops, employment and schools as this can significantly reduce the levels of car trips generated by development.

2.4 SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL LOCAL DEVELOPMENT FRAMEWORK DEVELOPMENT CONTROL POLICIES (2007)

2.4.1 The Local Development Framework sets out policies and proposals for the development and use of land in South Cambridgeshire. Relevant policies related to transport and access are summarised below.

2.4.2 Policy DP/3 Development Criteria states that all development proposals should provide, as appropriate to the nature, scale and economic viability:

- Car parking, with provision kept to a minimum;
- Safe and secure cycle parking; and
- Safe and convenient access to all to public buildings and space, and to public transport, including those with limited mobility of those with other impairments such as sight or hearing.

2.4.3 Policy TR/1 Planning for More Sustainable Travel states that planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s).

2.4.4 In considering applications SCDC will seek to increase integration of travel modes and accessibility to non-motorised modes by appropriate measures, including;

- Improvements to public and community transport;
- On and off-site design proposals that promote and encourage integrated travel and access by non-motorised modes as far as practicable;
- Minimising the amount of car parking provision in new developments and restricting car parking to maximum levels;
- Ensure that new developments are located and designed at the outset with permeable layouts to facilitate and encourage short distance trips by cycle and walking; and
- Requiring safe and secure cycle parking.

2.4.5 Policy TR/2 Car and Cycle Parking Standards states that car parking should be provided in accordance with the maximum car parking standards and cycle parking should be provided in accordance with the minimum cycle parking standards. These are summarised in Table 2.1 below.

Table 2.1: SCDC Car and Cycle Parking Standards

Land Use	Maximum Car Parking Standards	Minimum Cycle Parking Standards
C3 - Dwellings	1.5 spacers per dwelling (up to a maximum of 2 per 3 or more bedrooms in poorly accessible areas) Provision for short term parking for visitors should also be incorporated.	1 secure cycle space to be provided within the curtilage where possible.

2.4.6 Policy TR/3 Mitigating Travel Impact states that new development will be required to mitigate their travel impact. For residential development of 20 or more dwellings SCDC require a Transport Assessment and Travel Plan to be prepared

2.4.7 Policy TR/4 Non-motorised Modes states that SCDC will support increased use of non-motorised modes, including ensuring that detailed designs and layouts are permeable and encourage cycle use and walking for all or part of a journey.

3 EXISTING CONDITIONS

3.1 PREAMBLE

3.1.1 The following section provides an overview of local transport conditions, including local travel preferences, existing highway conditions, accessibility by non-car modes, the accessibility of local facilities and local accident data.

3.2 EXISTING JOURNEY TO WORK MODE SHARE

3.2.1 In order to understand the existing mode share of journeys made by residents of Meldreth, information has been obtained from the 2011 Census on the journey to work mode share of residents of Meldreth Ward. This is presented in Table 3.1 below.

Table 3.1: 2011 Census journey to work mode share for Meldreth Ward

Mode	Journeys to work	Percentage
Train	122	10.6%
Bus, minibus or coach	16	1.4%
Taxi	0	0.0%
Motorcycle, scooter or moped	16	1.4%
Driving a car or van	765	66.6%
Passenger in a car or van	56	4.9%
Bicycle	57	5.0%
On foot	117	10.2%
Other method of travel to work	14	1.2%

3.2.2 The majority of residents of Meldreth ward travel to work as a car driver (66%), albeit it should be noted that this is a relatively low proportion for a rural settlement. 10.2% of residents travel to work on foot. Only 5% of journeys to work are by bicycle and only 1.4% of all journeys to work are made by bus. Rail forms a prominent mode for travel to work at 10.6%.

3.3 WALKING AND CYCLING ACCESSIBILITY

3.3.1 Figure 3.1 below shows a 25 minute walking catchment from the site, which demonstrates that the majority of Meldreth and significant areas of Melbourn are accessible on foot.

Figure 3.1: Walking Accessibility

3.3.2 Pedestrian access to the site is via an unnamed access road leading to Meldreth Station. Along the north side of the unnamed access road there is a footway of a width fluctuating between 1.2m and 1.5m.

3.3.3 There is a footway of around 1.2m width on both sides of High Street, north of the site access road, and a footway of about 1.2m in along the west side of Station Road, south of the unnamed access road leading to Meldreth Station. There is no footway provision along the east side of Station Road. Pedestrian footways connect the site with the existing bus stops on the east and west sides of Station Road.

3.3.4 A pedestrian footpath extends from Meldreth Station to Station Road in Melbourn. The footpath is accessible using the pedestrian footbridge at Meldreth Station. The footpath passes beneath the A10 at an underpass immediately to the north of the A10 / Station Road priority junction.

3.3.5 There are no formal pedestrian crossing facilities along Station Road or High Street.

3.3.6 The cycling accessibility of the site is shown in Figure 3.2 below.

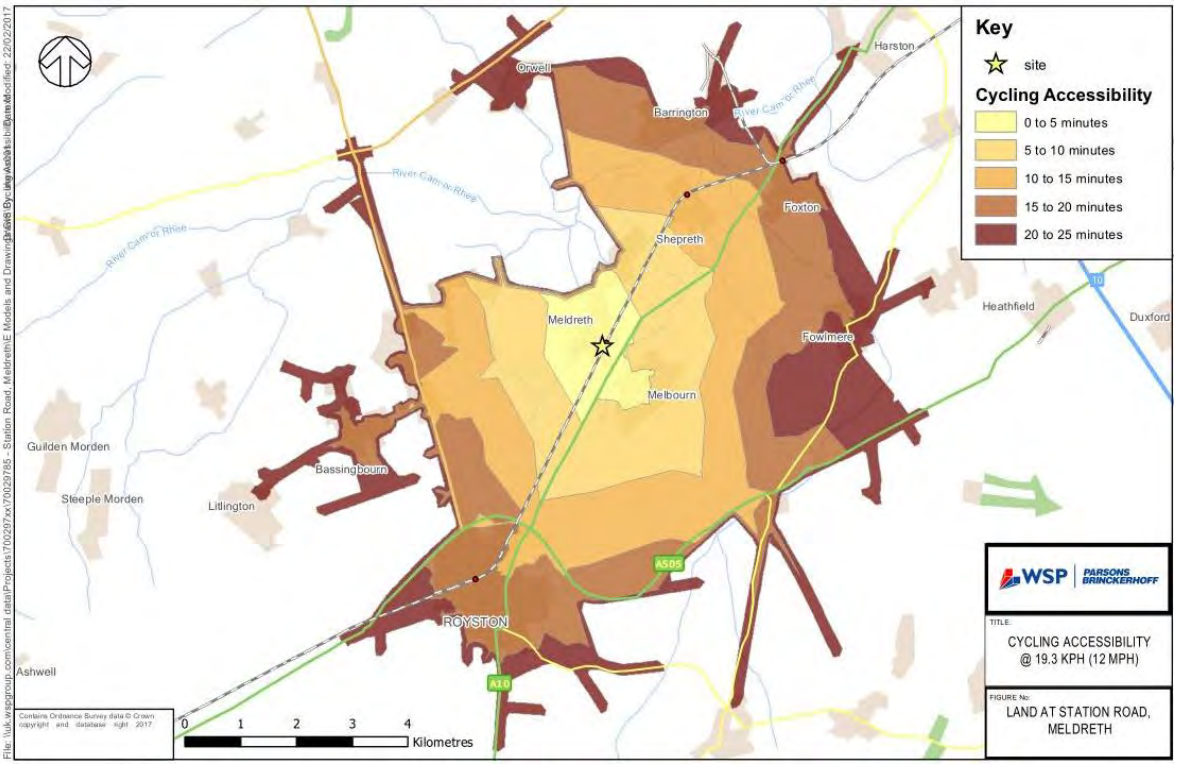

Figure 3.2: Cycling Accessibility

3.3.7 Figure 3.2 above shows all of Meldreth and the majority of Melbourn to be accessible within a 5 minute cycle. Royston to the south of Meldreth is accessible within a 15 to 20 minute cycle.

3.3.8 Whilst there are no formal cycle routes within Meldreth, the local street including High Street and Station Road are considered suitable for cycling, being subject to a speed limit of 30mph.

3.4 LOCAL FACILITIES

3.4.1 Table 2.1 summarises the key local facilities located within walking and cycling distance of the site, together with the approximate journey times for the respective modes of travel.

Table 3.2: Local facilities

Local Facility	Distance	Waking	Cycling
One-Stop Convenience Store and Post Office	600m	5 to 10 minutes	Less than 5 minutes
Meldreth Primary School	450m	5 minutes	Less than 5 minutes
Co-Op, Melborn	1000m	10 to 15 minutes	Less than 5 minutes
Melbourn Village College (Secondary School)	1700m	20 to 25 minutes	5 to 10 minutes

3.4.2 The above table shows there to be a range of everyday amenities and services accessible within a 25 minute walk or cycle of the proposed development.

3.5 PUBLIC TRANSPORT

3.5.1 The nearest bus stops to the site are on Station Road and High Street, opposite and adjacent to Station Road. The stops are served by services 128, 27 and 15. Service 128 is a twice daily circular bus service via Royston and Meldreth. Service 27 is a school service and Service 15 is a twice Wednesday service between Haslingfield and Royston via Meldreth.

3.5.2 Whilst no regular bus service serves the village, Meldreth Railway Station is situated immediately to the north of the proposed development offering direct rail connections to Royston, Cambridge and London King's Cross.

3.5.3 The Station is part of the Foxton, Shepreth and Meldreth Community Rail Partnership (CRP). The CRP is an agreement between Network Rail, Govia, the Meldreth, Shepreth and Foxton Rail User Group with the aim of promoting local rail services, involving community groups and promoting rail as a sustainable form of transport.

3.5.4 Typical off peak frequencies and journey times of train services from Meldreth Railway Station is summarised in Table 3.3 below.

Table 3.3: Train Times from Meldreth Railway Station

Destination	Typical off-peak frequency	Journey Time	First and Last Train Time (departure) (Mon to Fri)
Towards Cambridge			
Shepreth	Hourly	3 minutes	First: 06:34 Last: 01:22
Foxton	Hourly	6 minutes	First: 06:34 Last: 01:22
Cambridge	Hourly	18 minutes	First: 06:34 Last: 01:22
Towards London			
Royston	Hourly	4 minutes	First: 05:50 Last: 23:39
Hitchen	Hourly	23 minutes	First: 05:50 Last: 23:39
Stevenage	Hourly	29 minutes	First: 05:50 Last: 23:39
Welwyn Garden City	Hourly	42 minutes	First: 05:50 Last: 23:39
London King's Cross	Hourly	1 hour 10 minutes	First: 05:50 Last: 23:39

3.6 Table 3.3 above shows there is a good train service from Meldreth Station with hourly connections to Cambridge and London King's Cross off-peak. At peak times there is typically a half hour frequency of trains to the destinations listed in Table 3.3 above.

3.7 Given the proximity of the station to the site, the train is likely to be an attractive mode of transport for journey to work in Cambridge and London, reflected in the travel to work existing mode share. The opening of Cambridge North Station in 2017 is likely to increase the attractiveness of train as a mode of transport, especially amongst residents working to the north of Cambridge.

3.8 LOCAL HIGHWAY NETWORK

3.9 Vehicular access to the site is via a private access road, approximately 6m in width, that leads to Meldreth Station Car Park. The access road connects with Station Road and High Street at a priority junction 15m to the west of the site. The junction is located opposite the priority junction of Station Road, High Street and Whitecroft Road. Whitecroft Road provides access to Waddon and A1198 to the west.

3.10 The two junctions are laid out in a staggered arrangement with a separation of about 10m between the centrelines of the two minor arms. High Street and Station Road are approximately 6m in width and connect Shepreth, 3.5 km to the north, with Melbourn, 1 km to the south east. Both roads are subject to a speed limit of 30 mph and benefit from a comprehensive street lighting system.

3.11 Station Road connects with the A10 1 km to the south east of the site. The A10 is about 7m in width, connecting with Cambridge 10 km to the north and Royston 5 km to the south.

3.12 TRAFFIC SURVEYS

3.13 In order to understand existing traffic flows on the local highway network, Manual Classified Turning Count (MCC) surveys and an Automatic Traffic Count (ATC) survey were undertaken on the local highway network.

3.14 The MCC surveys were undertaken on Wednesday 1 March 2017 at High Street / Station Road / Whitcroft Road / Unnamed Access Road staggered priority junction and Station Road / Whitecroft Road priority junction.

3.15 A 7 day Automatic Traffic Count (ATC) survey recording class and speed was undertaken on Station Road, immediately to the south of the Whitcroft Road / Station Road priority junction between Wednesday 1 March 2017 and Tuesday 7 March 2017.

3.16 The results of the traffic surveys are enclosed at Appendix B and Network Flow Diagrams are enclosed in Appendix C. The surveys show that there were 72 arrivals and departures at the station access junction in the AM peak, and 66 arrivals and departures in the PM peak.

3.17 The average daily and weekday traffic flow along Station Road is summarised in Table 3.4 below.

Table 3.4: Average Daily and Weekday Traffic Flow Along Station Road

Direction	Average Daily Traffic Flow	Average Weekday Traffic Flow
Northbound	2,643	2,954
Southbound	2,533	2,843

3.18 The average 85th percentile and 85th percentile wet weather speeds recorded along Station Road are summarised in Table 3.5 below.

Table 3.5: Mean and 85th Percentile Speed Along Station Road (7 days)

Direction	Mean Speed (mph)	85th Percentile Speed (mph)	85th Percentile Speed Wet Weather (mph)
Northbound	26.6	30.4	27.9
Southbound	24.2	30.0	27.5

3.19 PERSONAL INJURY ACCIDENT DATA

3.20 Person Injury Accident (PIA) data for the most recent five year period available (October 2011 to October 2016) has been acquired from Cambridgeshire County Council.

3.21 No PIAs were recorded within the immediate vicinity of the site or at the junction of the private access road serving the site in the 5 year period.

3.22 Two slight severity accidents were recorded on Station Road 400m to the south of Station Road / Whitecroft Road junction adjacent the access to Bury Lane/ St.John's Farm. The first involved a single motorcycle slowing and stopping, and the second involved a single vehicle going ahead on the left hand bend.

3.23 A slight severity accident was recorded on High Street, immediately south of Bell Close / Woolpack Way / High Street Priority junction, 600m north of the site. The accident involved a parked car and pedal cyclists overtaking stationary vehicle on the offside.

3.24 A slight severity accident was recorded at the Station Road / Station Road (Melbourn) priority junction, 800m to the south east of the site.

3.25 A serious severity accident was recorded at the junction of High Street / Fenny Lane, 1.1km to the north of the site. The accident involved a car turning right and pedal cycle going ahead.

3.26 In addition to the above, 3 serious and 1 fatal accident was recorded on the A10 south of Meldreth. One of the serious severity accidents at the junction with Station Road involved a car turning right and motorcycle going ahead.

3.27 The fatal accident occurred 600m south of the junction with Station Road and involved two cars going ahead. The two other serious severity accidents occurred on the A10 south of Meldreth, west of Melbourn.

3.28 It should be noted that Cambridgeshire County Council does not provide details of the contributory factors associated with each PIA. However, analysis shows the accidents were dispersed across the five year period, occurred in different weather conditions and involved differing manoeuvres and vehicle types. Accordingly, it is reasonable to assert that the accidents were largely due to driver error, and not a pronounced deficiency in the local road network.

3.29 A plan showing the location of PIA on the local highway network and a report describing the user types involved is attached in enclosed in Appendix C.

4 DEVELOPMENT PROPOSALS

4.1 EXISTING USE AND PLANNING HISTORY

4.1.1 The site has an established commercial use, most recently being occupied by GoCold Ltd for the storage and distribution of ice-cream. The site is approximately 5,000m^2 in size and has an associated land use class of B8 storage and distribution.

4.1.2 In February 2011 planning permission was granted for the extension and alteration of the existing site to provide larger and better cold storage capacities; increasing the total internal floor area of the site to 1970m^2 (Reference: S/1107/10).

4.1.3 In 2014 a planning application was submitted to SCDC for the alteration and extension of existing buildings to form additional cold storage, loading facilities and offices spaces in conjunction with the overall site reorganisation (S/1699/14/FL). This application was subsequently withdrawn in July 2016.

4.1.4 The site has car parking for 31 vehicles. It also has 11 rigid HGV vehicle stands and 5 HGV loading bays, of which one can be used by an articulated HGV.

4.1.5 It should also be noted that part of the site is currently leased to Network Rail for the storage of materials relating to the maintenance of the adjacent railway line.

4.2 PROPOSED DEVELOPMENT

4.2.1 The proposed development will replace the existing warehouse, goods yard and associated buildings with 27 residential dwellings.

4.2.2 The proposed development will be comprised of a mix of 1 x 4 bed, 5 x 3-bed and 21 x 2-bed dwellings, with associated access road.

4.2.3 The site masterplan is attached in Appendix D.

4.3 PROPOSED ACCESS ARRANGEMENTS

4.3.1 As noted previously, all access will be gained via the existing vehicular access to the established commercial use on the site, directly from the private access road serving the Meldreth Railway Station.

4.3.2 The existing vehicular access will be regularised to form a defined priority junction. The access road into the development will be a 6m wide shared surface suitable for all users. The proposed site access arrangement is shown in Appendix D. Where access gained from the existing private access road to Meldreth Railway Station, the internal site access roads will remain private.

4.3.3 Vehicle tracking of the site access and internal road layout has been undertaken and is provided in Drawing 9785-ATR-001 of Appendix E. The drawing demonstrates that the internal road layout will allow a refuse freighter to enter and leave the site in forward gear. Further, the drawing also demonstrates that two estate cars can pass one another on the access road leading to Meldreth Station.

4.3.4 Pedestrian and cycle access to the site will remain unchanged and will be achieved via the existing footway along the north site of the access road leading to Meldreth Station.

4.4 PARKING PROVISION

4.4.1 Car and cycle parking will be provided in accordance with the standards set out in South Cambridgeshire District Council's Local Development Framework Development Control Policies.

5 FUTURE BASELINE SITUATION

5.1.1 The future baseline situation on the local highway network has been assessed for a future year of 2022.

5.1.2 The 2022 future baseline situation on the local highway network has been estimated by applying TEMPRO growth rates adjusted for NTM assumptions to the observed 2017 traffic flows.

5.1.3 The 2017 to 2022 TEMPRO growth rates (adjusted for NTM assumptions) for rural principle roads in Cambridge 018 MSOA is summarised in Table 5.1 below.

Table 5.1: TEMPRO Growth Rates Adjusted for NTM Assumptions, Cambridge 018 MSOA

	AM Peak	PM Peak
Rural Principal	1.0906	1.0934

5.1.4 The future baseline traffic flow on the local road network surrounding the site is shown in the Network Flow Diagram attached in Appendix B. The future base year assessment shows that there may be 79 arrivals and departures at the station access junction in the AM peak, and 72 arrivals and departures in the PM peak.

6 TRAFFIC GENERATION

6.1 EXISTING TRIP GENERATION

6.1.1 The site is currently occupied by an existing warehouse, goods yard and associated buildings. The site is around 5,000m^2 in size and the buildings thereon have a gross internal floor area of around 1970m^2.

6.1.2 The site is not currently operational; as such it has not therefore been possible to derive a trip generation from site observations. For this reason the potential trip generation of the established use has been based upon the existing land use and vehicular trip rates obtained from the Trip Rate Information Computer System (TRICS, v7.3.4).

6.1.3 The TRICS assessment has been based upon warehousing (commercial) sites at an edge of town locations in England (excluding Greater London) with a GFA up to 5000m^2. The full TRICS output is attached in Appendix F. The vehicle trip rates are summarised in Table 6.1 below.

Table 6.1: Vehicle Trip Rates B8 Storage and Distribution (per 100m^2 GFA)

AM Peak (0800 to 0900)		PM Peak (1700 to 1800)	
Arrivals	Departures	Arrivals	Departures
0.452	0.178	0.079	0.346

6.1.4 Based on the trip rates in Table 6.1 above, the vehicular trip generation of the existing warehouse, goods yard and associated buildings has been estimated.

Table 6.2: Vehicle Trip Generation of Existing Development

AM Peak (0800 to 0900)		PM Peak (1700 to 1800)	
Arrivals	Departures	Arrivals	Departures
9	4	2	7

6.1.5 Accordingly, the established use of the site could have the propensity to generate around 13 vehicle trips in the AM Peak, and around 9 vehicle trips in the PM Peak.

6.1.6 Of the total number of vehicle trips generated by the site in a B8 land use, a large proportion of the vehicles are likely to be HGVs (typically 40%).

6.2 TRIP GENERATION OF PROPOSED DEVELOPMENT

6.2.1 The trip generation of the proposed residential development has been estimated using trip rates obtained from a multi-modal search of the TRICS 7.3.4 database.

6.2.2 The search was based on privately owned residential dwellings (6 to 50 dwellings in size) at edge of town locations in England (excluding Greater London). The full TRICS output is attached in Appendix F.

6.2.3 Due to the proximity of Meldreth Station the mode share of non-car trips calculated through a search of the TRICS database is unlikely to be representative of non-car trips generated by the proposed development. Therefore, using the vehicle occupant and total person trip rates obtained through a search of the TRICS database, a trip rate for non-vehicle occupants has been calculated, based upon the mode share for Journeys to Work from Meldreth Ward.

6.2.4 To calculate the car driver trip rate of the proposed development bicycle trips have been removed from the total vehicle trip rate calculated through a search of the TRICS database. The development is not expected to generate any significant trips by taxi or OGV in the peak periods and as such all other vehicle trips are assumed to be made by car.

6.2.5 Based on the above the vehicle and non-vehicle trips rates for the proposed development are summarised in Table 6.3 below.

Table 6.3: Multi-modal Trip Rates for Private Residential Dwellings (per Dwelling)

Mode	AM Peak (0800 to 0900)		PM Peak (1700 to 1800)	
	Arrivals	Departures	Arrivals	Departures
Car (Driver)	0.141	0.419	0.403	0.17
Car (Passenger)	0.029	0.258	0.153	0.054
Train Passenger	0.025	0.107	0.068	0.020
Bus Passenger	0.003	0.014	0.009	0.003
Bicycle	0.012	0.050	0.032	0.009
Foot	0.024	0.103	0.066	0.019
Other	0.003	0.012	0.008	0.002
Total Person	***0.237***	***0.963***	***0.739***	***0.278***

6.2.6 Based on a development of 27 residential dwellings, the site would generate a total of 32 person trips in the AM Peak and 28 person trips in the PM peak. The trip generation of the proposed development is summarised in Table 6.4 below.

Table 6.4: Multimodal Trip Generation of the Proposed Development

Mode	AM Peak (0800 to 0900)		PM Peak (1700 to 1800)	
	Arrivals	Departures	Arrivals	Departures
Car (Driver)	4	11	11	5
Car (Passenger)	1	7	4	1
Train Passenger	1	3	2	1
Bus Passenger	0	0	0	0
Bicycle	0	1	1	0
Foot	1	3	2	1
Other	0	0	0	0
Total Person	***6***	***26***	***20***	***8***

6.2.7 In terms of vehicle trips Table 6.4 demonstrates that the proposed development may generate a total of 15 vehicle trips in the AM Peak, and 16 vehicle trips in the PM Peak.

6.3 NET CHANGE IN THE VEHICULAR TRIP GENERATION

6.3.1 The net change in the vehicular trip generation of the site is summarised in Table 6.5 below.

Table 6.5: Net Change in Vehicular Trip Generation

	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total

Existing	9	4	13	2	7	9
Proposed	4	11	15	11	5	16
Difference	**-5**	**+7**	**+2**	**+9**	**-2**	**+7**

6.3.2 Based on the existing and proposed vehicular trip generation of the site, the proposed development is estimated to generate around a modest additional 2 vehicle trips in the AM Peak and 7 vehicle trips in the PM Peak.

6.3.3 Notwithstanding the above, the development would lead to a significant reduction in the HGVs accessing the site and using the priority junction on Station Road / High Street. The only HGV movements generated by the site are likely to be associated with weekly refuse collection, or incidental delivery vehicles accessing the site. These are likely to be infrequent and occur outside of the AM and PM peaks.

6.3.4 It should also be noted that, although unquantified in terms of vehicle movements, the redevelopment of the site will remove the existing materials storage compound used by Network Rail.

7 HIGHWAY IMPACT

7.1.1 Vehicle trips generated by the proposed development have been distributed onto the local highway network based on the observed AM and PM Peak percentage turning movements. A network flow diagram for the 2022 'with development' scenario is attached in Appendix C.

7.1.2 As noted above, the proposed development is estimated to generate 2 additional vehicle trips in the AM Peak, and 7 additional vehicle trips in the PM peak on the local highway network in relation to the established use of the site.

7.1.3 The percentage change in 2-way traffic flows on Station Road with the proposed development is summarised in Table 2.1 below.

Table 7.1: Change in 2-way link flows

Link	Northbound	Southbound
High Street	1.3%	0.4%
Station Road	0.8%	1.5%

7.1.4 The proposed development would lead to a maximum increase in traffic flows of 1.5% on Station Road. This is within the daily variation typically observed on High Street and Station Road and as such is unlikely to be perceived by existing road users. As such the proposed development is not expected to have any discernible highway impact.

7.1.5 The access road leading to Meldreth Station connects with Station Road at an existing priority junction. This junction currently serves Meldreth Station Car Park (with 46 parking spaces), 4 recently constructed bungalows, and 11 flats within the Tavern Yard. The access is also serves the existing warehouse and goods yard at the site of the proposed development.

7.1.6 The proposed development will not intensify use at this existing junction to any significant degree, as indicated in section 6.3 above.

7.1.7 Conversely, the development will significantly reduce the number of HGVs using this access compared to the established use of the site. Accordingly, the existing junction is considered suitable for accommodate the modest increase in domestic car trips that may be generated by the proposed development.

8 CONCLUSION

8.1.1 This Transport Assessment has been prepared by WSP Parsons Brinkerhoff to support a residential development of 27 dwellings at land at Station Yard in Meldreth. The proposed development would replace an existing warehouse, goods yard and associated buildings of approximately 5,000m^2 in size.

8.1.2 Situated adjacent to Meldreth Station the site has good accessibility by non-car modes of transport with direct connections to Cambridge and London King's Cross.

8.1.3 The development proposals are expected to lead to a net change in the vehicle trip generation of the site of 2 vehicle movements in the AM Peak and 7 vehicle movements in the PM peak. The proposed development will also significantly reduce the number of HGVs using the access road leading to Meldreth Station Car Park.

8.1.4 As such it is considered that the proposed development will have a negligible impact on the operation of the local highway network.

8.1.5 Based on the above it is considered that there should be no reason why planning permission should not be granted on the basis of transport and access.

Appendix A

TRAVEL PLAN

LAND AT STATION ROAD, MELDRETH

RESIDENTIAL TRAVEL PLAN

Station Yard Meldreth Ltd

PUBLIC

MAY 2017

WSP | PARSONS BRINCKERHOFF

Appendix B

TRAFFIC SURVEY DATA

traffic survey partners

Client: WSP

Project Number: TSP13093

Project Name: Whitecroft Road, Cambridge

Survey Type: ATC

Survey Date: 1st to 8th of March 2017

Survey Time: 24 hours


Whitecroft Rd
High St
Meldreth
Meldreth
Station Rd
ATC 1
52°05'23.80" N
0°00'26.07" E
93 m
Image © 2016 The GeoInformation Group
© 2016 Google
Google Earth

TSP Class Profile All Days 15 Mins

Globals

Report Id	CustomList-636
Descriptor	TSP Class Profile All Days 15 Mins
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-03-09T15:19:45
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.gif
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	4.0.6.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	WHTECROFT RD-1
Site Attribute	WHTECROFT ATC
File Name	E:\TSP13093-Whitecroft Road Cambridge\WHTECROFT RD-101Mar2017.EC0
File Type	Plus
Algorithm	Factory default axle
Description	WHITECROFT ROAD [30M]
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-02-28T14:30:12
Start Time	2017-02-28T14:30:12
Finish Time	2017-03-01T18:32:12
Operator	LW
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Dataset

Site Name	WHTECROFT RD-1
Site Attribute	WHTECROFT ATC
File Name	E:\TSP13093-Whitecroft Road Cambridge\WHTECROFT RD-108Mar2017.EC0
File Type	Plus
Algorithm	Factory default axle
Description	WHITECROFT ROAD [30M]
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-03-01T18:33:39
Start Time	2017-03-01T18:33:39
Finish Time	2017-03-08T13:09:39
Operator	LW
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	TSP Class Profile All Days New15 mins
Title	TSP Traffic Reports
Graphic Logo	C:and SettingsDocuments3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	

Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2017-03-01T00:00:00
Filter End	2017-03-08T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	120
Posted Limit	30
Speed Limits	35 45 30 30 30 0 0 0 0 30
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

TSP Class Profile All Days 15 Mins

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 130	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
]PSL 30	Number exceeding Posted Speed Limit
]PSL% 30	Percent exceeding Posted Speed Limit
]SL1 35 ACPO	Number exceeding Speed Limit 1
]SL1% 35 ACPO	Percent exceeding Speed Limit 1
]SL2 45 DFT	Number exceeding Speed Limit 2
]SL2% 45 DFT	Percent exceeding Speed Limit 2
Fix1	User defined fixed text

TSP Class Profile All Days 15 Mins

Report Id - CustomList-636
Site Name - WHTECROFT RD-1
Description - WHITECROFT ROAD [30M]
Direction - North

01 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0	
0015	3	0	3	0	0	0	0	0	0	0	0	
0030	5	0	5	0	0	0	0	0	0	0	0	
0045	1	0	1	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	
0115	2	0	2	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0215	1	0	1	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	
0415	1	0	1	0	0	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	
0500	4	0	4	0	0	0	0	0	0	0	0	
0515	3	0	3	0	0	0	0	0	0	0	0	
0530	6	0	5	0	0	1	0	0	0	0	0	
0545	8	0	8	0	0	0	0	0	0	0	0	
0600	3	0	3	0	0	0	0	0	0	0	0	
0615	11	1	10	0	0	0	0	0	0	0	0	
0630	12	1	9	0	0	2	0	0	0	0	0	
0645	16	0	14	0	0	1	1	0	0	0	0	
0700	34	4	29	0	1	0	0	0	0	0	0	
0715	34	0	33	0	0	0	0	0	1	0	0	
0730	66	0	60	0	3	3	0	0	0	0	0	
0745	61	0	57	0	0	4	0	0	0	0	0	
0800	66	1	63	0	0	2	0	0	0	0	0	
0815	50	2	45	0	2	0	0	0	0	0	1	
0830	71	1	68	1	1	0	0	0	0	0	0	
0845	55	0	50	0	5	0	0	0	0	0	0	
0900	46	1	42	0	2	0	1	0	0	0	0	
0915	35	0	33	0	2	0	0	0	0	0	0	
0930	46	0	44	0	2	0	0	0	0	0	0	
0945	36	1	30	0	3	0	1	0	0	1	0	
1000	35	0	32	0	3	0	0	0	0	0	0	

1015	41	2	39	0	0	0	0	0	0	0	0
1030	39	1	36	0	2	0	0	0	0	0	0
1045	33	0	29	0	4	0	0	0	0	0	0
1100	34	0	29	0	4	0	0	0	0	0	1
1115	35	1	30	0	4	0	0	0	0	0	0
1130	41	0	35	0	6	0	0	0	0	0	0
1145	35	0	30	0	4	1	0	0	0	0	0
1200	47	0	45	1	1	0	0	0	0	0	0
1215	45	0	42	0	3	0	0	0	0	0	0
1230	42	1	37	0	3	1	0	0	0	0	0
1245	38	2	32	1	2	0	0	1	0	0	0
1300	36	0	34	1	1	0	0	0	0	0	0
1315	42	2	38	0	1	0	0	1	0	0	0
1330	39	0	37	0	2	0	0	0	0	0	0
1345	39	1	36	2	0	0	0	0	0	0	0
1400	45	3	38	0	4	0	0	0	0	0	0
1415	42	0	40	0	0	0	0	1	0	1	0
1430	42	1	35	1	5	0	0	0	0	0	0
1445	46	1	41	0	3	0	0	0	1	0	0
1500	70	2	65	0	3	0	0	0	0	0	0
1515	55	1	50	0	4	0	0	0	0	0	0
1530	60	2	54	0	4	0	0	0	0	0	0
1545	58	1	53	0	3	0	0	0	1	0	0
1600	69	2	62	0	4	1	0	0	0	0	0
1615	69	1	62	0	5	0	0	0	0	0	1
1630	87	2	81	0	4	0	0	0	0	0	0
1645	72	2	69	0	0	1	0	0	0	0	0
1700	104	1	95	1	5	1	0	0	0	1	0
1715	110	1	108	0	1	0	0	0	0	0	0
1730	122	3	115	0	4	0	0	0	0	0	0
1745	102	4	91	0	7	0	0	0	0	0	0
1800	83	1	80	1	1	0	0	0	0	0	0
1815	51	1	47	2	1	0	0	0	0	0	0
1830	58	0	56	0	1	1	0	0	0	0	0
1845	41	0	41	0	0	0	0	0	0	0	0
1900	44	0	42	0	2	0	0	0	0	0	0
1915	25	3	21	0	1	0	0	0	0	0	0
1930	30	0	26	0	4	0	0	0	0	0	0
1945	35	0	35	0	0	0	0	0	0	0	0
2000	22	0	22	0	0	0	0	0	0	0	0
2015	19	0	17	0	2	0	0	0	0	0	0
2030	18	1	16	0	1	0	0	0	0	0	0
2045	21	1	19	0	1	0	0	0	0	0	0
2100	13	0	13	0	0	0	0	0	0	0	0
2115	14	0	14	0	0	0	0	0	0	0	0
2130	16	0	16	0	0	0	0	0	0	0	0
2145	11	0	11	0	0	0	0	0	0	0	0
2200	12	0	12	0	0	0	0	0	0	0	0
2215	14	0	14	0	0	0	0	0	0	0	0
2230	8	0	8	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
2315	1	0	0	0	0	0	0	1	0	0	0
2330	6	1	5	0	0	0	0	0	0	0	0
2345	3	0	2	0	1	0	0	0	0	0	0

07-19	**2607**	**49**	**2398**	**11**	**120**	**15**	**2**	**3**	**3**	**3**	**3**	
06-22	**2917**	**56**	**2686**	**11**	**131**	**18**	**3**	**3**	**3**	**3**	**3**	
06-00	**2966**	**57**	**2732**	**11**	**132**	**18**	**3**	**4**	**3**	**3**	**3**	
00-00	**3005**	**57**	**2770**	**11**	**132**	**19**	**3**	**4**	**3**	**3**	**3**	

02 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
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0015	2	0	2	0	0	0	0	0	0	0	0	
0030	5	0	4	0	1	0	0	0	0	0	0	
0045	2	0	0	0	2	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	
0115	2	0	1	0	0	0	1	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	
0145	1	0	1	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0315	1	0	0	0	0	0	1	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0415	2	0	2	0	0	0	0	0	0	0	0	
0430	3	0	3	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	
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0515	6	0	5	0	0	1	0	0	0	0	0	
0530	9	0	9	0	0	0	0	0	0	0	0	
0545	3	0	3	0	0	0	0	0	0	0	0	
0600	7	0	7	0	0	0	0	0	0	0	0	
0615	10	0	10	0	0	0	0	0	0	0	0	
0630	11	0	10	1	0	0	0	0	0	0	0	
0645	16	1	13	0	0	2	0	0	0	0	0	
0700	32	2	28	0	1	0	1	0	0	0	0	
0715	23	0	21	0	0	2	0	0	0	0	0	
0730	73	0	68	2	0	3	0	0	0	0	0	
0745	52	2	47	0	1	1	0	0	0	0	1	
0800	60	2	57	0	0	1	0	0	0	0	0	
0815	45	0	44	0	1	0	0	0	0	0	0	
0830	61	0	57	0	3	1	0	0	0	0	0	
0845	54	1	48	0	4	0	0	0	0	0	1	
0900	42	0	41	0	1	0	0	0	0	0	0	
0915	50	0	48	2	0	0	0	0	0	0	0	
0930	40	1	35	0	4	0	0	0	0	0	0	
0945	41	0	35	1	5	0	0	0	0	0	0	
1000	31	2	27	0	2	0	0	0	0	0	0	
1015	32	2	28	0	2	0	0	0	0	0	0	
1030	44	0	40	0	4	0	0	0	0	0	0	
1045	38	0	34	0	3	0	0	1	0	0	0	

1100	32	1	29	1	1	0	0	0	0	0	0
1115	35	0	32	0	2	1	0	0	0	0	0
1130	38	0	35	0	1	0	1	0	0	1	0
1145	36	1	30	0	4	0	0	0	0	0	1
1200	41	1	39	0	1	0	0	0	0	0	0
1215	52	1	41	0	8	1	0	0	1	0	0
1230	48	0	44	2	2	0	0	0	0	0	0
1245	43	0	39	0	3	1	0	0	0	0	0
1300	49	1	46	0	1	0	0	0	0	0	1
1315	34	0	30	0	3	0	0	0	0	1	0
1330	29	0	27	0	2	0	0	0	0	0	0
1345	37	0	35	0	1	0	0	0	0	0	1
1400	37	1	33	0	2	0	0	0	0	1	0
1415	47	1	42	0	4	0	0	0	0	0	0
1430	38	0	34	0	2	1	0	1	0	0	0
1445	57	1	51	1	3	0	0	0	0	1	0
1500	62	1	54	0	6	0	0	0	0	0	1
1515	54	2	50	0	2	0	0	0	0	0	0
1530	61	1	57	0	2	1	0	0	0	0	0
1545	52	0	51	0	1	0	0	0	0	0	0
1600	80	0	74	1	5	0	0	0	0	0	0
1615	70	4	62	0	4	0	0	0	0	0	0
1630	83	0	77	0	6	0	0	0	0	0	0
1645	89	3	82	0	3	1	0	0	0	0	0
1700	120	5	109	0	5	1	0	0	0	0	0
1715	94	3	87	1	3	0	0	0	0	0	0
1730	88	2	86	0	0	0	0	0	0	0	0
1745	98	2	94	0	2	0	0	0	0	0	0
1800	81	0	76	1	3	1	0	0	0	0	0
1815	49	0	46	0	3	0	0	0	0	0	0
1830	52	0	51	1	0	0	0	0	0	0	0
1845	48	0	48	0	0	0	0	0	0	0	0
1900	45	1	44	0	0	0	0	0	0	0	0
1915	34	0	34	0	0	0	0	0	0	0	0
1930	35	0	35	0	0	0	0	0	0	0	0
1945	26	1	24	0	1	0	0	0	0	0	0
2000	35	2	32	0	1	0	0	0	0	0	0
2015	23	1	21	0	0	0	0	0	0	0	1
2030	25	0	23	0	1	1	0	0	0	0	0
2045	24	1	23	0	0	0	0	0	0	0	0
2100	25	0	24	1	0	0	0	0	0	0	0
2115	14	0	13	0	1	0	0	0	0	0	0
2130	12	0	11	0	0	0	1	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0
2200	14	0	14	0	0	0	0	0	0	0	0
2215	9	0	9	0	0	0	0	0	0	0	0
2230	12	1	11	0	0	0	0	0	0	0	0
2245	5	0	5	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0
2330	8	0	8	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	**2552**	**43**	**2349**	**13**	**116**	**16**	**2**	**2**	**1**	**4**	**6**
06-22	**2901**	**50**	**2680**	**15**	**120**	**19**	**3**	**2**	**1**	**4**	**7**
06-00	**2961**	**51**	**2739**	**15**	**120**	**19**	**3**	**2**	**1**	**4**	**7**

00-00	3006	51	2778	15	123	20	5	2	1	4	7	

03 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
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0015	3	0	3	0	0	0	0	0	0	0	0	
0030	1	0	1	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	
0100	4	0	4	0	0	0	0	0	0	0	0	
0115	1	0	1	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	
0300	2	0	2	0	0	0	0	0	0	0	0	
0315	1	0	1	0	0	0	0	0	0	0	0	
0330	1	0	1	0	0	0	0	0	0	0	0	
0345	1	0	1	0	0	0	0	0	0	0	0	
0400	1	0	0	0	1	0	0	0	0	0	0	
0415	2	0	2	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	
0445	2	0	1	0	0	0	0	1	0	0	0	
0500	4	0	3	0	0	1	0	0	0	0	0	
0515	2	0	1	0	1	0	0	0	0	0	0	
0530	7	0	7	0	0	0	0	0	0	0	0	
0545	4	0	4	0	0	0	0	0	0	0	0	
0600	6	0	6	0	0	0	0	0	0	0	0	
0615	10	1	8	0	0	1	0	0	0	0	0	
0630	12	1	10	0	1	0	0	0	0	0	0	
0645	14	0	13	0	0	0	1	0	0	0	0	
0700	27	3	22	0	0	0	1	0	0	0	1	
0715	22	0	20	0	2	0	0	0	0	0	0	
0730	61	1	57	0	3	0	0	0	0	0	0	
0745	51	0	50	0	1	0	0	0	0	0	0	
0800	60	1	58	0	1	0	0	0	0	0	0	
0815	46	1	42	0	3	0	0	0	0	0	0	
0830	64	1	59	0	2	1	1	0	0	0	0	
0845	54	0	51	0	2	0	0	0	1	0	0	
0900	53	0	51	0	2	0	0	0	0	0	0	
0915	32	1	30	0	1	0	0	0	0	0	0	
0930	43	2	38	0	3	0	0	0	0	0	0	
0945	35	1	34	0	0	0	0	0	0	0	0	
1000	32	1	28	0	2	1	0	0	0	0	0	
1015	25	1	22	1	1	0	0	0	0	0	0	
1030	34	0	29	0	5	0	0	0	0	0	0	
1045	39	0	36	0	2	0	0	0	0	0	1	
1100	54	0	46	1	6	0	0	0	1	0	0	
1115	42	0	37	0	5	0	0	0	0	0	0	
1130	40	1	39	0	0	0	0	0	0	0	0	

1145	49	0	44	0	5	0	0	0	0	0	0
1200	53	0	50	0	2	1	0	0	0	0	0
1215	37	0	36	0	1	0	0	0	0	0	0
1230	58	0	52	1	5	0	0	0	0	0	0
1245	45	0	40	0	5	0	0	0	0	0	0
1300	33	0	31	0	2	0	0	0	0	0	0
1315	37	0	34	1	2	0	0	0	0	0	0
1330	34	0	32	0	2	0	0	0	0	0	0
1345	40	0	39	1	0	0	0	0	0	0	0
1400	50	0	48	0	1	0	1	0	0	0	0
1415	49	0	46	0	3	0	0	0	0	0	0
1430	34	0	33	0	1	0	0	0	0	0	0
1445	57	2	53	0	2	0	0	0	0	0	0
1500	67	1	64	0	2	0	0	0	0	0	0
1515	62	1	54	3	4	0	0	0	0	0	0
1530	57	2	53	0	2	0	0	0	0	0	0
1545	58	2	51	0	5	0	0	0	0	0	0
1600	74	0	71	1	2	0	0	0	0	0	0
1615	79	2	72	0	5	0	0	0	0	0	0
1630	89	2	81	2	4	0	0	0	0	0	0
1645	80	1	76	0	3	0	0	0	0	0	0
1700	115	1	112	0	2	0	0	0	0	0	0
1715	66	2	62	1	1	0	0	0	0	0	0
1730	105	6	90	1	6	1	1	0	0	0	0
1745	76	0	74	0	2	0	0	0	0	0	0
1800	69	3	65	0	1	0	0	0	0	0	0
1815	57	3	51	1	2	0	0	0	0	0	0
1830	56	1	52	0	3	0	0	0	0	0	0
1845	53	0	51	0	1	0	0	0	1	0	0
1900	39	0	37	0	2	0	0	0	0	0	0
1915	43	0	42	0	1	0	0	0	0	0	0
1930	37	1	36	0	0	0	0	0	0	0	0
1945	27	0	27	0	0	0	0	0	0	0	0
2000	24	0	24	0	0	0	0	0	0	0	0
2015	23	0	23	0	0	0	0	0	0	0	0
2030	13	0	13	0	0	0	0	0	0	0	0
2045	21	1	20	0	0	0	0	0	0	0	0
2100	19	0	19	0	0	0	0	0	0	0	0
2115	12	0	12	0	0	0	0	0	0	0	0
2130	14	0	14	0	0	0	0	0	0	0	0
2145	14	0	13	0	1	0	0	0	0	0	0
2200	15	0	15	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	9	0	9	0	0	0	0	0	0	0	0
2245	7	0	7	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
2315	8	0	8	0	0	0	0	0	0	0	0
2330	5	0	5	0	0	0	0	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0
07-19	**2553**	**43**	**2366**	**14**	**117**	**4**	**4**	**0**	**3**	**0**	**2**
06-22	**2881**	**47**	**2683**	**14**	**122**	**5**	**5**	**0**	**3**	**0**	**2**
06-00	**2937**	**47**	**2739**	**14**	**122**	**5**	**5**	**0**	**3**	**0**	**2**
00-00	**2973**	**47**	**2771**	**14**	**124**	**6**	**5**	**1**	**3**	**0**	**2**

04 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	8	1	7	0	0	0	0	0	0	0	0	
0015	5	0	5	0	0	0	0	0	0	0	0	
0030	7	0	7	0	0	0	0	0	0	0	0	
0045	2	0	2	0	0	0	0	0	0	0	0	
0100	5	0	5	0	0	0	0	0	0	0	0	
0115	2	0	2	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	
0145	1	0	1	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	
0230	2	0	2	0	0	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	
0430	2	0	2	0	0	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0515	0	0	0	0	0	0	0	0	0	0	0	
0530	2	0	2	0	0	0	0	0	0	0	0	
0545	3	0	3	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	
0615	4	0	4	0	0	0	0	0	0	0	0	
0630	2	0	2	0	0	0	0	0	0	0	0	
0645	8	0	7	0	1	0	0	0	0	0	0	
0700	10	0	10	0	0	0	0	0	0	0	0	
0715	13	0	12	0	1	0	0	0	0	0	0	
0730	15	1	14	0	0	0	0	0	0	0	0	
0745	14	2	12	0	0	0	0	0	0	0	0	
0800	9	0	8	0	1	0	0	0	0	0	0	
0815	18	0	15	0	3	0	0	0	0	0	0	
0830	21	1	14	1	4	1	0	0	0	0	0	
0845	33	2	29	0	1	1	0	0	0	0	0	
0900	29	2	24	1	2	0	0	0	0	0	0	
0915	31	2	28	0	1	0	0	0	0	0	0	
0930	39	1	38	0	0	0	0	0	0	0	0	
0945	45	0	42	0	3	0	0	0	0	0	0	
1000	57	0	53	0	4	0	0	0	0	0	0	
1015	36	0	36	0	0	0	0	0	0	0	0	
1030	47	3	43	0	1	0	0	0	0	0	0	
1045	42	2	39	0	1	0	0	0	0	0	0	
1100	51	0	49	0	2	0	0	0	0	0	0	
1115	51	0	49	1	1	0	0	0	0	0	0	
1130	49	3	45	0	1	0	0	0	0	0	0	
1145	49	2	45	0	2	0	0	0	0	0	0	
1200	52	1	51	0	0	0	0	0	0	0	0	
1215	55	0	53	1	1	0	0	0	0	0	0	

1230	39	0	37	0	2	0	0	0	0	0	0	
1245	56	1	51	0	2	0	2	0	0	0	0	
1300	49	0	49	0	0	0	0	0	0	0	0	
1315	36	0	36	0	0	0	0	0	0	0	0	
1330	46	1	43	1	1	0	0	0	0	0	0	
1345	32	0	31	0	1	0	0	0	0	0	0	
1400	56	2	50	1	3	0	0	0	0	0	0	
1415	39	1	37	0	1	0	0	0	0	0	0	
1430	45	0	42	0	3	0	0	0	0	0	0	
1445	40	0	39	0	1	0	0	0	0	0	0	
1500	43	0	37	1	5	0	0	0	0	0	0	
1515	32	0	29	0	3	0	0	0	0	0	0	
1530	38	2	33	2	1	0	0	0	0	0	0	
1545	33	0	31	0	2	0	0	0	0	0	0	
1600	55	1	53	0	1	0	0	0	0	0	0	
1615	37	0	35	1	1	0	0	0	0	0	0	
1630	37	0	36	0	1	0	0	0	0	0	0	
1645	31	0	31	0	0	0	0	0	0	0	0	
1700	52	0	52	0	0	0	0	0	0	0	0	
1715	38	0	36	0	2	0	0	0	0	0	0	
1730	41	0	39	0	2	0	0	0	0	0	0	
1745	26	0	25	0	1	0	0	0	0	0	0	
1800	41	0	41	0	0	0	0	0	0	0	0	
1815	30	0	30	0	0	0	0	0	0	0	0	
1830	31	0	30	0	1	0	0	0	0	0	0	
1845	28	0	28	0	0	0	0	0	0	0	0	
1900	26	0	25	0	1	0	0	0	0	0	0	
1915	33	0	31	0	1	0	0	0	0	0	1	
1930	25	1	23	0	1	0	0	0	0	0	0	
1945	33	0	33	0	0	0	0	0	0	0	0	
2000	27	0	27	0	0	0	0	0	0	0	0	
2015	16	0	15	0	1	0	0	0	0	0	0	
2030	22	0	20	0	2	0	0	0	0	0	0	
2045	9	0	8	0	0	1	0	0	0	0	0	
2100	18	0	18	0	0	0	0	0	0	0	0	
2115	17	1	16	0	0	0	0	0	0	0	0	
2130	15	0	14	0	1	0	0	0	0	0	0	
2145	24	0	24	0	0	0	0	0	0	0	0	
2200	12	0	12	0	0	0	0	0	0	0	0	
2215	7	0	6	0	1	0	0	0	0	0	0	
2230	8	0	8	0	0	0	0	0	0	0	0	
2245	8	0	8	0	0	0	0	0	0	0	0	
2300	7	0	7	0	0	0	0	0	0	0	0	
2315	9	0	9	0	0	0	0	0	0	0	0	
2330	6	1	5	0	0	0	0	0	0	0	0	
2345	6	0	5	0	1	0	0	0	0	0	0	
07-19	**1797**	**30**	**1690**	**10**	**63**	**2**	**2**	**0**	**0**	**0**	**0**	
06-22	**2077**	**32**	**1958**	**10**	**71**	**3**	**2**	**0**	**0**	**0**	**1**	
06-00	**2140**	**33**	**2018**	**10**	**73**	**3**	**2**	**0**	**0**	**0**	**1**	
00-00	**2183**	**34**	**2060**	**10**	**73**	**3**	**2**	**0**	**0**	**0**	**1**	

05 March 2017

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Fix1

		1	2	3	4	5	6	7	8	9	10	
0000	10	2	8	0	0	0	0	0	0	0	0	
0015	8	0	8	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	
0045	3	0	2	0	1	0	0	0	0	0	0	
0100	6	0	6	0	0	0	0	0	0	0	0	
0115	2	0	2	0	0	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	
0145	2	0	2	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0215	2	0	2	0	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0	
0300	2	0	2	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0515	3	0	3	0	0	0	0	0	0	0	0	
0530	0	0	0	0	0	0	0	0	0	0	0	
0545	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	
0615	1	0	1	0	0	0	0	0	0	0	0	
0630	1	0	1	0	0	0	0	0	0	0	0	
0645	6	0	6	0	0	0	0	0	0	0	0	
0700	10	0	9	0	1	0	0	0	0	0	0	
0715	6	1	5	0	0	0	0	0	0	0	0	
0730	10	0	10	0	0	0	0	0	0	0	0	
0745	6	0	6	0	0	0	0	0	0	0	0	
0800	11	2	8	0	1	0	0	0	0	0	0	
0815	10	1	8	0	1	0	0	0	0	0	0	
0830	4	0	4	0	0	0	0	0	0	0	0	
0845	12	0	10	1	1	0	0	0	0	0	0	
0900	15	2	13	0	0	0	0	0	0	0	0	
0915	18	0	18	0	0	0	0	0	0	0	0	
0930	27	0	24	0	3	0	0	0	0	0	0	
0945	24	0	21	0	3	0	0	0	0	0	0	
1000	32	0	31	0	1	0	0	0	0	0	0	
1015	27	1	26	0	0	0	0	0	0	0	0	
1030	24	0	23	0	1	0	0	0	0	0	0	
1045	31	1	29	0	1	0	0	0	0	0	0	
1100	27	0	27	0	0	0	0	0	0	0	0	
1115	26	0	24	0	2	0	0	0	0	0	0	
1130	32	0	30	0	2	0	0	0	0	0	0	
1145	43	0	42	0	1	0	0	0	0	0	0	
1200	49	1	48	0	0	0	0	0	0	0	0	
1215	45	0	45	0	0	0	0	0	0	0	0	
1230	38	1	36	0	1	0	0	0	0	0	0	
1245	44	1	41	0	2	0	0	0	0	0	0	
1300	44	0	44	0	0	0	0	0	0	0	0	

1315	29	0	28	0	1	0	0	0	0	0	0	
1330	39	0	38	0	1	0	0	0	0	0	0	
1345	35	0	35	0	0	0	0	0	0	0	0	
1400	46	1	44	1	0	0	0	0	0	0	0	
1415	42	0	41	0	1	0	0	0	0	0	0	
1430	33	0	33	0	0	0	0	0	0	0	0	
1445	34	0	33	0	1	0	0	0	0	0	0	
1500	31	0	30	0	1	0	0	0	0	0	0	
1515	21	1	20	0	0	0	0	0	0	0	0	
1530	38	0	37	0	1	0	0	0	0	0	0	
1545	29	0	29	0	0	0	0	0	0	0	0	
1600	40	0	38	0	2	0	0	0	0	0	0	
1615	26	1	23	0	1	0	1	0	0	0	0	
1630	35	0	33	0	2	0	0	0	0	0	0	
1645	38	2	35	0	1	0	0	0	0	0	0	
1700	28	0	28	0	0	0	0	0	0	0	0	
1715	28	0	28	0	0	0	0	0	0	0	0	
1730	24	0	24	0	0	0	0	0	0	0	0	
1745	15	0	15	0	0	0	0	0	0	0	0	
1800	23	0	23	0	0	0	0	0	0	0	0	
1815	13	0	12	0	0	0	1	0	0	0	0	
1830	17	0	15	0	1	0	0	0	1	0	0	
1845	23	0	22	0	1	0	0	0	0	0	0	
1900	13	0	13	0	0	0	0	0	0	0	0	
1915	20	0	19	0	1	0	0	0	0	0	0	
1930	30	1	28	0	1	0	0	0	0	0	0	
1945	11	0	11	0	0	0	0	0	0	0	0	
2000	18	1	16	0	0	1	0	0	0	0	0	
2015	17	1	16	0	0	0	0	0	0	0	0	
2030	17	0	15	0	1	1	0	0	0	0	0	
2045	10	0	10	0	0	0	0	0	0	0	0	
2100	6	0	6	0	0	0	0	0	0	0	0	
2115	6	0	6	0	0	0	0	0	0	0	0	
2130	9	0	8	0	0	1	0	0	0	0	0	
2145	8	0	8	0	0	0	0	0	0	0	0	
2200	7	0	6	0	1	0	0	0	0	0	0	
2215	5	0	5	0	0	0	0	0	0	0	0	
2230	5	1	4	0	0	0	0	0	0	0	0	
2245	4	0	4	0	0	0	0	0	0	0	0	
2300	5	0	4	0	1	0	0	0	0	0	0	
2315	4	0	4	0	0	0	0	0	0	0	0	
2330	5	1	4	0	0	0	0	0	0	0	0	
2345	3	0	3	0	0	0	0	0	0	0	0	
07-19	**1302**	**16**	**1246**	**2**	**35**	**0**	**2**	**0**	**1**	**0**	**0**	
06-22	**1476**	**19**	**1411**	**2**	**38**	**3**	**2**	**0**	**1**	**0**	**0**	
06-00	**1514**	**21**	**1445**	**2**	**40**	**3**	**2**	**0**	**1**	**0**	**0**	
00-00	**1557**	**23**	**1485**	**2**	**41**	**3**	**2**	**0**	**1**	**0**	**0**	

06 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	6	0	6	0	0	0	0	0	0	0	0	

0015	0	0	0	0	0	0	0	0	0	0	0
0030	3	0	1	1	0	1	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	0	1	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	3	0	3	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0
0545	6	0	5	0	1	0	0	0	0	0	0
0600	5	0	4	0	0	0	1	0	0	0	0
0615	11	0	11	0	0	0	0	0	0	0	0
0630	10	0	10	0	0	0	0	0	0	0	0
0645	14	0	14	0	0	0	0	0	0	0	0
0700	35	4	28	0	2	1	0	0	0	0	0
0715	31	0	29	0	0	2	0	0	0	0	0
0730	74	0	70	0	1	2	1	0	0	0	0
0745	45	0	45	0	0	0	0	0	0	0	0
0800	69	2	62	0	3	1	1	0	0	0	0
0815	55	1	53	0	0	1	0	0	0	0	0
0830	65	0	64	0	1	0	0	0	0	0	0
0845	55	0	53	0	2	0	0	0	0	0	0
0900	26	0	22	0	4	0	0	0	0	0	0
0915	27	0	26	0	1	0	0	0	0	0	0
0930	29	0	27	0	2	0	0	0	0	0	0
0945	47	0	45	1	0	1	0	0	0	0	0
1000	45	1	42	0	1	0	0	0	0	0	1
1015	35	1	33	0	0	0	1	0	0	0	0
1030	31	2	26	0	3	0	0	0	0	0	0
1045	29	0	27	0	2	0	0	0	0	0	0
1100	36	0	32	0	4	0	0	0	0	0	0
1115	26	0	22	0	4	0	0	0	0	0	0
1130	29	2	25	0	1	0	0	0	1	0	0
1145	45	0	41	0	3	0	0	0	0	0	1
1200	45	1	40	0	4	0	0	0	0	0	0
1215	42	0	39	1	1	0	0	0	1	0	0
1230	42	0	37	1	4	0	0	0	0	0	0
1245	29	0	26	0	3	0	0	0	0	0	0
1300	62	4	53	0	4	1	0	0	0	0	0
1315	34	0	32	0	2	0	0	0	0	0	0
1330	38	0	37	1	0	0	0	0	0	0	0
1345	46	0	42	0	3	0	1	0	0	0	0

1400	41	1	35	0	4	1	0	0	0	0	0	
1415	42	0	39	1	1	0	1	0	0	0	0	
1430	40	1	38	1	0	0	0	0	0	0	0	
1445	54	1	48	1	4	0	0	0	0	0	0	
1500	62	3	53	1	5	0	0	0	0	0	0	
1515	42	0	40	0	2	0	0	0	0	0	0	
1530	59	1	56	0	2	0	0	0	0	0	0	
1545	52	7	42	0	3	0	0	0	0	0	0	
1600	78	1	72	0	4	0	0	0	0	1	0	
1615	75	2	67	0	5	1	0	0	0	0	0	
1630	87	2	82	1	2	0	0	0	0	0	0	
1645	71	2	65	0	4	0	0	0	0	0	0	
1700	101	2	91	1	4	0	1	1	0	0	1	
1715	79	0	77	1	1	0	0	0	0	0	0	
1730	108	2	104	0	0	0	2	0	0	0	0	
1745	89	3	84	0	1	0	0	0	0	0	1	
1800	71	2	67	0	2	0	0	0	0	0	0	
1815	56	0	54	0	2	0	0	0	0	0	0	
1830	40	1	36	0	2	1	0	0	0	0	0	
1845	37	2	34	0	1	0	0	0	0	0	0	
1900	36	0	34	0	2	0	0	0	0	0	0	
1915	39	1	38	0	0	0	0	0	0	0	0	
1930	25	0	25	0	0	0	0	0	0	0	0	
1945	15	0	15	0	0	0	0	0	0	0	0	
2000	25	1	24	0	0	0	0	0	0	0	0	
2015	18	0	17	0	0	1	0	0	0	0	0	
2030	29	0	29	0	0	0	0	0	0	0	0	
2045	25	0	24	1	0	0	0	0	0	0	0	
2100	20	0	20	0	0	0	0	0	0	0	0	
2115	19	0	19	0	0	0	0	0	0	0	0	
2130	16	0	15	0	1	0	0	0	0	0	0	
2145	11	0	11	0	0	0	0	0	0	0	0	
2200	13	0	13	0	0	0	0	0	0	0	0	
2215	8	0	8	0	0	0	0	0	0	0	0	
2230	11	1	10	0	0	0	0	0	0	0	0	
2245	9	1	8	0	0	0	0	0	0	0	0	
2300	4	0	4	0	0	0	0	0	0	0	0	
2315	5	1	4	0	0	0	0	0	0	0	0	
2330	2	0	2	0	0	0	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	
07-19	**2456**	**51**	**2262**	**11**	**104**	**12**	**8**	**1**	**2**	**1**	**4**	
06-22	**2774**	**53**	**2572**	**12**	**107**	**13**	**9**	**1**	**2**	**1**	**4**	
06-00	**2826**	**56**	**2621**	**12**	**107**	**13**	**9**	**1**	**2**	**1**	**4**	
00-00	**2857**	**56**	**2648**	**13**	**109**	**14**	**9**	**1**	**2**	**1**	**4**	

07 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	9	0	9	0	0	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	
0030	1	0	1	0	0	0	0	0	0	0	0	
0045	1	0	1	0	0	0	0	0	0	0	0	

0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	3	0	3	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0
0545	7	0	7	0	0	0	0	0	0	0	0
0600	9	0	8	0	1	0	0	0	0	0	0
0615	10	1	9	0	0	0	0	0	0	0	0
0630	15	2	13	0	0	0	0	0	0	0	0
0645	19	0	17	0	0	1	1	0	0	0	0
0700	31	2	26	0	0	1	2	0	0	0	0
0715	32	0	30	0	2	0	0	0	0	0	0
0730	61	1	54	0	3	3	0	0	0	0	0
0745	59	0	57	0	2	0	0	0	0	0	0
0800	63	3	57	0	1	1	0	0	0	1	0
0815	58	1	55	0	1	1	0	0	0	0	0
0830	71	1	69	0	1	0	0	0	0	0	0
0845	55	1	50	0	3	1	0	0	0	0	0
0900	38	2	33	1	2	0	0	0	0	0	0
0915	54	0	53	0	1	0	0	0	0	0	0
0930	22	0	21	0	1	0	0	0	0	0	0
0945	37	0	35	0	1	1	0	0	0	0	0
1000	49	2	42	1	4	0	0	0	0	0	0
1015	33	2	28	0	3	0	0	0	0	0	0
1030	34	0	27	1	6	0	0	0	0	0	0
1045	33	2	28	1	2	0	0	0	0	0	0
1100	37	2	30	0	4	1	0	0	0	0	0
1115	28	0	21	2	4	1	0	0	0	0	0
1130	50	1	48	1	0	0	0	0	0	0	0
1145	42	0	37	1	2	0	1	1	0	0	0
1200	40	0	35	0	2	1	1	0	0	1	0
1215	56	0	52	0	3	0	1	0	0	0	0
1230	43	0	40	0	2	0	0	0	0	1	0
1245	42	2	38	0	2	0	0	0	0	0	0
1300	39	1	35	0	1	0	2	0	0	0	0
1315	29	0	25	0	3	0	0	0	0	1	0
1330	41	2	36	1	2	0	0	0	0	0	0
1345	24	1	19	3	1	0	0	0	0	0	0
1400	44	0	41	0	3	0	0	0	0	0	0
1415	43	0	36	0	7	0	0	0	0	0	0
1430	30	1	27	0	0	1	0	0	0	1	0

1445	53	1	48	0	2	0	0	1	0	1	0
1500	70	1	65	0	3	0	1	0	0	0	0
1515	53	3	47	0	3	0	0	0	0	0	0
1530	59	2	55	0	2	0	0	0	0	0	0
1545	54	1	47	0	5	0	0	0	1	0	0
1600	81	0	69	1	9	1	0	0	0	1	0
1615	69	4	62	0	3	0	0	0	0	0	0
1630	96	1	93	1	1	0	0	0	0	0	0
1645	70	5	63	0	2	0	0	0	0	0	0
1700	108	1	101	1	5	0	0	0	0	0	0
1715	81	0	77	0	4	0	0	0	0	0	0
1730	98	2	93	0	3	0	0	0	0	0	0
1745	89	5	82	1	1	0	0	0	0	0	0
1800	61	1	57	1	2	0	0	0	0	0	0
1815	52	2	48	0	1	0	1	0	0	0	0
1830	46	1	44	0	1	0	0	0	0	0	0
1845	43	0	41	1	1	0	0	0	0	0	0
1900	52	1	51	0	0	0	0	0	0	0	0
1915	36	2	31	0	2	1	0	0	0	0	0
1930	29	0	29	0	0	0	0	0	0	0	0
1945	29	0	28	0	1	0	0	0	0	0	0
2000	19	0	19	0	0	0	0	0	0	0	0
2015	16	1	15	0	0	0	0	0	0	0	0
2030	25	0	23	0	2	0	0	0	0	0	0
2045	20	0	20	0	0	0	0	0	0	0	0
2100	17	0	17	0	0	0	0	0	0	0	0
2115	17	0	16	0	1	0	0	0	0	0	0
2130	13	0	12	0	1	0	0	0	0	0	0
2145	10	1	9	0	0	0	0	0	0	0	0
2200	15	0	14	0	1	0	0	0	0	0	0
2215	17	1	13	0	3	0	0	0	0	0	0
2230	10	0	10	0	0	0	0	0	0	0	0
2245	6	0	5	0	1	0	0	0	0	0	0
2300	8	2	6	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0
2330	7	0	7	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**2501**	**57**	**2277**	**18**	**117**	**13**	**9**	**2**	**1**	**7**	**0**
06-22	**2837**	**65**	**2594**	**18**	**125**	**15**	**10**	**2**	**1**	**7**	**0**
06-00	**2904**	**68**	**2653**	**18**	**130**	**15**	**10**	**2**	**1**	**7**	**0**
00-00	**2941**	**68**	**2690**	**18**	**130**	**15**	**10**	**2**	**1**	**7**	**0**

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	**18522**	**336**	**17202**	**83**	**732**	**80**	**36**	**10**	**11**	**15**	**17**	

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	1	2	0	0	0	0	0
0030	0	0	0	0	0	3	2	0	0	0	0	0
0045	0	0	0	0	0	1	0	0	0	0	0	0
0100	0	0	0	0	0	0	1	0	0	0	0	0
0115	0	0	0	0	0	1	1	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	1	0	0	0	0	0	0
0215	0	0	0	0	0	1	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	2	0	0	0	0	0	0
0415	0	0	0	0	0	1	0	0	0	0	0	0
0430	0	0	0	0	0	0	1	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	2	2	0	0	0	0	0
0515	0	0	0	0	0	2	1	0	0	0	0	0
0530	0	0	0	0	0	1	4	1	0	0	0	0
0545	0	0	0	0	0	2	5	1	0	0	0	0
0600	0	0	0	0	0	0	3	0	0	0	0	0
0615	0	0	0	1	5	3	2	0	0	0	0	0
0630	0	0	0	1	1	8	2	0	0	0	0	0
0645	0	0	0	0	2	6	7	1	0	0	0	0
0700	0	0	1	2	6	20	4	1	0	0	0	0
0715	0	0	0	0	4	24	3	1	0	2	0	0
0730	0	0	0	1	12	31	22	0	0	0	0	0
0745	0	0	0	0	14	27	18	2	0	0	0	0
0800	0	0	0	2	11	36	16	1	0	0	0	0
0815	0	0	0	2	16	29	3	0	0	0	0	0
0830	0	0	0	1	17	42	9	2	0	0	0	0
0845	0	0	0	2	12	29	12	0	0	0	0	0
0900	0	0	1	6	17	19	3	0	0	0	0	0
0915	0	0	0	1	9	21	4	0	0	0	0	0
0930	0	0	0	0	19	22	5	0	0	0	0	0
0945	0	0	0	2	15	15	4	0	0	0	0	0
1000	0	0	0	1	13	14	7	0	0	0	0	0

1015	0	1	0	2	13	22	3	0	0	0	0	0
1030	0	0	0	3	7	23	5	1	0	0	0	0
1045	0	0	0	3	8	16	6	0	0	0	0	0
1100	0	0	1	1	9	15	7	1	0	0	0	0
1115	0	0	0	1	8	17	7	2	0	0	0	0
1130	0	0	0	3	7	23	6	2	0	0	0	0
1145	0	0	0	0	16	12	7	0	0	0	0	0
1200	0	1	1	2	15	21	7	0	0	0	0	0
1215	0	0	0	1	17	18	8	1	0	0	0	0
1230	0	0	2	1	17	13	9	0	0	0	0	0
1245	0	0	0	3	7	17	9	2	0	0	0	0
1300	0	0	0	0	16	11	8	1	0	0	0	0
1315	0	0	0	5	11	17	7	2	0	0	0	0
1330	0	0	0	1	8	21	7	2	0	0	0	0
1345	0	0	1	6	13	9	10	0	0	0	0	0
1400	0	1	2	4	14	19	2	3	0	0	0	0
1415	0	0	0	1	14	24	3	0	0	0	0	0
1430	0	0	0	4	14	19	5	0	0	0	0	0
1445	0	0	0	3	9	23	10	1	0	0	0	0
1500	0	1	0	3	28	31	7	0	0	0	0	0
1515	0	0	0	8	16	24	7	0	0	0	0	0
1530	0	0	0	3	18	31	6	2	0	0	0	0
1545	0	0	1	2	19	31	5	0	0	0	0	0
1600	0	0	2	5	18	25	16	3	0	0	0	0
1615	0	0	1	8	11	35	11	2	1	0	0	0
1630	0	1	0	10	16	43	15	1	1	0	0	0
1645	0	0	1	2	21	34	14	0	0	0	0	0
1700	0	0	0	7	40	45	12	0	0	0	0	0
1715	0	0	1	5	21	65	17	1	0	0	0	0
1730	0	0	2	19	52	33	16	0	0	0	0	0
1745	0	0	0	12	40	42	8	0	0	0	0	0
1800	0	0	0	0	31	47	5	0	0	0	0	0
1815	0	0	0	4	23	21	2	1	0	0	0	0
1830	0	1	0	5	24	23	5	0	0	0	0	0
1845	0	0	0	0	9	25	6	1	0	0	0	0
1900	0	0	0	1	11	23	8	1	0	0	0	0
1915	0	0	0	1	6	12	5	1	0	0	0	0
1930	0	0	0	1	8	15	5	1	0	0	0	0
1945	0	0	0	4	13	15	3	0	0	0	0	0
2000	0	0	0	0	4	11	5	2	0	0	0	0
2015	0	0	0	0	3	7	7	2	0	0	0	0
2030	0	0	0	1	2	8	4	3	0	0	0	0
2045	0	0	0	1	7	7	6	0	0	0	0	0
2100	0	0	0	0	0	10	3	0	0	0	0	0
2115	0	0	0	0	3	6	3	2	0	0	0	0
2130	0	0	0	1	9	5	0	0	1	0	0	0
2145	0	0	0	0	2	9	0	0	0	0	0	0
2200	0	0	0	0	4	5	3	0	0	0	0	0
2215	0	0	0	1	5	6	2	0	0	0	0	0
2230	0	0	0	0	1	6	1	0	0	0	0	0
2245	0	0	0	0	0	2	0	0	0	0	0	0
2300	0	0	0	0	1	2	0	0	0	0	0	0
2315	0	0	0	0	0	1	0	0	0	0	0	0
2330	0	0	0	0	0	5	1	0	0	0	0	0
2345	0	0	0	0	0	2	1	0	0	0	0	0

07-19	**0**	**6**	**17**	**157**	**775**	**1224**	**388**	**36**	**2**	**2**	**0**	**0**
06-22	**0**	**6**	**17**	**169**	**851**	**1369**	**451**	**49**	**3**	**2**	**0**	**0**
06-00	**0**	**6**	**17**	**170**	**862**	**1398**	**459**	**49**	**3**	**2**	**0**	**0**
00-00	**0**	**6**	**17**	**170**	**862**	**1416**	**478**	**51**	**3**	**2**	**0**	**0**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	4	0	0	0	0	0	0
0015	0	0	0	0	0	2	0	0	0	0	0	0
0030	0	0	0	0	2	1	2	0	0	0	0	0
0045	0	0	0	0	0	2	0	0	0	0	0	0
0100	0	0	0	0	0	1	0	0	0	0	0	0
0115	0	0	0	0	0	1	1	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	1	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	2	0	0	0	0	0	0
0430	0	0	0	0	1	1	1	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	2	1	0	0	0	0	0
0515	0	0	0	0	1	2	3	0	0	0	0	0
0530	0	0	0	0	1	6	1	1	0	0	0	0
0545	0	0	0	0	0	0	2	1	0	0	0	0
0600	0	0	0	0	0	2	5	0	0	0	0	0
0615	0	0	0	0	2	6	2	0	0	0	0	0
0630	0	0	0	0	1	4	6	0	0	0	0	0
0645	0	0	0	0	3	5	7	1	0	0	0	0
0700	0	0	0	1	5	15	10	1	0	0	0	0
0715	0	0	0	0	2	18	2	1	0	0	0	0
0730	0	0	0	1	10	45	17	0	0	0	0	0
0745	0	0	0	5	15	27	4	1	0	0	0	0
0800	0	1	0	1	14	32	12	0	0	0	0	0
0815	0	0	0	2	8	29	6	0	0	0	0	0
0830	0	0	0	1	15	37	8	0	0	0	0	0
0845	0	0	0	1	26	25	2	0	0	0	0	0
0900	0	0	0	3	20	15	3	1	0	0	0	0
0915	0	0	0	0	16	26	8	0	0	0	0	0
0930	0	1	0	1	11	20	6	1	0	0	0	0
0945	0	0	0	2	16	20	3	0	0	0	0	0
1000	0	0	0	3	12	14	2	0	0	0	0	0
1015	0	0	0	1	3	16	10	2	0	0	0	0
1030	0	0	1	1	13	23	6	0	0	0	0	0
1045	0	0	0	0	11	21	5	1	0	0	0	0

1100	0	0	0	1	10	13	7	1	0	0	0	0
1115	0	1	0	1	12	16	5	0	0	0	0	0
1130	0	1	0	2	11	19	5	0	0	0	0	0
1145	0	0	0	0	10	19	7	0	0	0	0	0
1200	0	0	0	3	12	20	5	1	0	0	0	0
1215	0	1	0	2	19	21	9	0	0	0	0	0
1230	0	0	1	5	12	22	6	2	0	0	0	0
1245	0	0	0	3	13	20	6	1	0	0	0	0
1300	0	0	2	6	15	20	6	0	0	0	0	0
1315	0	0	0	4	8	15	7	0	0	0	0	0
1330	0	0	0	8	3	12	6	0	0	0	0	0
1345	0	1	0	2	11	20	3	0	0	0	0	0
1400	0	0	1	3	10	15	8	0	0	0	0	0
1415	0	1	0	0	15	25	6	0	0	0	0	0
1430	0	2	1	2	10	17	6	0	0	0	0	0
1445	0	1	1	2	15	23	13	2	0	0	0	0
1500	0	1	0	1	20	26	11	3	0	0	0	0
1515	0	0	0	4	12	26	11	1	0	0	0	0
1530	0	1	0	2	17	30	11	0	0	0	0	0
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1600	0	1	0	1	25	41	11	0	1	0	0	0
1615	0	0	0	2	15	36	16	1	0	0	0	0
1630	0	0	0	2	20	41	19	1	0	0	0	0
1645	0	0	0	2	16	44	26	1	0	0	0	0
1700	0	0	1	14	41	50	14	0	0	0	0	0
1715	0	0	1	6	28	48	11	0	0	0	0	0
1730	0	1	1	4	23	45	13	0	1	0	0	0
1745	0	0	0	7	30	49	10	2	0	0	0	0
1800	0	0	0	6	31	30	12	2	0	0	0	0
1815	0	0	0	0	19	24	3	2	1	0	0	0
1830	0	0	0	2	14	27	7	2	0	0	0	0
1845	0	0	0	1	11	28	7	1	0	0	0	0
1900	0	0	0	3	11	22	9	0	0	0	0	0
1915	0	0	0	0	5	19	8	2	0	0	0	0
1930	0	0	0	0	2	17	14	2	0	0	0	0
1945	0	0	0	1	8	11	5	1	0	0	0	0
2000	0	0	1	1	8	9	15	1	0	0	0	0
2015	0	0	0	1	5	11	4	2	0	0	0	0
2030	0	0	0	0	3	17	3	2	0	0	0	0
2045	0	0	0	0	1	14	6	3	0	0	0	0
2100	0	0	0	1	8	15	1	0	0	0	0	0
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2200	0	0	0	0	1	8	4	1	0	0	0	0
2215	0	0	0	0	2	1	6	0	0	0	0	0
2230	0	0	0	0	0	8	3	1	0	0	0	0
2245	0	0	0	0	3	1	1	0	0	0	0	0
2300	0	0	0	0	1	4	1	0	0	0	0	0
2315	0	0	0	0	0	2	2	0	0	0	0	0
2330	0	0	0	0	2	2	3	1	0	0	0	0
2345	0	0	0	0	0	0	2	0	0	0	0	0
07-19	**0**	**14**	**10**	**123**	**719**	**1250**	**402**	**31**	**3**	**0**	**0**	**0**
06-22	**0**	**14**	**11**	**132**	**786**	**1415**	**494**	**46**	**3**	**0**	**0**	**0**
06-00	**0**	**14**	**11**	**132**	**795**	**1441**	**516**	**49**	**3**	**0**	**0**	**0**

00-00	0	14	11	132	802	1466	527	51	3	0	0	0

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	1	1	1	0	0	0	0	0
0030	0	0	0	0	0	1	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	1	2	0	1	0	0	0	0
0115	0	0	0	0	0	1	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	2	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	1	0	0	0	0	0
0330	0	0	0	0	0	0	1	0	0	0	0	0
0345	0	0	0	0	0	0	1	0	0	0	0	0
0400	0	0	0	0	0	1	0	0	0	0	0	0
0415	0	0	0	0	0	1	1	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	1	1	0	0	0	0	0
0500	0	0	0	0	0	2	1	0	0	0	0	1
0515	0	0	0	0	0	1	1	0	0	0	0	0
0530	0	0	0	0	1	4	2	0	0	0	0	0
0545	0	0	0	0	1	2	1	0	0	0	0	0
0600	0	0	0	0	0	5	1	0	0	0	0	0
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0645	0	0	0	0	0	8	5	1	0	0	0	0
0700	0	0	1	2	3	9	10	2	0	0	0	0
0715	0	0	0	0	6	14	1	1	0	0	0	0
0730	0	0	0	3	7	33	18	0	0	0	0	0
0745	0	0	0	3	11	30	7	0	0	0	0	0
0800	0	2	0	9	17	29	3	0	0	0	0	0
0815	0	0	0	4	17	18	6	1	0	0	0	0
0830	0	1	4	6	16	27	9	1	0	0	0	0
0845	0	0	0	3	17	28	6	0	0	0	0	0
0900	0	0	1	4	12	28	6	2	0	0	0	0
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0930	0	0	1	1	11	23	7	0	0	0	0	0
0945	0	0	0	4	10	18	3	0	0	0	0	0
1000	0	0	0	2	15	13	2	0	0	0	0	0
1015	0	0	0	3	7	11	3	1	0	0	0	0
1030	0	0	1	3	15	13	2	0	0	0	0	0
1045	0	0	0	5	17	15	2	0	0	0	0	0
1100	0	1	0	5	29	18	1	0	0	0	0	0
1115	0	0	0	2	18	17	4	1	0	0	0	0
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1145	0	0	0	4	10	25	9	1	0	0	0	0
1200	0	0	1	3	24	19	6	0	0	0	0	0
1215	0	0	0	0	10	20	6	1	0	0	0	0
1230	0	0	0	2	23	24	9	0	0	0	0	0
1245	0	0	0	2	15	21	6	1	0	0	0	0
1300	0	0	0	1	9	20	3	0	0	0	0	0
1315	0	0	1	1	17	15	3	0	0	0	0	0
1330	0	0	0	1	15	12	6	0	0	0	0	0
1345	0	0	0	1	16	14	7	2	0	0	0	0
1400	0	0	0	3	14	30	3	0	0	0	0	0
1415	0	0	0	0	16	25	7	1	0	0	0	0
1430	0	0	1	1	8	19	4	1	0	0	0	0
1445	0	0	0	3	10	32	9	3	0	0	0	0
1500	0	0	1	4	18	30	14	0	0	0	0	0
1515	0	1	1	4	19	35	1	1	0	0	0	0
1530	0	0	2	9	15	22	9	0	0	0	0	0
1545	0	0	1	4	19	25	8	1	0	0	0	0
1600	0	0	0	1	17	47	9	0	0	0	0	0
1615	0	0	1	4	27	34	10	3	0	0	0	0
1630	0	1	2	6	31	41	8	0	0	0	0	0
1645	0	0	2	3	24	44	5	2	0	0	0	0
1700	0	1	0	1	32	63	16	2	0	0	0	0
1715	0	0	0	0	18	34	13	1	0	0	0	0
1730	0	0	0	12	27	48	14	4	0	0	0	0
1745	0	0	0	4	22	40	9	1	0	0	0	0
1800	0	0	0	2	35	25	7	0	0	0	0	0
1815	0	0	0	3	26	22	6	0	0	0	0	0
1830	0	0	0	1	14	34	6	1	0	0	0	0
1845	0	0	1	1	16	25	8	2	0	0	0	0
1900	0	0	0	0	12	18	7	2	0	0	0	0
1915	0	0	0	1	4	22	14	2	0	0	0	0
1930	0	0	0	0	4	23	7	3	0	0	0	0
1945	0	0	0	1	4	10	10	2	0	0	0	0
2000	0	0	0	0	7	14	3	0	0	0	0	0
2015	0	0	0	0	4	8	8	3	0	0	0	0
2030	0	0	0	0	1	7	5	0	0	0	0	0
2045	0	0	0	0	2	14	4	1	0	0	0	0
2100	0	0	0	1	2	8	7	1	0	0	0	0
2115	0	0	0	0	2	7	1	2	0	0	0	0
2130	0	0	0	0	3	6	4	1	0	0	0	0
2145	0	0	0	0	5	9	0	0	0	0	0	0
2200	0	0	0	2	4	5	2	1	1	0	0	0
2215	0	0	0	0	1	2	0	0	1	0	0	0
2230	0	0	0	0	2	4	2	1	0	0	0	0
2245	0	0	0	0	3	2	2	0	0	0	0	0
2300	0	0	0	0	0	2	1	0	0	0	0	0
2315	0	0	0	0	3	5	0	0	0	0	0	0
2330	0	0	0	0	1	3	1	0	0	0	0	0
2345	0	0	0	0	1	2	0	2	0	0	0	0
07-19	**0**	**7**	**22**	**144**	**800**	**1224**	**317**	**39**	**0**	**0**	**0**	**0**
06-22	**0**	**7**	**22**	**148**	**851**	**1396**	**399**	**58**	**0**	**0**	**0**	**0**
06-00	**0**	**7**	**22**	**150**	**866**	**1421**	**407**	**62**	**2**	**0**	**0**	**0**
00-00	**0**	**7**	**22**	**150**	**872**	**1438**	**418**	**63**	**2**	**0**	**0**	**1**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	1	0	1	5	1	0	0	0	0	0
0015	0	0	0	0	2	3	0	0	0	0	0	0
0030	0	0	0	0	0	5	1	1	0	0	0	0
0045	0	0	0	0	0	1	1	0	0	0	0	0
0100	0	0	0	0	0	2	3	0	0	0	0	0
0115	0	0	0	0	0	0	1	1	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	1	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	1	0	1	0	0	0	0	0	0
0245	0	0	0	0	0	1	0	0	0	0	0	0
0300	0	0	0	0	0	0	1	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	1	1	0	0	0	0	0
0445	0	0	0	0	0	1	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	2	0	0	0	0	0	0
0545	0	0	0	0	0	2	0	1	0	0	0	0
0600	0	0	0	0	0	1	0	0	0	0	0	0
0615	0	0	0	0	1	0	2	1	0	0	0	0
0630	0	0	0	0	0	1	1	0	0	0	0	0
0645	0	0	0	1	1	5	0	1	0	0	0	0
0700	0	0	0	0	1	5	3	1	0	0	0	0
0715	0	0	0	0	1	8	4	0	0	0	0	0
0730	0	0	0	1	3	7	4	0	0	0	0	0
0745	0	0	0	2	4	6	2	0	0	0	0	0
0800	0	0	0	2	2	4	1	0	0	0	0	0
0815	0	0	0	2	2	11	3	0	0	0	0	0
0830	0	0	0	2	12	3	4	0	0	0	0	0
0845	0	0	0	2	11	10	7	1	0	0	0	2
0900	0	0	0	4	6	12	5	2	0	0	0	0
0915	0	2	0	1	6	18	4	0	0	0	0	0
0930	0	0	0	5	9	18	6	0	1	0	0	0
0945	0	0	0	1	13	25	6	0	0	0	0	0
1000	0	0	0	1	25	20	10	1	0	0	0	0
1015	0	0	0	5	8	13	9	1	0	0	0	0
1030	0	0	0	3	12	23	9	0	0	0	0	0
1045	0	0	0	0	13	24	5	0	0	0	0	0
1100	0	0	0	6	11	23	11	0	0	0	0	0
1115	0	0	1	2	21	17	8	2	0	0	0	0
1130	0	0	0	1	11	27	8	2	0	0	0	0
1145	0	0	1	1	13	22	12	0	0	0	0	0
1200	0	0	1	1	13	28	8	1	0	0	0	0
1215	0	0	0	1	14	30	9	1	0	0	0	0

1230	0	0	0	1	6	24	7	1	0	0	0	0
1245	0	0	0	3	11	20	21	1	0	0	0	0
1300	0	0	0	1	11	30	6	1	0	0	0	0
1315	0	0	1	1	6	20	7	1	0	0	0	0
1330	0	0	0	2	18	16	9	1	0	0	0	0
1345	0	0	0	0	6	15	10	1	0	0	0	0
1400	0	0	0	3	15	24	13	1	0	0	0	0
1415	0	0	0	0	15	18	5	1	0	0	0	0
1430	0	0	0	4	14	19	6	2	0	0	0	0
1445	0	0	1	0	9	21	8	1	0	0	0	0
1500	0	0	0	1	10	19	12	0	1	0	0	0
1515	0	0	0	2	8	12	10	0	0	0	0	0
1530	0	0	2	5	13	10	8	0	0	0	0	0
1545	0	0	0	1	7	21	4	0	0	0	0	0
1600	0	0	0	5	12	19	18	1	0	0	0	0
1615	0	0	1	1	15	18	1	1	0	0	0	0
1630	0	0	0	0	11	21	5	0	0	0	0	0
1645	0	0	0	0	8	15	7	0	1	0	0	0
1700	0	0	0	0	17	24	9	2	0	0	0	0
1715	0	0	0	1	11	21	4	1	0	0	0	0
1730	0	0	0	2	13	17	7	1	0	1	0	0
1745	0	0	0	0	7	15	4	0	0	0	0	0
1800	0	0	1	0	17	17	4	2	0	0	0	0
1815	0	1	0	2	5	15	5	2	0	0	0	0
1830	0	0	0	0	5	21	2	3	0	0	0	0
1845	0	0	0	2	7	13	6	0	0	0	0	0
1900	0	0	0	0	4	14	8	0	0	0	0	0
1915	0	0	0	2	8	14	8	1	0	0	0	0
1930	0	0	0	2	11	7	4	1	0	0	0	0
1945	0	0	0	0	5	20	7	1	0	0	0	0
2000	0	0	0	1	9	12	4	1	0	0	0	0
2015	0	0	0	0	4	7	5	0	0	0	0	0
2030	0	0	0	0	6	11	5	0	0	0	0	0
2045	0	0	0	1	2	5	1	0	0	0	0	0
2100	0	0	0	1	4	8	3	2	0	0	0	0
2115	0	0	0	1	5	7	3	1	0	0	0	0
2130	0	0	0	0	2	6	6	1	0	0	0	0
2145	0	0	0	1	10	9	3	1	0	0	0	0
2200	0	0	0	1	4	2	4	0	1	0	0	0
2215	0	0	0	0	0	3	4	0	0	0	0	0
2230	0	0	0	0	1	2	4	1	0	0	0	0
2245	0	0	0	0	0	5	3	0	0	0	0	0
2300	0	0	0	0	3	1	3	0	0	0	0	0
2315	0	0	0	1	2	3	3	0	0	0	0	0
2330	0	0	0	0	0	6	0	0	0	0	0	0
2345	0	0	0	0	0	4	1	1	0	0	0	0
07-19	**0**	**3**	**9**	**80**	**488**	**839**	**336**	**36**	**3**	**1**	**0**	**2**
06-22	**0**	**3**	**9**	**90**	**560**	**966**	**396**	**47**	**3**	**1**	**0**	**2**
06-00	**0**	**3**	**9**	**92**	**570**	**992**	**418**	**49**	**4**	**1**	**0**	**2**
00-00	**0**	**3**	**10**	**93**	**574**	**1017**	**427**	**52**	**4**	**1**	**0**	**2**

Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin

	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60
0000	0	0	0	2	1	2	5	0	0	0	0	0
0015	0	0	0	0	1	1	4	1	1	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	1	0	1	0	1	0	0	0
0100	0	0	0	0	2	2	0	2	0	0	0	0
0115	0	0	0	0	1	1	0	0	0	0	0	0
0130	0	0	0	0	0	1	0	0	0	0	0	0
0145	0	0	0	0	0	2	0	0	0	0	0	0
0200	0	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	0	0	0	1	0	0	1	0	0	0
0230	0	0	0	0	0	1	0	0	0	0	0	0
0245	0	0	0	0	0	0	1	0	0	0	0	0
0300	0	0	0	0	0	1	1	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	1	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	2	0	1	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	1	0	0	0	0
0615	0	0	0	0	0	0	1	0	0	0	0	0
0630	0	0	0	0	0	0	1	0	0	0	0	0
0645	0	0	0	0	3	3	0	0	0	0	0	0
0700	0	0	0	0	2	5	2	1	0	0	0	0
0715	0	0	0	0	3	3	0	0	0	0	0	0
0730	0	0	0	0	0	8	0	1	0	1	0	0
0745	0	0	0	0	0	0	5	1	0	0	0	0
0800	0	0	0	1	2	5	3	0	0	0	0	0
0815	0	0	0	0	3	5	2	0	0	0	0	0
0830	0	0	0	0	0	3	1	0	0	0	0	0
0845	0	0	0	0	0	9	2	1	0	0	0	0
0900	0	0	0	2	3	8	2	0	0	0	0	0
0915	0	0	0	2	3	9	3	0	1	0	0	0
0930	0	0	0	2	9	13	3	0	0	0	0	0
0945	0	0	0	1	5	14	2	2	0	0	0	0
1000	0	0	0	1	4	19	7	1	0	0	0	0
1015	0	0	0	3	9	12	3	0	0	0	0	0
1030	0	0	0	0	9	11	4	0	0	0	0	0
1045	0	0	0	1	5	16	7	2	0	0	0	0
1100	0	0	0	0	4	17	6	0	0	0	0	0
1115	0	0	0	0	9	12	5	0	0	0	0	0
1130	0	0	0	1	9	14	8	0	0	0	0	0
1145	0	0	1	1	10	17	12	2	0	0	0	0
1200	0	0	0	1	15	22	10	1	0	0	0	0
1215	0	0	0	0	16	23	6	0	0	0	0	0
1230	0	0	0	3	10	19	6	0	0	0	0	0
1245	0	0	0	2	18	15	9	0	0	0	0	0
1300	0	0	2	2	8	22	10	0	0	0	0	0

1315	0	0	0	0	6	14	9	0	0	0	0	0
1330	0	0	0	0	14	20	5	0	0	0	0	0
1345	0	0	0	1	7	17	10	0	0	0	0	0
1400	0	0	0	4	11	22	8	1	0	0	0	0
1415	0	0	0	0	11	22	8	1	0	0	0	0
1430	0	0	0	0	11	12	8	2	0	0	0	0
1445	0	0	0	0	3	21	9	1	0	0	0	0
1500	0	0	0	0	8	16	7	0	0	0	0	0
1515	0	0	0	2	3	14	1	1	0	0	0	0
1530	0	0	0	3	11	16	5	3	0	0	0	0
1545	0	0	0	0	4	18	7	0	0	0	0	0
1600	0	0	0	3	12	12	12	1	0	0	0	0
1615	0	0	3	1	3	12	7	0	0	0	0	0
1630	0	0	1	0	8	16	9	1	0	0	0	0
1645	0	0	0	1	8	22	7	0	0	0	0	0
1700	0	0	0	0	7	11	9	1	0	0	0	0
1715	0	0	0	0	6	11	11	0	0	0	0	0
1730	0	0	0	0	2	21	1	0	0	0	0	0
1745	0	0	0	0	3	7	4	1	0	0	0	0
1800	0	0	0	0	5	12	6	0	0	0	0	0
1815	0	0	0	2	5	6	0	0	0	0	0	0
1830	0	0	0	2	5	6	4	0	0	0	0	0
1845	0	0	0	0	4	10	8	1	0	0	0	0
1900	0	0	0	0	4	8	1	0	0	0	0	0
1915	0	0	0	0	6	10	4	0	0	0	0	0
1930	0	0	0	0	16	8	6	0	0	0	0	0
1945	0	0	0	0	0	7	3	1	0	0	0	0
2000	0	0	0	0	4	10	4	0	0	0	0	0
2015	0	0	0	0	5	6	3	3	0	0	0	0
2030	0	0	0	0	3	9	4	0	1	0	0	0
2045	0	0	0	0	2	6	2	0	0	0	0	0
2100	0	0	0	0	1	4	1	0	0	0	0	0
2115	0	0	0	0	1	4	1	0	0	0	0	0
2130	0	0	0	0	6	2	1	0	0	0	0	0
2145	0	0	0	0	3	3	2	0	0	0	0	0
2200	0	0	0	0	2	1	3	0	1	0	0	0
2215	0	0	0	0	2	3	0	0	0	0	0	0
2230	0	0	0	0	1	4	0	0	0	0	0	0
2245	0	0	0	0	0	3	1	0	0	0	0	0
2300	0	0	0	1	1	2	1	0	0	0	0	0
2315	0	0	0	0	0	3	1	0	0	0	0	0
2330	0	0	0	0	1	2	2	0	0	0	0	0
2345	0	0	0	0	1	2	0	0	0	0	0	0
07-19	**0**	**0**	**7**	**42**	**313**	**639**	**273**	**26**	**1**	**1**	**0**	**0**
06-22	**0**	**0**	**7**	**42**	**367**	**719**	**307**	**31**	**2**	**1**	**0**	**0**
06-00	**0**	**0**	**7**	**43**	**375**	**739**	**315**	**31**	**3**	**1**	**0**	**0**
00-00	**0**	**0**	**7**	**45**	**382**	**754**	**327**	**35**	**6**	**1**	**0**	**0**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	1	2	3	0	0	0	0	0	0

0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	2	1	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	1	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	1	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	1	1	0	0	0	0	0
0415	0	0	0	0	0	0	1	0	0	0	0	0
0430	0	0	0	0	1	1	1	0	0	0	0	0
0445	0	0	0	0	0	1	0	1	0	0	0	0
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0515	0	0	0	0	0	0	0	0	0	0	0	0
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0545	0	0	0	0	1	5	0	0	0	0	0	0
0600	0	0	0	0	0	4	1	0	0	0	0	0
0615	0	0	0	0	2	6	3	0	0	0	0	0
0630	0	0	0	2	2	5	0	1	0	0	0	0
0645	0	0	0	0	2	7	4	1	0	0	0	0
0700	0	0	1	3	10	13	6	2	0	0	0	0
0715	0	1	0	0	3	20	7	0	0	0	0	0
0730	0	0	0	0	20	42	12	0	0	0	0	0
0745	0	0	0	0	12	27	6	0	0	0	0	0
0800	0	1	0	10	15	33	10	0	0	0	0	0
0815	0	0	0	2	23	21	8	1	0	0	0	0
0830	0	0	0	4	19	33	8	1	0	0	0	0
0845	0	0	0	0	17	37	1	0	0	0	0	0
0900	0	0	0	3	8	11	4	0	0	0	0	0
0915	0	0	0	1	8	14	4	0	0	0	0	0
0930	0	0	0	0	8	18	3	0	0	0	0	0
0945	0	0	0	1	18	22	6	0	0	0	0	0
1000	0	0	0	2	13	25	4	1	0	0	0	0
1015	0	0	0	4	9	17	5	0	0	0	0	0
1030	0	0	0	3	5	20	3	0	0	0	0	0
1045	0	1	0	3	8	11	5	1	0	0	0	0
1100	0	0	1	6	9	12	8	0	0	0	0	0
1115	0	0	1	1	5	14	5	0	0	0	0	0
1130	0	0	0	2	10	14	3	0	0	0	0	0
1145	0	1	0	8	14	17	5	0	0	0	0	0
1200	0	0	1	5	8	26	4	1	0	0	0	0
1215	0	0	1	0	9	27	5	0	0	0	0	0
1230	0	0	1	5	12	19	5	0	0	0	0	0
1245	0	0	2	0	7	14	6	0	0	0	0	0
1300	0	1	0	4	23	26	8	0	0	0	0	0
1315	0	0	0	1	12	15	4	2	0	0	0	0
1330	0	0	0	3	6	21	8	0	0	0	0	0
1345	0	1	1	5	7	20	12	0	0	0	0	0

1400	0	2	0	2	11	17	8	1	0	0	0	0
1415	0	0	0	2	13	21	6	0	0	0	0	0
1430	0	1	1	3	12	21	2	0	0	0	0	0
1445	0	1	0	2	13	27	8	2	1	0	0	0
1500	0	0	0	1	20	29	11	1	0	0	0	0
1515	0	0	0	0	4	27	10	1	0	0	0	0
1530	0	0	0	0	15	34	10	0	0	0	0	0
1545	0	0	4	11	12	18	7	0	0	0	0	0
1600	0	1	8	2	9	39	15	4	0	0	0	0
1615	0	2	1	6	28	28	7	3	0	0	0	0
1630	0	0	1	8	23	42	11	2	0	0	0	0
1645	0	0	1	3	21	37	7	2	0	0	0	0
1700	0	0	8	6	25	48	13	1	0	0	0	0
1715	0	0	0	1	21	48	7	2	0	0	0	0
1730	0	0	1	16	33	47	11	0	0	0	0	0
1745	0	0	1	11	24	49	4	0	0	0	0	0
1800	0	0	0	6	25	34	6	0	0	0	0	0
1815	0	0	0	1	16	33	5	1	0	0	0	0
1830	0	0	0	2	6	20	11	1	0	0	0	0
1845	0	0	0	1	4	24	8	0	0	0	0	0
1900	0	0	0	2	7	17	7	3	0	0	0	0
1915	0	0	0	0	17	16	5	1	0	0	0	0
1930	0	0	0	0	9	11	4	1	0	0	0	0
1945	0	0	0	0	3	9	2	1	0	0	0	0
2000	0	0	0	1	6	10	8	0	0	0	0	0
2015	0	0	0	0	1	13	3	1	0	0	0	0
2030	0	0	0	0	5	10	12	2	0	0	0	0
2045	0	0	0	0	2	10	11	1	1	0	0	0
2100	0	0	0	0	4	7	6	2	1	0	0	0
2115	0	0	0	1	1	12	4	0	0	1	0	0
2130	0	0	0	0	1	7	8	0	0	0	0	0
2145	0	0	0	0	0	6	5	0	0	0	0	0
2200	0	0	0	0	0	8	5	0	0	0	0	0
2215	0	0	0	0	2	4	2	0	0	0	0	0
2230	0	0	0	0	1	0	6	4	0	0	0	0
2245	0	0	0	1	0	3	5	0	0	0	0	0
2300	0	0	0	0	0	3	0	1	0	0	0	0
2315	0	0	0	0	0	2	3	0	0	0	0	0
2330	0	0	0	0	0	2	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**13**	**35**	**160**	**653**	**1232**	**332**	**30**	**1**	**0**	**0**	**0**
06-22	**0**	**13**	**35**	**166**	**715**	**1382**	**415**	**44**	**3**	**1**	**0**	**0**
06-00	**0**	**13**	**35**	**167**	**718**	**1404**	**436**	**49**	**3**	**1**	**0**	**0**
00-00	**0**	**13**	**35**	**168**	**726**	**1418**	**443**	**50**	**3**	**1**	**0**	**0**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	7	2	0	0	0	0	0
0015	0	0	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	1	0	0	0	0	0	0	0

0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	1	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	1	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	1	0	0	0	0	0	0
0315	0	0	0	0	0	2	0	0	0	0	0	0
0330	0	0	0	0	0	0	1	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	1	0	0	0	0	0	0
0415	0	0	0	0	0	0	1	0	0	0	0	0
0430	0	0	0	0	1	1	1	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	4	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	3	0	0	0	0	0
0545	0	0	0	0	1	5	1	0	0	0	0	0
0600	0	0	0	0	2	5	0	2	0	0	0	0
0615	0	0	0	1	0	5	2	2	0	0	0	0
0630	0	0	0	1	2	7	4	0	1	0	0	0
0645	0	0	0	1	7	8	3	0	0	0	0	0
0700	0	0	0	2	3	16	10	0	0	0	0	0
0715	0	0	0	0	4	22	6	0	0	0	0	0
0730	0	0	0	0	9	41	9	2	0	0	0	0
0745	0	0	0	1	13	39	6	0	0	0	0	0
0800	0	1	0	3	19	32	8	0	0	0	0	0
0815	0	0	0	11	14	26	7	0	0	0	0	0
0830	0	0	3	0	19	46	3	0	0	0	0	0
0845	0	0	0	4	15	30	4	2	0	0	0	0
0900	0	0	0	1	10	21	5	0	1	0	0	0
0915	0	0	0	6	23	18	6	1	0	0	0	0
0930	0	0	0	1	4	12	5	0	0	0	0	0
0945	0	0	0	5	8	19	4	1	0	0	0	0
1000	0	0	0	4	22	14	9	0	0	0	0	0
1015	0	0	0	1	15	13	4	0	0	0	0	0
1030	0	0	0	1	8	18	7	0	0	0	0	0
1045	0	1	1	3	8	16	3	1	0	0	0	0
1100	0	0	2	1	11	16	5	2	0	0	0	0
1115	0	1	0	2	9	14	2	0	0	0	0	0
1130	0	0	4	3	11	21	9	2	0	0	0	0
1145	0	0	0	1	14	17	10	0	0	0	0	0
1200	0	1	6	3	7	19	4	0	0	0	0	0
1215	0	0	1	8	9	26	11	1	0	0	0	0
1230	0	0	0	3	14	16	7	3	0	0	0	0
1245	0	0	0	7	18	10	4	3	0	0	0	0
1300	0	0	4	0	4	22	9	0	0	0	0	0
1315	0	0	1	2	8	14	4	0	0	0	0	0
1330	0	1	0	1	7	21	9	2	0	0	0	0
1345	0	0	0	3	5	11	5	0	0	0	0	0
1400	0	1	1	0	12	23	5	2	0	0	0	0
1415	0	1	0	0	9	24	9	0	0	0	0	0
1430	0	0	0	3	9	14	4	0	0	0	0	0

1445	0	1	1	1	16	24	9	1	0	0	0	0
1500	0	0	0	5	21	32	11	1	0	0	0	0
1515	0	1	1	6	16	20	8	1	0	0	0	0
1530	0	0	1	2	17	31	7	1	0	0	0	0
1545	0	0	1	1	8	29	13	2	0	0	0	0
1600	0	0	2	1	25	39	12	1	1	0	0	0
1615	0	0	4	5	17	25	18	0	0	0	0	0
1630	0	1	1	1	30	48	12	1	2	0	0	0
1645	0	0	5	7	17	24	16	1	0	0	0	0
1700	0	0	0	2	32	57	16	1	0	0	0	0
1715	0	0	1	5	27	36	12	0	0	0	0	0
1730	0	0	0	0	21	61	15	1	0	0	0	0
1745	0	0	0	18	31	34	5	1	0	0	0	0
1800	0	0	0	6	11	33	9	1	1	0	0	0
1815	0	0	0	2	12	29	7	2	0	0	0	0
1830	0	0	0	5	9	26	5	0	1	0	0	0
1845	0	0	0	3	14	20	5	1	0	0	0	0
1900	0	0	0	0	15	29	6	1	1	0	0	0
1915	0	0	0	0	13	16	7	0	0	0	0	0
1930	0	0	0	0	9	13	7	0	0	0	0	0
1945	0	0	0	0	7	18	4	0	0	0	0	0
2000	0	0	0	0	4	9	5	1	0	0	0	0
2015	0	0	0	1	4	5	5	0	1	0	0	0
2030	0	0	0	1	7	8	7	2	0	0	0	0
2045	0	0	0	0	4	7	8	1	0	0	0	0
2100	0	0	0	0	2	11	4	0	0	0	0	0
2115	0	0	0	0	7	8	2	0	0	0	0	0
2130	0	0	0	1	5	4	3	0	0	0	0	0
2145	0	0	0	0	2	5	1	1	0	1	0	0
2200	0	0	0	0	2	7	5	1	0	0	0	0
2215	0	0	0	0	4	6	5	1	1	0	0	0
2230	0	0	0	0	0	4	3	3	0	0	0	0
2245	0	0	0	0	1	2	1	1	1	0	0	0
2300	0	0	0	0	0	4	4	0	0	0	0	0
2315	0	0	0	0	0	1	2	0	0	0	0	0
2330	0	0	0	0	1	4	1	1	0	0	0	0
2345	0	0	0	0	0	1	0	0	0	0	0	0
07-19	**0**	**10**	**40**	**150**	**665**	**1219**	**373**	**38**	**6**	**0**	**0**	**0**
06-22	**0**	**10**	**40**	**156**	**755**	**1377**	**441**	**48**	**9**	**1**	**0**	**0**
06-00	**0**	**10**	**40**	**156**	**763**	**1406**	**462**	**55**	**11**	**1**	**0**	**0**
00-00	**0**	**10**	**40**	**158**	**766**	**1424**	**476**	**55**	**11**	**1**	**0**	**0**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
--	0	53	142	916	4984	8933	3096	357	32	6	0	3

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	-	-	0	0	0	0	0	0	
0	28.9	-	2	66.7	0	0	0	0	
0	29.9	-	2	40	0	0	0	0	
0	29.1	-	0	0	0	0	0	0	
0	30.2	-	1	100	0	0	0	0	
0	29	-	1	50	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	28.5	-	0	0	0	0	0	0	
0	28.8	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	28.8	-	0	0	0	0	0	0	
0	28.8	-	0	0	0	0	0	0	
0	32.5	-	1	100	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	29.1	-	2	50	0	0	0	0	
0	29.9	-	1	33.3	0	0	0	0	
0	32.8	-	5	83.3	1	16.7	0	0	
0	31.7	-	6	75	1	12.5	0	0	
0	31.4	-	3	100	0	0	0	0	
0	26.3	29.8	2	18.2	0	0	0	0	
0	27	28.9	2	16.7	0	0	0	0	
0	29.6	33.1	8	50	1	6.3	0	0	
0	27.1	29.8	5	14.7	1	2.9	0	0	
0	28.9	30.6	6	17.6	3	8.8	2	5.9	
0	27.9	30.9	22	33.3	0	0	0	0	
0	28.1	31.5	20	32.8	2	3.3	0	0	
0	27.6	30.4	17	25.8	1	1.5	0	0	
0	26	29.3	3	6	0	0	0	0	
0	27	29.8	11	15.5	2	2.8	0	0	
0	27.1	30.2	12	21.8	0	0	0	0	
0	24.8	28.6	3	6.5	0	0	0	0	
0	26.4	29.3	4	11.4	0	0	0	0	
0	26	29.3	5	10.9	0	0	0	0	
0	25.9	29.8	4	11.1	0	0	0	0	
0	26.5	30.9	7	20	0	0	0	0	

0	25.2	28.6	3	7.3	0	0	0	0
0	26.3	29.8	6	15.4	1	2.6	0	0
0	26.2	30	6	18.2	0	0	0	0
0	26.6	30.9	8	23.5	1	2.9	0	0
0	27.4	30.4	9	25.7	2	5.7	0	0
0	26.9	30.6	8	19.5	2	4.9	0	0
0	26.4	30.6	7	20	0	0	0	0
0	25.6	29.8	7	14.9	0	0	0	0
0	26.4	30.4	9	20	1	2.2	0	0
0	25.9	30.6	9	21.4	0	0	0	0
0	27.1	31.8	11	28.9	2	5.3	0	0
0	26.6	30.6	9	25	1	2.8	0	0
0	26.5	31.5	9	21.4	2	4.8	0	0
0	27.3	31.1	9	23.1	2	5.1	0	0
0	25.1	31.5	10	25.6	0	0	0	0
0	25	28.9	5	11.1	3	6.7	0	0
0	25.9	29.1	3	7.1	0	0	0	0
0	25.5	29.3	5	11.9	0	0	0	0
0	27.2	30.9	11	23.9	1	2.2	0	0
0	25.4	28.4	7	10	0	0	0	0
0	25.2	29.5	7	12.7	0	0	0	0
0	26.5	29.8	8	13.3	2	3.3	0	0
0	25.8	28.4	5	8.6	0	0	0	0
0	26.4	31.5	19	27.5	3	4.3	0	0
0	26.7	30.4	14	20.3	3	4.3	0	0
0	26.4	30.6	17	19.5	2	2.3	0	0
0	26.6	30.6	14	19.4	0	0	0	0
0	25.6	28.6	12	11.5	0	0	0	0
0	26.6	30	18	16.4	1	0.9	0	0
0	24.4	28.9	16	13.1	0	0	0	0
0	24.7	28	8	7.8	0	0	0	0
0	25.8	28.4	5	6	0	0	0	0
0	25.1	28.6	3	5.9	1	2	0	0
0	24.5	28.9	5	8.6	0	0	0	0
0	27.3	30.9	7	17.1	1	2.4	0	0
0	27.3	30.9	9	20.5	1	2.3	0	0
0	27.1	31.3	6	24	1	4	0	0
0	27.3	32.4	6	20	1	3.3	0	0
0	25.3	28.4	3	8.6	0	0	0	0
0	28.5	32	7	31.8	2	9.1	0	0
0	29.5	33.3	9	47.4	2	10.5	0	0
0	28.8	34.9	7	38.9	3	16.7	0	0
0	26.7	31.3	6	28.6	0	0	0	0
0	28.3	30.4	3	23.1	0	0	0	0
0	28.8	31.1	5	35.7	2	14.3	0	0
0	25.2	27.1	1	6.3	1	6.3	0	0
0	26.5	27.5	0	0	0	0	0	0
0	26.5	30	3	25	0	0	0	0
0	25.7	28	2	14.3	0	0	0	0
0	27.6	-	1	12.5	0	0	0	0
0	26.4	-	0	0	0	0	0	0
0	25.4	-	0	0	0	0	0	0
0	25.6	-	0	0	0	0	0	0
0	27.1	-	1	16.7	0	0	0	0
0	29.9	-	1	33.3	0	0	0	0

0	**26.2**	**30**	**428**	**16.4**	**40**	**1.5**	**2**	**0.1**	
0	**26.3**	**30.2**	**505**	**17.3**	**54**	**1.9**	**2**	**0.1**	
0	**26.3**	**30.2**	**513**	**17.3**	**54**	**1.8**	**2**	**0.1**	
0	**26.4**	**30.4**	**534**	**17.8**	**56**	**1.9**	**2**	**0.1**	

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	29.1	-	0	0	0	0	0	0	
0	28.3	-	0	0	0	0	0	0	
0	28.2	-	2	40	0	0	0	0	
0	27.4	-	0	0	0	0	0	0	
0	27.3	-	0	0	0	0	0	0	
0	28.8	-	1	50	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	29.9	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	24.3	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	22	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	27.1	-	0	0	0	0	0	0	
0	28.3	-	1	33.3	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	29.3	-	1	33.3	0	0	0	0	
0	30.2	-	3	50	0	0	0	0	
0	28.2	-	2	22.2	1	11.1	0	0	
0	33.9	-	3	100	1	33.3	0	0	
0	30.8	-	5	71.4	0	0	0	0	
0	27.5	-	2	20	0	0	0	0	
0	29.9	33.8	6	54.5	0	0	0	0	
0	29.6	33.1	8	50	1	6.3	0	0	
0	28.5	32.4	11	34.4	1	3.1	0	0	
0	27.2	29.5	3	13	1	4.3	0	0	
0	27.3	30	17	23.3	0	0	0	0	
0	25.7	28.9	5	9.6	1	1.9	0	0	
0	26.8	30.2	12	20	0	0	0	0	
0	26.8	29.8	6	13.3	0	0	0	0	
0	26.6	29.5	8	13.1	0	0	0	0	
0	25.6	28.4	2	3.7	0	0	0	0	
0	25.3	28.6	4	9.5	1	2.4	0	0	
0	27.3	30.2	8	16	0	0	0	0	
0	25.7	30	7	17.5	1	2.5	0	0	
0	25.3	28	3	7.3	0	0	0	0	
0	25.1	28.4	2	6.5	0	0	0	0	
0	28.6	32.7	12	37.5	2	6.3	0	0	
0	26	29.1	6	13.6	0	0	0	0	
0	27.1	29.8	6	15.8	1	2.6	0	0	

0	26.6	30.6	8	25	1	3.1	0	0
0	25.7	29.8	5	14.3	0	0	0	0
0	25.5	29.3	5	13.2	0	0	0	0
0	27.2	30	7	19.4	0	0	0	0
0	26.6	29.5	6	14.6	1	2.4	0	0
0	25.4	30	9	17.3	0	0	0	0
0	26.1	30.2	8	16.7	2	4.2	0	0
0	26.4	30.4	7	16.3	1	2.3	0	0
0	24.6	29.1	6	12.2	0	0	0	0
0	26.1	30.6	7	20.6	0	0	0	0
0	25.4	30	6	20.7	0	0	0	0
0	25.4	28.9	3	8.1	0	0	0	0
0	26.2	30.2	8	21.6	0	0	0	0
0	26	28.6	6	12.8	0	0	0	0
0	25.2	29.8	6	15.8	0	0	0	0
0	26.5	30.9	15	26.3	2	3.5	0	0
0	26.8	31.8	14	22.6	3	4.8	0	0
0	26.9	30.4	12	22.2	1	1.9	0	0
0	26	30	11	18	0	0	0	0
0	26.7	30.2	11	21.2	0	0	0	0
0	26.8	29.5	12	15	1	1.3	0	0
0	27.4	31.1	17	24.3	1	1.4	0	0
0	27.2	31.1	20	24.1	1	1.2	0	0
0	27.9	31.5	27	30.3	1	1.1	0	0
0	25.2	29.3	14	11.7	0	0	0	0
0	26	29.3	11	11.7	0	0	0	0
0	26.2	30.4	14	15.9	1	1.1	0	0
0	25.9	29.5	12	12.2	2	2	0	0
0	26	30	14	17.3	2	2.5	0	0
0	26.6	29.8	6	12.2	3	6.1	0	0
0	26.7	30.2	9	17.3	2	3.8	0	0
0	26.9	30.4	8	16.7	1	2.1	0	0
0	26.5	30.6	9	20	0	0	0	0
0	28.5	31.5	10	29.4	2	5.9	0	0
0	29.4	31.8	16	45.7	2	5.7	0	0
0	26.9	30.9	6	23.1	1	3.8	0	0
0	28.1	33.1	16	45.7	1	2.9	0	0
0	28	32.9	6	26.1	2	8.7	0	0
0	28.1	30.4	5	20	2	8	0	0
0	30.2	33.1	9	37.5	3	12.5	0	0
0	26	28.6	1	4	0	0	0	0
0	27.4	31.5	3	21.4	1	7.1	0	0
0	25	29.1	2	16.7	0	0	0	0
0	30	-	3	42.9	0	0	0	0
0	29	32.7	5	35.7	1	7.1	0	0
0	30.1	-	6	66.7	0	0	0	0
0	29.5	31.1	4	33.3	1	8.3	0	0
0	26.2	-	1	20	0	0	0	0
0	27.3	-	1	16.7	0	0	0	0
0	30.3	-	2	50	0	0	0	0
0	29.7	-	4	50	1	12.5	0	0
0	31	-	2	100	0	0	0	0
0	**26.4**	**30.2**	**436**	**17.1**	**34**	**1.3**	**0**	**0**
0	**26.6**	**30.4**	**543**	**18.7**	**49**	**1.7**	**0**	**0**
0	**26.6**	**30.4**	**568**	**19.2**	**52**	**1.8**	**0**	**0**

0	**26.6**	**30.6**	**581**	**19.3**	**54**	**1.8**	**0**	**0**	

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	-	-	0	0	0	0	0	0	
0	28.1	-	1	33.3	0	0	0	0	
0	28.9	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	28.3	-	1	25	1	25	0	0	
0	26.4	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	22.9	-	0	0	0	0	0	0	
0	33.6	-	1	100	0	0	0	0	
0	30.6	-	1	100	0	0	0	0	
0	34.1	-	1	100	0	0	0	0	
0	28.9	-	0	0	0	0	0	0	
0	29.1	-	1	50	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	31	-	1	50	0	0	0	0	
0	36.1	-	2	50	1	25	1	25	
0	29.5	-	1	50	0	0	0	0	
0	28.1	-	2	28.6	0	0	0	0	
0	28.2	-	1	25	0	0	0	0	
0	27.9	-	1	16.7	0	0	0	0	
0	28.2	-	3	30	0	0	0	0	
0	29.2	32	4	33.3	1	8.3	0	0	
0	30.7	34	6	42.9	1	7.1	0	0	
0	27.9	32.2	12	44.4	2	7.4	0	0	
0	27.2	28	2	9.1	1	4.5	0	0	
0	27.9	32.2	18	29.5	0	0	0	0	
0	26.2	29.5	7	13.7	0	0	0	0	
0	24	27.7	3	5	0	0	0	0	
0	25.7	29.5	7	15.2	1	2.2	0	0	
0	25.1	30	10	15.6	1	1.6	0	0	
0	25.9	29.3	6	11.1	0	0	0	0	
0	26.3	29.8	8	15.1	2	3.8	0	0	
0	25.3	28.2	3	9.4	0	0	0	0	
0	26.5	30.6	7	16.3	0	0	0	0	
0	25.1	28.9	3	8.6	0	0	0	0	
0	24.7	26.8	2	6.3	0	0	0	0	
0	25.8	29.1	4	16	1	4	0	0	
0	24.5	28.9	2	5.9	0	0	0	0	
0	24.3	28	2	5.1	0	0	0	0	
0	23.7	27.5	1	1.9	0	0	0	0	
0	25.9	29.1	5	11.9	1	2.4	0	0	
0	26.3	29.5	5	12.5	2	5	0	0	

0	26.5	30.2	10	20.4	1	2	0	0
0	25	29.1	6	11.3	0	0	0	0
0	26.7	30.2	7	18.9	1	2.7	0	0
0	26.2	29.5	9	15.5	0	0	0	0
0	26.4	29.8	7	15.6	1	2.2	0	0
0	26.2	29.3	3	9.1	0	0	0	0
0	25.3	28.9	3	8.1	0	0	0	0
0	25.6	30.4	6	17.6	0	0	0	0
0	26.6	31.1	9	22.5	2	5	0	0
0	25.9	29.1	3	6	0	0	0	0
0	26.8	30.2	8	16.3	1	2	0	0
0	26.3	29.8	5	14.7	1	2.9	0	0
0	27	30.2	12	21.1	3	5.3	0	0
0	26.4	30.4	14	20.9	0	0	0	0
0	24.7	28	2	3.2	1	1.6	0	0
0	24.8	29.3	9	15.8	0	0	0	0
0	25.7	29.5	9	15.5	1	1.7	0	0
0	27	29.5	9	12.2	0	0	0	0
0	25.9	30	13	16.5	3	3.8	0	0
0	25.1	29.1	8	9	0	0	0	0
0	25.8	29.3	7	8.8	2	2.5	0	0
0	26.6	30	18	15.7	2	1.7	0	0
0	27.2	30.6	14	21.2	1	1.5	0	0
0	26	30	18	17.1	4	3.8	0	0
0	26.4	29.8	10	13.2	1	1.3	0	0
0	25.1	28.6	7	10.1	0	0	0	0
0	25.4	28.4	6	10.5	0	0	0	0
0	26.6	29.5	7	12.5	1	1.8	0	0
0	26.9	30.4	10	18.9	2	3.8	0	0
0	27.5	30.9	9	23.1	2	5.1	0	0
0	28.9	32.7	16	37.2	2	4.7	0	0
0	28.5	31.5	10	27	3	8.1	0	0
0	28.9	33.3	12	44.4	2	7.4	0	0
0	27	29.1	3	12.5	0	0	0	0
0	28.9	32.7	11	47.8	3	13	0	0
0	28.6	30.9	5	38.5	0	0	0	0
0	28.1	30.4	5	23.8	1	4.8	0	0
0	28.6	31.1	8	42.1	1	5.3	0	0
0	28.7	30.6	3	25	2	16.7	0	0
0	28.8	31.3	5	35.7	1	7.1	0	0
0	25.3	26.6	0	0	0	0	0	0
0	26.8	30.9	4	26.7	2	13.3	0	0
0	29.6	-	1	25	1	25	0	0
0	28	-	3	33.3	1	11.1	0	0
0	27	-	2	28.6	0	0	0	0
0	30.3	-	1	33.3	0	0	0	0
0	26.1	-	0	0	0	0	0	0
0	28.1	-	1	20	0	0	0	0
0	30.3	-	2	40	2	40	0	0
0	**25.9**	**29.8**	**356**	**13.9**	**39**	**1.5**	**0**	**0**
0	**26.2**	**30**	**457**	**15.9**	**58**	**2**	**0**	**0**
0	**26.2**	**30**	**471**	**16**	**64**	**2.2**	**0**	**0**
0	**26.3**	**30.2**	**484**	**16.3**	**66**	**2.2**	**1**	**0**

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	24.6	-	1	12.5	0	0	0	0	
0	25.5	-	0	0	0	0	0	0	
0	29.8	-	2	28.6	1	14.3	0	0	
0	28.9	-	1	50	0	0	0	0	
0	30.1	-	3	60	0	0	0	0	
0	34.8	-	2	100	1	50	0	0	
0	-	-	0	0	0	0	0	0	
0	24	-	0	0	0	0	0	0	
0	28.6	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	23.7	-	0	0	0	0	0	0	
0	28.7	-	0	0	0	0	0	0	
0	32.9	-	1	100	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	31.5	-	1	50	0	0	0	0	
0	27.6	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	27.3	-	0	0	0	0	0	0	
0	30.7	-	1	33.3	1	33.3	0	0	
0	26.2	-	0	0	0	0	0	0	
0	30.1	-	3	75	1	25	0	0	
0	31.5	-	1	50	0	0	0	0	
0	27.6	-	1	12.5	1	12.5	0	0	
0	29.1	-	4	40	1	10	0	0	
0	28.8	30.4	4	30.8	0	0	0	0	
0	26.9	30	4	26.7	0	0	0	0	
0	25.5	29.5	2	14.3	0	0	0	0	
0	25.2	-	1	11.1	0	0	0	0	
0	27.1	29.5	3	16.7	0	0	0	0	
0	25.2	31.3	4	19	0	0	0	0	
0	28.2	32.4	10	30.3	3	9.1	2	6.1	
0	26.8	31.3	7	24.1	2	6.9	0	0	
0	25.5	29.3	4	12.9	0	0	0	0	
0	26.1	30.2	7	17.9	1	2.6	0	0	
0	26.2	29.1	6	13.3	0	0	0	0	
0	26.3	30.4	11	19.3	1	1.8	0	0	
0	26.7	32.2	10	27.8	1	2.8	0	0	
0	26.5	30.2	9	19.1	0	0	0	0	
0	26.5	29.1	5	11.9	0	0	0	0	
0	25.9	30	11	21.6	0	0	0	0	
0	26	30.4	10	19.6	2	3.9	0	0	
0	27.4	31.1	10	20.4	2	4.1	0	0	
0	26.8	31.1	12	24.5	0	0	0	0	
0	26.7	30.6	9	17.3	1	1.9	0	0	
0	26.9	30.4	10	18.2	1	1.8	0	0	

0	27.7	30.6	8	20.5	1	2.6	0	0	
0	27.6	32.2	22	39.3	1	1.8	0	0	
0	26.7	29.8	7	14.3	1	2	0	0	
0	26.7	30.9	8	22.2	1	2.8	0	0	
0	26.1	30.6	10	21.7	1	2.2	0	0	
0	28.5	31.1	11	34.4	1	3.1	0	0	
0	26.9	30.6	14	25	1	1.8	0	0	
0	26.7	29.8	6	15.4	1	2.6	0	0	
0	26.6	30.2	8	17.8	2	4.4	0	0	
0	27	30.6	9	22.5	1	2.5	0	0	
0	28	31.8	13	30.2	1	2.3	0	0	
0	27.2	31.3	10	31.3	0	0	0	0	
0	24.8	30.2	8	21.1	0	0	0	0	
0	26.8	29.1	4	12.1	0	0	0	0	
0	27.4	32.2	19	34.5	1	1.8	0	0	
0	25.3	28.6	2	5.4	1	2.7	0	0	
0	26.3	29.8	5	13.5	0	0	0	0	
0	27.7	30.9	8	25.8	1	3.2	0	0	
0	26.9	31.3	11	21.2	2	3.8	0	0	
0	26.6	29.5	5	13.2	1	2.6	0	0	
0	27.3	30.9	9	22	2	4.9	1	2.4	
0	27.7	29.8	4	15.4	0	0	0	0	
0	26.1	29.8	6	14.6	2	4.9	0	0	
0	26.9	32	7	23.3	2	6.7	0	0	
0	27.9	29.8	5	16.1	3	9.7	0	0	
0	26.5	30.2	6	21.4	0	0	0	0	
0	28.1	30.6	8	30.8	0	0	0	0	
0	27.2	31.5	9	27.3	1	3	0	0	
0	25.7	30	5	20	1	4	0	0	
0	28.3	31.5	8	24.2	1	3	0	0	
0	26.6	30.4	5	18.5	1	3.7	0	0	
0	28.1	32.4	5	31.3	0	0	0	0	
0	27.2	30.6	5	22.7	0	0	0	0	
0	25.8	-	1	11.1	0	0	0	0	
0	28.1	31.8	5	27.8	2	11.1	0	0	
0	27.1	31.5	4	23.5	1	5.9	0	0	
0	28.7	32.9	7	46.7	1	6.7	0	0	
0	26.2	29.1	4	16.7	1	4.2	0	0	
0	28.1	32.9	5	41.7	1	8.3	0	0	
0	31	-	4	57.1	0	0	0	0	
0	29.8	-	5	62.5	1	12.5	0	0	
0	29.2	-	3	37.5	0	0	0	0	
0	27.8	-	3	42.9	0	0	0	0	
0	27.3	-	3	33.3	0	0	0	0	
0	29	-	0	0	0	0	0	0	
0	30.5	-	2	33.3	1	16.7	0	0	
0	**26.8**	**30.9**	**378**	**21**	**42**	**2.3**	**3**	**0.2**	
0	**26.8**	**30.9**	**449**	**21.6**	**53**	**2.6**	**3**	**0.1**	
0	**26.9**	**31.1**	**474**	**22.1**	**56**	**2.6**	**3**	**0.1**	
0	**26.9**	**31.1**	**486**	**22.3**	**59**	**2.7**	**3**	**0.1**	

Vbin	Mean	Vpp	]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Fix1

60 130		85	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	
0	27.5	-	5	50	0	0	0	0	
0	32.9	-	6	75	2	25	0	0	
0	-	-	0	0	0	0	0	0	
0	31.1	-	2	66.7	1	33.3	0	0	
0	29.7	-	2	33.3	2	33.3	0	0	
0	24.5	-	0	0	0	0	0	0	
0	28.5	-	0	0	0	0	0	0	
0	28.1	-	0	0	0	0	0	0	
0	24	-	0	0	0	0	0	0	
0	36	-	1	50	1	50	0	0	
0	26.4	-	0	0	0	0	0	0	
0	32.6	-	1	100	0	0	0	0	
0	29.9	-	1	50	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	25.5	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	30.5	-	1	33.3	1	33.3	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	38.2	-	1	100	1	100	0	0	
0	30.7	-	1	100	0	0	0	0	
0	32	-	1	100	0	0	0	0	
0	25.9	-	0	0	0	0	0	0	
0	29.2	-	3	30	1	10	0	0	
0	25.8	-	0	0	0	0	0	0	
0	30.3	-	2	20	2	20	1	10	
0	33	-	6	100	1	16.7	0	0	
0	27.2	30.9	3	27.3	0	0	0	0	
0	26.7	-	2	20	0	0	0	0	
0	28.1	-	1	25	0	0	0	0	
0	29.2	30.2	3	25	1	8.3	0	0	
0	25.5	29.3	2	13.3	0	0	0	0	
0	26.8	30.2	4	22.2	1	5.6	0	0	
0	25.4	29.1	3	11.1	0	0	0	0	
0	27.1	28.6	4	16.7	2	8.3	0	0	
0	27.9	31.8	8	25	1	3.1	0	0	
0	25.3	27.7	3	11.1	0	0	0	0	
0	26.3	28.2	4	16.7	0	0	0	0	
0	27.9	32	9	29	2	6.5	0	0	
0	28	30.2	6	22.2	0	0	0	0	
0	26.5	30.2	5	19.2	0	0	0	0	
0	27.1	30.2	8	25	0	0	0	0	
0	27.6	32.4	14	32.6	2	4.7	0	0	
0	27	30.9	11	22.4	1	2	0	0	
0	26.5	29.5	6	13.3	0	0	0	0	
0	26.4	29.8	6	15.8	0	0	0	0	
0	26.2	30.2	9	20.5	0	0	0	0	
0	26.6	30.2	10	22.7	0	0	0	0	

0	28	32	9	31	0	0	0	0
0	26.4	29.1	5	12.8	0	0	0	0
0	28.1	31.5	10	28.6	0	0	0	0
0	26.2	30	9	19.6	1	2.2	0	0
0	27.5	31.3	9	21.4	1	2.4	0	0
0	28.1	31.8	10	30.3	2	6.1	0	0
0	28.6	31.8	10	29.4	1	2.9	0	0
0	27.3	31.3	7	22.6	0	0	0	0
0	26.6	28.9	2	9.5	1	4.8	0	0
0	26.4	30.2	8	21.1	3	7.9	0	0
0	27.6	31.1	7	24.1	0	0	0	0
0	26.8	31.5	13	32.5	1	2.5	0	0
0	26.2	30.6	7	26.9	0	0	0	0
0	27.2	32	10	28.6	1	2.9	0	0
0	27.2	30.2	7	18.4	0	0	0	0
0	28.4	32.9	10	35.7	1	3.6	0	0
0	28.5	33.1	11	39.3	0	0	0	0
0	27	28.6	1	4.2	0	0	0	0
0	28.7	32.4	5	33.3	1	6.7	0	0
0	27.8	31.5	6	26.1	0	0	0	0
0	24.2	26.4	0	0	0	0	0	0
0	25.8	30.2	4	23.5	0	0	0	0
0	28.6	33.6	9	39.1	1	4.3	0	0
0	26	28.2	1	7.7	0	0	0	0
0	27.5	30.4	4	20	0	0	0	0
0	26.1	31.1	6	20	0	0	0	0
0	30.3	34.4	4	36.4	1	9.1	0	0
0	27.3	30.2	4	22.2	0	0	0	0
0	28.5	34.9	6	35.3	3	17.6	0	0
0	28.9	31.3	5	29.4	1	5.9	0	0
0	27.4	-	2	20	0	0	0	0
0	27.3	-	1	16.7	0	0	0	0
0	28.1	-	1	16.7	0	0	0	0
0	25.4	-	1	11.1	0	0	0	0
0	26.2	-	2	25	0	0	0	0
0	30.1	-	4	57.1	1	14.3	0	0
0	24.7	-	0	0	0	0	0	0
0	26.5	-	0	0	0	0	0	0
0	29.7	-	1	25	0	0	0	0
0	26.9	-	1	20	0	0	0	0
0	27.7	-	1	25	0	0	0	0
0	29	-	2	40	0	0	0	0
0	26.1	-	0	0	0	0	0	0
0	**27.1**	**31.1**	**301**	**23.1**	**28**	**2.2**	**1**	**0.1**
0	**27.2**	**31.1**	**341**	**23.1**	**34**	**2.3**	**1**	**0.1**
0	**27.2**	**31.1**	**350**	**23.1**	**35**	**2.3**	**1**	**0.1**
0	**27.3**	**31.3**	**369**	**23.7**	**42**	**2.7**	**1**	**0.1**

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	24.5	-	0	0	0	0	0	0	

0	-	-	0	0	0	0	0	0
0	23.7	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	24.1	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	25.1	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	21.9	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	31.8	-	1	100	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	30.8	-	1	50	0	0	0	0
0	34.5	-	1	100	0	0	0	0
0	28.8	-	1	33.3	0	0	0	0
0	30.6	-	1	50	1	50	0	0
0	28.9	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	33.3	-	3	100	0	0	0	0
0	27.6	-	0	0	0	0	0	0
0	27.5	-	1	20	0	0	0	0
0	27.4	30.2	3	27.3	0	0	0	0
0	26.4	-	1	10	1	10	0	0
0	29.1	31.5	5	35.7	1	7.1	0	0
0	25.9	30.4	8	22.9	2	5.7	0	0
0	28	30.4	7	22.6	0	0	0	0
0	27	30.2	12	16.2	0	0	0	0
0	27.3	29.8	6	13.3	0	0	0	0
0	25.7	29.8	10	14.5	0	0	0	0
0	25.7	30	9	16.4	1	1.8	0	0
0	26.1	29.5	9	13.8	1	1.5	0	0
0	25.9	28	1	1.8	0	0	0	0
0	25.6	29.1	4	15.4	0	0	0	0
0	26	29.5	4	14.8	0	0	0	0
0	26.8	29.5	3	10.3	0	0	0	0
0	26.1	29.5	6	12.8	0	0	0	0
0	26.2	29.8	5	11.1	1	2.2	0	0
0	25.6	29.1	5	14.3	0	0	0	0
0	26.1	28.6	3	9.7	0	0	0	0
0	25.7	30.4	6	20.7	1	3.4	0	0
0	25.2	32	8	22.2	0	0	0	0
0	26.2	30	5	19.2	0	0	0	0
0	25.6	28.6	3	10.3	0	0	0	0
0	24.6	29.3	5	11.1	0	0	0	0
0	26.1	28.9	5	11.1	1	2.2	0	0
0	26.4	29.5	5	11.9	0	0	0	0
0	25.1	28.4	5	11.9	0	0	0	0
0	26.1	30	6	20.7	0	0	0	0
0	25.2	29.3	8	12.9	0	0	0	0
0	26.7	32	6	17.6	2	5.9	0	0
0	26.7	30.4	8	21.1	0	0	0	0
0	25.8	30.4	12	26.1	0	0	0	0

0	25.9	30.6	9	22	1	2.4	0	0
0	26.1	29.1	6	14.3	0	0	0	0
0	24.6	28.2	2	5	0	0	0	0
0	27.3	31.3	11	20.4	3	5.6	0	0
0	26.8	30.4	12	19.4	1	1.6	0	0
0	28.5	31.3	11	26.2	1	2.4	0	0
0	26.8	30	10	16.9	0	0	0	0
0	23.8	29.5	7	13.5	0	0	0	0
0	26.3	30.6	19	24.4	4	5.1	0	0
0	25.3	29.3	10	13.3	3	4	0	0
0	25.7	29.5	13	14.9	2	2.3	0	0
0	26	29.5	9	12.7	2	2.8	0	0
0	25.3	29.3	14	13.9	1	1	0	0
0	26.6	29.5	9	11.4	2	2.5	0	0
0	25	28.9	11	10.2	0	0	0	0
0	25	28.4	4	4.5	0	0	0	0
0	25.4	28.6	6	8.5	0	0	0	0
0	26.4	29.3	6	10.7	1	1.8	0	0
0	27.5	31.5	12	30	1	2.5	0	0
0	27.9	30	8	21.6	0	0	0	0
0	27.8	31.1	10	27.8	3	8.3	0	0
0	26.3	29.5	6	15.4	1	2.6	0	0
0	27	30	5	20	1	4	0	0
0	28	31.5	3	20	1	6.7	0	0
0	27.6	31.8	8	32	0	0	0	0
0	28.7	30.9	4	22.2	1	5.6	0	0
0	29.9	33.8	14	48.3	2	6.9	0	0
0	30.3	34	13	52	2	8	0	0
0	29.7	34	9	45	3	15	0	0
0	28.9	30	5	26.3	1	5.3	1	5.3
0	29.5	33.6	8	50	0	0	0	0
0	28.8	30.2	5	45.5	0	0	0	0
0	29.4	32.4	5	38.5	0	0	0	0
0	28.5	-	2	25	0	0	0	0
0	33.2	35.3	10	90.9	4	36.4	0	0
0	30	-	5	55.6	0	0	0	0
0	31.1	-	1	25	1	25	0	0
0	29.3	-	3	60	0	0	0	0
0	26.9	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	**26**	**29.8**	**363**	**14.8**	**31**	**1.3**	**0**	**0**
0	**26.3**	**30.2**	**463**	**16.7**	**48**	**1.7**	**1**	**0**
0	**26.3**	**30.2**	**489**	**17.3**	**53**	**1.9**	**1**	**0**
0	**26.3**	**30.2**	**497**	**17.4**	**54**	**1.9**	**1**	**0**

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	29.1	-	2	22.2	0	0	0	0	
0	18.2	-	0	0	0	0	0	0	
0	18.5	-	0	0	0	0	0	0	
0	20.7	-	0	0	0	0	0	0	

0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	31	-	1	100	0	0	0	0
0	-	-	0	0	0	0	0	0
0	29.4	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	25.5	-	0	0	0	0	0	0
0	27.2	-	0	0	0	0	0	0
0	31.3	-	1	100	0	0	0	0
0	-	-	0	0	0	0	0	0
0	29.2	-	0	0	0	0	0	0
0	33.9	-	1	100	0	0	0	0
0	28.8	-	1	33.3	0	0	0	0
0	-	-	0	0	0	0	0	0
0	31.1	-	4	100	0	0	0	0
0	-	-	0	0	0	0	0	0
0	32	-	3	100	0	0	0	0
0	28.2	-	1	14.3	0	0	0	0
0	28.9	-	2	22.2	2	22.2	0	0
0	28.8	-	4	40	2	20	0	0
0	28.4	33.6	5	33.3	1	6.7	0	0
0	26.7	28.9	3	15.8	0	0	0	0
0	28.6	30.9	10	32.3	0	0	0	0
0	27.7	30.9	6	18.8	0	0	0	0
0	28	30.2	11	18	2	3.3	0	0
0	26.4	28.6	6	10.2	0	0	0	0
0	26	29.3	8	12.7	0	0	0	0
0	25	28.9	7	12.1	0	0	0	0
0	25.7	28.6	3	4.2	0	0	0	0
0	26	28.4	6	10.9	2	3.6	0	0
0	27.5	29.8	6	15.8	1	2.6	0	0
0	25.4	29.5	7	13	1	1.9	0	0
0	27.4	31.5	5	22.7	0	0	0	0
0	25.8	28.4	5	13.5	1	2.7	0	0
0	24.9	30.4	9	18.4	0	0	0	0
0	25.3	29.5	4	12.1	0	0	0	0
0	26.5	30.2	7	20.6	0	0	0	0
0	24.8	28.2	4	12.1	1	3	0	0
0	26.4	31.5	7	18.9	2	5.4	0	0
0	24.9	28	2	7.1	0	0	0	0
0	25.7	31.5	11	22	2	4	0	0
0	26.5	30.2	10	23.8	0	0	0	0
0	23.6	29.1	4	10	0	0	0	0
0	26	30.4	12	21.4	1	1.8	0	0
0	26.5	31.1	10	23.3	3	7	0	0
0	25.1	30.4	7	16.7	3	7.1	0	0
0	26.4	30.9	9	23.1	0	0	0	0
0	25.9	29.8	4	13.8	0	0	0	0
0	27	30.4	11	26.8	2	4.9	0	0
0	26.3	30.2	5	20.8	0	0	0	0
0	26.6	29.8	7	15.9	2	4.5	0	0
0	26.6	30.4	9	20.9	0	0	0	0
0	26.2	29.5	4	13.3	0	0	0	0

0	26.2	30.4	10	18.9	1	1.9	0	0
0	26.3	30.2	12	17.1	1	1.4	0	0
0	25.2	30.2	9	17	1	1.9	0	0
0	26.4	29.5	8	13.6	1	1.7	0	0
0	27.8	31.1	15	27.8	2	3.7	0	0
0	26.6	30	14	17.3	2	2.5	0	0
0	26	30.9	18	26.1	0	0	0	0
0	26.7	30	15	15.6	3	3.1	0	0
0	25.3	30.6	17	24.3	1	1.4	0	0
0	26.7	30	17	15.7	1	0.9	0	0
0	26	29.8	12	14.8	0	0	0	0
0	27.4	30.2	16	16.3	1	1	0	0
0	24.1	28.2	6	6.7	1	1.1	0	0
0	26.7	30.4	11	18	2	3.3	0	0
0	27.5	30.2	9	17.3	2	3.8	0	0
0	26.2	29.3	6	13	1	2.2	0	0
0	25.4	29.8	6	14	1	2.3	0	0
0	27.4	29.3	8	15.4	2	3.8	0	0
0	26.9	30.2	7	19.4	0	0	0	0
0	27.1	30.9	7	24.1	0	0	0	0
0	27.4	30	4	13.8	0	0	0	0
0	28.4	32.7	6	31.6	1	5.3	0	0
0	28.3	32.9	6	37.5	1	6.3	0	0
0	27.9	32	9	36	2	8	0	0
0	28.3	31.3	9	45	1	5	0	0
0	28	30.9	4	23.5	0	0	0	0
0	25.7	28.2	2	11.8	0	0	0	0
0	27.1	30.9	3	23.1	0	0	0	0
0	30.4	-	3	30	2	20	1	10
0	29.5	34	6	40	1	6.7	0	0
0	28.5	31.5	7	41.2	2	11.8	0	0
0	32.6	-	6	60	3	30	0	0
0	32	-	3	50	2	33.3	0	0
0	29.5	-	4	50	0	0	0	0
0	31.8	-	2	66.7	0	0	0	0
0	29.3	-	2	28.6	1	14.3	0	0
0	28.9	-	0	0	0	0	0	0
0	**26.2**	**30.2**	**417**	**16.7**	**44**	**1.8**	**0**	**0**
0	**26.4**	**30.4**	**499**	**17.6**	**58**	**2**	**1**	**0**
0	**26.4**	**30.4**	**529**	**18.2**	**67**	**2.3**	**1**	**0**
0	**26.5**	**30.4**	**543**	**18.5**	**67**	**2.3**	**1**	**0**

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	**26.6**	**30.4**	**3494**	**18.9**	**398**	**2.1**	**9**	**0**	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-636
Site Name - WHTECROFT RD-1
Description - WHITECROFT ROAD [30M]
Direction - South

01 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	1	1	0	0	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	
0030	3	0	3	0	0	0	0	0	0	0	0	
0045	1	0	1	0	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	
0115	1	0	1	0	0	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	
0145	1	0	1	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
0215	1	0	0	0	0	1	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	1	0	1	0	0	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	
0415	2	0	2	0	0	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0515	4	0	3	0	0	1	0	0	0	0	0	
0530	4	0	3	0	1	0	0	0	0	0	0	
0545	8	1	7	0	0	0	0	0	0	0	0	
0600	9	0	9	0	0	0	0	0	0	0	0	
0615	10	0	8	0	1	1	0	0	0	0	0	
0630	23	2	21	0	0	0	0	0	0	0	0	
0645	24	1	23	0	0	0	0	0	0	0	0	
0700	43	1	35	0	1	6	0	0	0	0	0	
0715	53	0	48	0	1	4	0	0	0	0	0	
0730	85	1	77	0	1	5	1	0	0	0	0	
0745	110	5	96	0	4	4	1	0	0	0	0	
0800	107	2	99	0	1	4	0	1	0	0	0	
0815	102	1	92	1	3	2	1	1	1	0	0	
0830	105	1	100	0	1	3	0	0	0	0	0	
0845	102	1	93	1	3	3	1	0	0	0	0	
0900	68	1	64	1	1	0	0	0	1	0	0	
0915	57	0	51	1	2	3	0	0	0	0	0	
0930	41	0	37	0	4	0	0	0	0	0	0	
0945	45	3	38	0	0	4	0	0	0	0	0	
1000	43	0	40	0	1	2	0	0	0	0	0	
1015	41	1	35	0	3	2	0	0	0	0	0	
1030	38	0	34	0	1	3	0	0	0	0	0	
1045	34	0	33	0	1	0	0	0	0	0	0	
1100	35	1	33	1	0	0	0	0	0	0	0	

1115	41	0	37	0	4	0	0	0	0	0	0	
1130	37	1	32	0	4	0	0	0	0	0	0	
1145	45	1	42	0	2	0	0	0	0	0	0	
1200	46	0	45	0	0	0	1	0	0	0	0	
1215	40	0	37	0	2	0	0	0	0	1	0	
1230	34	0	31	0	3	0	0	0	0	0	0	
1245	39	0	36	2	0	1	0	0	0	0	0	
1300	32	2	29	0	1	0	0	0	0	0	0	
1315	47	0	45	1	1	0	0	0	0	0	0	
1330	40	0	40	0	0	0	0	0	0	0	0	
1345	47	0	42	0	4	1	0	0	0	0	0	
1400	36	0	35	0	1	0	0	0	0	0	0	
1415	27	0	25	0	1	1	0	0	0	0	0	
1430	39	1	31	0	7	0	0	0	0	0	0	
1445	45	1	41	0	2	0	0	0	0	0	1	
1500	48	1	41	0	4	0	1	0	0	1	0	
1515	52	0	50	0	2	0	0	0	0	0	0	
1530	31	0	28	1	1	1	0	0	0	0	0	
1545	44	2	38	0	4	0	0	0	0	0	0	
1600	57	0	51	0	6	0	0	0	0	0	0	
1615	53	3	47	0	3	0	0	0	0	0	0	
1630	36	0	36	0	0	0	0	0	0	0	0	
1645	43	1	40	1	0	1	0	0	0	0	0	
1700	47	1	43	0	3	0	0	0	0	0	0	
1715	57	2	50	1	1	3	0	0	0	0	0	
1730	52	0	50	0	2	0	0	0	0	0	0	
1745	50	0	47	0	0	1	1	0	0	0	1	
1800	53	2	47	0	4	0	0	0	0	0	0	
1815	49	0	45	0	2	2	0	0	0	0	0	
1830	41	0	40	0	1	0	0	0	0	0	0	
1845	34	0	33	0	0	1	0	0	0	0	0	
1900	33	2	30	0	1	0	0	0	0	0	0	
1915	26	0	24	0	1	1	0	0	0	0	0	
1930	32	1	30	0	0	1	0	0	0	0	0	
1945	17	0	15	1	0	1	0	0	0	0	0	
2000	19	0	19	0	0	0	0	0	0	0	0	
2015	24	0	22	0	1	1	0	0	0	0	0	
2030	19	0	16	1	1	1	0	0	0	0	0	
2045	10	0	10	0	0	0	0	0	0	0	0	
2100	16	0	16	0	0	0	0	0	0	0	0	
2115	12	0	12	0	0	0	0	0	0	0	0	
2130	10	0	10	0	0	0	0	0	0	0	0	
2145	6	1	4	0	0	1	0	0	0	0	0	
2200	11	0	10	0	0	1	0	0	0	0	0	
2215	14	0	12	0	0	1	1	0	0	0	0	
2230	4	0	3	0	1	0	0	0	0	0	0	
2245	6	0	6	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	
2315	4	0	4	0	0	0	0	0	0	0	0	
2330	1	0	1	0	0	0	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	
07-19	**2451**	**36**	**2239**	**11**	**93**	**57**	**7**	**2**	**2**	**2**	**2**	
06-22	**2741**	**43**	**2508**	**13**	**98**	**64**	**7**	**2**	**2**	**2**	**2**	
06-00	**2781**	**43**	**2544**	**13**	**99**	**66**	**8**	**2**	**2**	**2**	**2**	
00-00	**2816**	**45**	**2574**	**13**	**100**	**68**	**8**	**2**	**2**	**2**	**2**	

02 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	0	1	0	1	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	
0045	1	0	0	0	1	0	0	0	0	0	0	
0100	4	0	3	0	1	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	
0130	2	0	0	0	1	1	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0215	1	0	1	0	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	
0245	2	0	2	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	2	0	2	0	0	0	0	0	0	0	0	
0400	2	0	1	0	0	0	0	0	0	1	0	
0415	2	0	2	0	0	0	0	0	0	0	0	
0430	2	0	2	0	0	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0	
0515	8	0	7	0	1	0	0	0	0	0	0	
0530	8	0	7	0	0	1	0	0	0	0	0	
0545	9	1	8	0	0	0	0	0	0	0	0	
0600	9	0	9	0	0	0	0	0	0	0	0	
0615	13	0	11	0	2	0	0	0	0	0	0	
0630	17	1	15	0	0	1	0	0	0	0	0	
0645	25	1	23	0	0	1	0	0	0	0	0	
0700	36	2	32	0	0	2	0	0	0	0	0	
0715	48	0	42	0	2	4	0	0	0	0	0	
0730	85	1	74	1	3	6	0	0	0	0	0	
0745	119	4	108	1	1	5	0	0	0	0	0	
0800	105	2	98	1	1	2	1	0	0	0	0	
0815	99	1	93	0	2	2	1	0	0	0	0	
0830	108	1	97	1	6	2	1	0	0	0	0	
0845	103	2	96	1	1	1	1	0	1	0	0	
0900	81	2	77	0	1	1	0	0	0	0	0	
0915	49	0	43	1	3	1	1	0	0	0	0	
0930	59	0	53	1	3	2	0	0	0	0	0	
0945	50	0	47	0	2	1	0	0	0	0	0	
1000	44	1	40	0	3	0	0	0	0	0	0	
1015	38	0	33	0	4	1	0	0	0	0	0	
1030	31	0	30	0	1	0	0	0	0	0	0	
1045	33	2	27	0	4	0	0	0	0	0	0	
1100	42	1	38	0	3	0	0	0	0	0	0	
1115	40	0	35	1	2	2	0	0	0	0	0	
1130	27	0	27	0	0	0	0	0	0	0	0	
1145	32	1	29	1	1	0	0	0	0	0	0	
1200	38	0	36	1	1	0	0	0	0	0	0	
1215	34	0	30	1	3	0	0	0	0	0	0	
1230	36	0	33	0	1	0	0	1	1	0	0	
1245	46	0	42	0	3	0	1	0	0	0	0	
1300	35	1	32	1	1	0	0	0	0	0	0	
1315	31	0	28	0	1	1	0	0	0	0	1	
1330	39	2	31	1	4	1	0	0	0	0	0	
1345	41	1	39	0	1	0	0	0	0	0	0	

1400	36	0	33	0	3	0	0	0	0	0	0	
1415	25	0	23	1	1	0	0	0	0	0	0	
1430	33	1	28	1	2	1	0	0	0	0	0	
1445	57	0	52	0	5	0	0	0	0	0	0	
1500	52	2	46	0	3	0	1	0	0	0	0	
1515	55	0	51	0	4	0	0	0	0	0	0	
1530	55	0	51	0	3	0	0	0	0	1	0	
1545	41	0	36	1	3	1	0	0	0	0	0	
1600	49	1	45	0	2	0	1	0	0	0	0	
1615	59	1	56	0	2	0	0	0	0	0	0	
1630	51	2	48	0	0	1	0	0	0	0	0	
1645	51	1	47	0	3	0	0	0	0	0	0	
1700	50	2	43	0	4	0	1	0	0	0	0	
1715	59	1	58	0	0	0	0	0	0	0	0	
1730	60	1	55	0	3	1	0	0	0	0	0	
1745	63	0	59	1	2	0	1	0	0	0	0	
1800	44	1	40	0	2	1	0	0	0	0	0	
1815	38	1	36	0	1	0	0	0	0	0	0	
1830	36	2	32	0	1	0	0	0	0	0	1	
1845	34	0	34	0	0	0	0	0	0	0	0	
1900	27	0	27	0	0	0	0	0	0	0	0	
1915	13	0	12	1	0	0	0	0	0	0	0	
1930	25	0	23	0	0	2	0	0	0	0	0	
1945	18	0	16	0	0	2	0	0	0	0	0	
2000	21	0	19	0	2	0	0	0	0	0	0	
2015	19	1	17	0	0	1	0	0	0	0	0	
2030	20	0	18	0	0	2	0	0	0	0	0	
2045	8	0	7	0	0	0	1	0	0	0	0	
2100	21	0	20	0	0	1	0	0	0	0	0	
2115	21	0	21	0	0	0	0	0	0	0	0	
2130	5	0	5	0	0	0	0	0	0	0	0	
2145	12	1	10	0	0	1	0	0	0	0	0	
2200	8	0	8	0	0	0	0	0	0	0	0	
2215	8	0	8	0	0	0	0	0	0	0	0	
2230	9	0	9	0	0	0	0	0	0	0	0	
2245	2	0	2	0	0	0	0	0	0	0	0	
2300	6	0	6	0	0	0	0	0	0	0	0	
2315	1	0	1	0	0	0	0	0	0	0	0	
2330	3	0	3	0	0	0	0	0	0	0	0	
2345	3	1	2	0	0	0	0	0	0	0	0	
07-19	**2477**	**40**	**2263**	**17**	**102**	**39**	**10**	**1**	**2**	**1**	**2**	
06-22	**2751**	**44**	**2516**	**18**	**106**	**50**	**11**	**1**	**2**	**1**	**2**	
06-00	**2791**	**45**	**2555**	**18**	**106**	**50**	**11**	**1**	**2**	**1**	**2**	
00-00	**2841**	**46**	**2596**	**18**	**111**	**52**	**11**	**1**	**2**	**2**	**2**	

03 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0	0	
0030	2	0	2	0	0	0	0	0	0	0	0	
0045	1	0	1	0	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	
0130	2	0	2	0	0	0	0	0	0	0	0	
0145	1	0	1	0	0	0	0	0	0	0	0	

0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	0	0	0	1	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	3	0	2	0	0	1	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0
0530	10	1	8	0	1	0	0	0	0	0	0
0545	9	0	9	0	0	0	0	0	0	0	0
0600	9	0	7	0	1	1	0	0	0	0	0
0615	14	0	13	0	0	1	0	0	0	0	0
0630	24	3	20	0	0	1	0	0	0	0	0
0645	26	1	24	0	0	1	0	0	0	0	0
0700	36	1	32	0	1	2	0	0	0	0	0
0715	52	0	45	1	4	1	0	0	1	0	0
0730	73	1	69	0	2	1	0	0	0	0	0
0745	87	1	85	0	0	1	0	0	0	0	0
0800	100	3	93	0	2	2	0	0	0	0	0
0815	91	1	81	0	5	3	0	0	1	0	0
0830	104	2	94	0	3	4	1	0	0	0	0
0845	100	1	90	0	5	4	0	0	0	0	0
0900	72	1	67	0	1	2	1	0	0	0	0
0915	51	1	45	1	2	2	0	0	0	0	0
0930	38	1	36	0	0	1	0	0	0	0	0
0945	50	2	43	0	2	3	0	0	0	0	0
1000	56	0	46	1	4	3	1	0	1	0	0
1015	32	0	30	0	1	0	1	0	0	0	0
1030	31	0	29	0	1	0	1	0	0	0	0
1045	52	2	47	0	2	1	0	0	0	0	0
1100	44	0	42	0	2	0	0	0	0	0	0
1115	44	0	39	0	5	0	0	0	0	0	0
1130	50	0	48	0	2	0	0	0	0	0	0
1145	25	0	23	0	1	0	1	0	0	0	0
1200	51	1	47	2	0	0	0	0	0	1	0
1215	40	0	39	0	0	1	0	0	0	0	0
1230	42	0	41	0	1	0	0	0	0	0	0
1245	51	0	49	0	2	0	0	0	0	0	0
1300	38	0	37	0	1	0	0	0	0	0	0
1315	39	1	34	0	3	1	0	0	0	0	0
1330	33	0	32	0	1	0	0	0	0	0	0
1345	46	0	41	0	4	1	0	0	0	0	0
1400	48	0	44	0	4	0	0	0	0	0	0
1415	37	0	34	1	2	0	0	0	0	0	0
1430	39	0	33	0	6	0	0	0	0	0	0
1445	46	0	43	0	2	1	0	0	0	0	0
1500	52	0	48	2	1	1	0	0	0	0	0
1515	61	1	58	0	1	0	0	0	1	0	0
1530	49	0	47	0	2	0	0	0	0	0	0
1545	50	1	45	0	4	0	0	0	0	0	0
1600	60	0	55	0	4	1	0	0	0	0	0
1615	53	4	44	0	4	1	0	0	0	0	0
1630	55	2	51	0	2	0	0	0	0	0	0

1645	52	1	50	0	1	0	0	0	0	0	0	
1700	68	1	64	0	3	0	0	0	0	0	0	
1715	58	1	54	0	2	1	0	0	0	0	0	
1730	50	0	47	0	2	1	0	0	0	0	0	
1745	58	1	54	0	1	1	0	1	0	0	0	
1800	42	0	40	1	1	0	0	0	0	0	0	
1815	44	0	41	0	2	1	0	0	0	0	0	
1830	47	1	43	0	2	1	0	0	0	0	0	
1845	29	1	28	0	0	0	0	0	0	0	0	
1900	28	0	27	0	1	0	0	0	0	0	0	
1915	28	0	27	0	1	0	0	0	0	0	0	
1930	27	1	23	0	2	0	1	0	0	0	0	
1945	14	0	14	0	0	0	0	0	0	0	0	
2000	17	0	16	0	1	0	0	0	0	0	0	
2015	14	1	12	0	0	0	1	0	0	0	0	
2030	10	0	9	0	1	0	0	0	0	0	0	
2045	6	0	6	0	0	0	0	0	0	0	0	
2100	22	0	22	0	0	0	0	0	0	0	0	
2115	9	0	9	0	0	0	0	0	0	0	0	
2130	13	0	13	0	0	0	0	0	0	0	0	
2145	10	0	10	0	0	0	0	0	0	0	0	
2200	11	0	10	0	0	1	0	0	0	0	0	
2215	9	0	9	0	0	0	0	0	0	0	0	
2230	7	0	7	0	0	0	0	0	0	0	0	
2245	8	1	7	0	0	0	0	0	0	0	0	
2300	4	0	4	0	0	0	0	0	0	0	0	
2315	4	0	4	0	0	0	0	0	0	0	0	
2330	6	0	6	0	0	0	0	0	0	0	0	
2345	6	0	6	0	0	0	0	0	0	0	0	
07-19	**2526**	**33**	**2327**	**9**	**103**	**42**	**6**	**1**	**4**	**1**	**0**	
06-22	**2797**	**39**	**2579**	**9**	**110**	**46**	**8**	**1**	**4**	**1**	**0**	
06-00	**2852**	**40**	**2632**	**9**	**110**	**47**	**8**	**1**	**4**	**1**	**0**	
00-00	**2893**	**41**	**2669**	**9**	**111**	**49**	**8**	**1**	**4**	**1**	**0**	

04 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	5	0	5	0	0	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	
0130	3	0	3	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0415	2	0	2	0	0	0	0	0	0	0	0	
0430	1	0	0	0	0	0	1	0	0	0	0	

0445	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	1	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0
0545	4	0	4	0	0	0	0	0	0	0	0
0600	6	0	5	0	1	0	0	0	0	0	0
0615	2	0	2	0	0	0	0	0	0	0	0
0630	6	0	5	0	1	0	0	0	0	0	0
0645	12	0	11	0	1	0	0	0	0	0	0
0700	9	0	9	0	0	0	0	0	0	0	0
0715	12	0	12	0	0	0	0	0	0	0	0
0730	23	0	22	0	1	0	0	0	0	0	0
0745	31	1	26	0	2	2	0	0	0	0	0
0800	22	0	21	0	1	0	0	0	0	0	0
0815	20	2	18	0	0	0	0	0	0	0	0
0830	29	0	25	0	0	2	0	0	2	0	0
0845	40	0	38	1	1	0	0	0	0	0	0
0900	32	0	30	0	2	0	0	0	0	0	0
0915	58	1	52	0	5	0	0	0	0	0	0
0930	42	0	41	0	0	1	0	0	0	0	0
0945	61	0	60	0	1	0	0	0	0	0	0
1000	44	2	37	0	2	3	0	0	0	0	0
1015	44	1	42	0	0	1	0	0	0	0	0
1030	49	3	43	0	1	2	0	0	0	0	0
1045	42	0	40	0	2	0	0	0	0	0	0
1100	57	3	51	0	3	0	0	0	0	0	0
1115	45	1	42	0	2	0	0	0	0	0	0
1130	48	0	48	0	0	0	0	0	0	0	0
1145	51	0	48	1	2	0	0	0	0	0	0
1200	56	1	54	0	0	0	1	0	0	0	0
1215	34	0	33	0	1	0	0	0	0	0	0
1230	43	3	37	0	3	0	0	0	0	0	0
1245	43	2	40	0	1	0	0	0	0	0	0
1300	20	1	18	1	0	0	0	0	0	0	0
1315	42	2	37	0	2	1	0	0	0	0	0
1330	49	0	49	0	0	0	0	0	0	0	0
1345	53	0	50	0	3	0	0	0	0	0	0
1400	42	0	40	0	2	0	0	0	0	0	0
1415	39	2	36	0	1	0	0	0	0	0	0
1430	29	0	29	0	0	0	0	0	0	0	0
1445	34	0	32	0	2	0	0	0	0	0	0
1500	35	1	32	1	1	0	0	0	0	0	0
1515	41	1	39	1	0	0	0	0	0	0	0
1530	38	2	33	1	2	0	0	0	0	0	0
1545	34	2	30	0	2	0	0	0	0	0	0
1600	49	0	49	0	0	0	0	0	0	0	0
1615	31	0	30	0	1	0	0	0	0	0	0
1630	20	1	19	0	0	0	0	0	0	0	0
1645	28	1	25	0	2	0	0	0	0	0	0
1700	38	0	38	0	0	0	0	0	0	0	0
1715	43	3	39	0	1	0	0	0	0	0	0
1730	30	0	30	0	0	0	0	0	0	0	0
1745	28	0	27	0	1	0	0	0	0	0	0
1800	37	0	36	0	0	1	0	0	0	0	0
1815	21	0	21	0	0	0	0	0	0	0	0
1830	35	0	34	0	0	1	0	0	0	0	0
1845	41	1	38	1	0	1	0	0	0	0	0
1900	33	0	33	0	0	0	0	0	0	0	0
1915	27	0	27	0	0	0	0	0	0	0	0

1930	30	0	30	0	0	0	0	0	0	0	0	
1945	22	0	20	0	1	1	0	0	0	0	0	
2000	13	0	13	0	0	0	0	0	0	0	0	
2015	12	0	12	0	0	0	0	0	0	0	0	
2030	16	0	14	0	1	1	0	0	0	0	0	
2045	7	0	7	0	0	0	0	0	0	0	0	
2100	15	0	15	0	0	0	0	0	0	0	0	
2115	11	0	11	0	0	0	0	0	0	0	0	
2130	8	0	8	0	0	0	0	0	0	0	0	
2145	15	0	15	0	0	0	0	0	0	0	0	
2200	15	1	14	0	0	0	0	0	0	0	0	
2215	6	0	5	0	0	1	0	0	0	0	0	
2230	6	0	6	0	0	0	0	0	0	0	0	
2245	9	0	7	0	0	2	0	0	0	0	0	
2300	5	0	4	0	0	1	0	0	0	0	0	
2315	3	0	3	0	0	0	0	0	0	0	0	
2330	4	0	2	0	1	1	0	0	0	0	0	
2345	6	0	6	0	0	0	0	0	0	0	0	
07-19	**1792**	**37**	**1680**	**7**	**50**	**15**	**1**	**0**	**2**	**0**	**0**	
06-22	**2027**	**37**	**1908**	**7**	**55**	**17**	**1**	**0**	**2**	**0**	**0**	
06-00	**2081**	**38**	**1955**	**7**	**56**	**22**	**1**	**0**	**2**	**0**	**0**	
00-00	**2105**	**38**	**1977**	**7**	**56**	**23**	**2**	**0**	**2**	**0**	**0**	

05 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	5	0	4	0	1	0	0	0	0	0	0	
0015	5	0	5	0	0	0	0	0	0	0	0	
0030	4	0	4	0	0	0	0	0	0	0	0	
0045	2	0	2	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0115	2	0	2	0	0	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	
0145	1	0	1	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
0215	2	0	2	0	0	0	0	0	0	0	0	
0230	2	0	2	0	0	0	0	0	0	0	0	
0245	2	0	1	0	0	0	0	1	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	
0430	2	0	2	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0515	3	0	2	0	1	0	0	0	0	0	0	
0530	2	0	2	0	0	0	0	0	0	0	0	
0545	2	0	2	0	0	0	0	0	0	0	0	
0600	2	0	1	0	1	0	0	0	0	0	0	
0615	3	0	2	0	0	1	0	0	0	0	0	
0630	4	1	2	0	1	0	0	0	0	0	0	
0645	8	0	8	0	0	0	0	0	0	0	0	
0700	5	0	5	0	0	0	0	0	0	0	0	
0715	8	0	8	0	0	0	0	0	0	0	0	

0730	13	0	12	0	1	0	0	0	0	0	0
0745	8	1	7	0	0	0	0	0	0	0	0
0800	9	1	8	0	0	0	0	0	0	0	0
0815	11	1	9	0	1	0	0	0	0	0	0
0830	12	0	11	0	0	1	0	0	0	0	0
0845	20	0	18	0	1	1	0	0	0	0	0
0900	11	0	9	0	1	1	0	0	0	0	0
0915	16	0	15	0	1	0	0	0	0	0	0
0930	36	0	34	0	1	1	0	0	0	0	0
0945	33	2	29	0	2	0	0	0	0	0	0
1000	28	0	27	0	0	1	0	0	0	0	0
1015	33	1	32	0	0	0	0	0	0	0	0
1030	28	1	26	0	0	1	0	0	0	0	0
1045	36	0	34	0	0	2	0	0	0	0	0
1100	36	1	34	0	0	1	0	0	0	0	0
1115	44	0	42	0	2	0	0	0	0	0	0
1130	26	0	26	0	0	0	0	0	0	0	0
1145	50	0	48	0	2	0	0	0	0	0	0
1200	39	0	37	1	0	0	1	0	0	0	0
1215	27	0	26	0	0	1	0	0	0	0	0
1230	37	1	35	0	1	0	0	0	0	0	0
1245	43	0	42	1	0	0	0	0	0	0	0
1300	28	0	28	0	0	0	0	0	0	0	0
1315	35	0	34	0	1	0	0	0	0	0	0
1330	26	0	25	0	1	0	0	0	0	0	0
1345	29	0	29	0	0	0	0	0	0	0	0
1400	33	1	31	0	0	1	0	0	0	0	0
1415	27	1	24	0	2	0	0	0	0	0	0
1430	31	0	29	1	1	0	0	0	0	0	0
1445	21	1	20	0	0	0	0	0	0	0	0
1500	20	0	20	0	0	0	0	0	0	0	0
1515	25	0	24	0	1	0	0	0	0	0	0
1530	36	0	34	1	1	0	0	0	0	0	0
1545	19	0	18	0	0	1	0	0	0	0	0
1600	24	1	23	0	0	0	0	0	0	0	0
1615	21	0	21	0	0	0	0	0	0	0	0
1630	11	0	11	0	0	0	0	0	0	0	0
1645	28	0	25	1	0	1	1	0	0	0	0
1700	25	0	25	0	0	0	0	0	0	0	0
1715	26	1	23	0	1	1	0	0	0	0	0
1730	23	0	21	1	1	0	0	0	0	0	0
1745	23	1	22	0	0	0	0	0	0	0	0
1800	28	0	27	0	1	0	0	0	0	0	0
1815	22	0	22	0	0	0	0	0	0	0	0
1830	28	0	27	0	1	0	0	0	0	0	0
1845	15	0	14	0	0	1	0	0	0	0	0
1900	17	0	15	0	0	2	0	0	0	0	0
1915	19	0	19	0	0	0	0	0	0	0	0
1930	15	0	12	1	1	1	0	0	0	0	0
1945	8	0	8	0	0	0	0	0	0	0	0
2000	12	0	11	0	1	0	0	0	0	0	0
2015	8	1	7	0	0	0	0	0	0	0	0
2030	9	0	8	0	1	0	0	0	0	0	0
2045	5	0	5	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0
2130	7	0	5	0	2	0	0	0	0	0	0
2145	4	0	3	0	0	1	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0

2215	7	0	6	0	0	1	0	0	0	0	0	
2230	7	0	6	0	1	0	0	0	0	0	0	
2245	5	0	5	0	0	0	0	0	0	0	0	
2300	2	0	2	0	0	0	0	0	0	0	0	
2315	5	0	4	0	0	0	1	0	0	0	0	
2330	3	0	3	0	0	0	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	
07-19	**1213**	**15**	**1151**	**6**	**24**	**15**	**2**	**0**	**0**	**0**	**0**	
06-22	**1345**	**17**	**1268**	**7**	**31**	**20**	**2**	**0**	**0**	**0**	**0**	
06-00	**1377**	**17**	**1297**	**7**	**32**	**21**	**3**	**0**	**0**	**0**	**0**	
00-00	**1415**	**17**	**1332**	**7**	**34**	**21**	**3**	**1**	**0**	**0**	**0**	

06 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0115	1	0	0	0	0	1	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	
0315	1	0	1	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	
0415	3	0	3	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	
0500	4	0	4	0	0	0	0	0	0	0	0	
0515	4	0	2	0	1	1	0	0	0	0	0	
0530	6	2	3	0	0	1	0	0	0	0	0	
0545	11	1	9	0	0	1	0	0	0	0	0	
0600	7	0	6	0	0	1	0	0	0	0	0	
0615	12	0	10	0	0	2	0	0	0	0	0	
0630	20	0	16	0	1	2	1	0	0	0	0	
0645	24	1	19	0	0	4	0	0	0	0	0	
0700	37	2	30	0	1	4	0	0	0	0	0	
0715	50	0	43	0	2	5	0	0	0	0	0	
0730	86	1	79	0	3	3	0	0	0	0	0	
0745	100	4	88	0	4	3	1	0	0	0	0	
0800	107	3	99	1	2	2	0	0	0	0	0	
0815	113	3	105	0	2	3	0	0	0	0	0	
0830	106	3	100	2	0	1	0	0	0	0	0	
0845	94	0	84	0	4	6	0	0	0	0	0	
0900	67	1	60	0	6	0	0	0	0	0	0	
0915	50	0	47	0	2	1	0	0	0	0	0	
0930	38	0	37	0	0	1	0	0	0	0	0	
0945	43	2	38	0	2	1	0	0	0	0	0	
1000	41	0	38	0	2	1	0	0	0	0	0	

1015	42	3	37	0	2	0	0	0	0	0	0	
1030	47	0	42	0	5	0	0	0	0	0	0	
1045	48	0	44	0	3	1	0	0	0	0	0	
1100	36	0	34	0	2	0	0	0	0	0	0	
1115	41	1	37	0	3	0	0	0	0	0	0	
1130	30	0	29	0	1	0	0	0	0	0	0	
1145	40	0	37	0	3	0	0	0	0	0	0	
1200	37	1	31	1	4	0	0	0	0	0	0	
1215	44	1	41	1	1	0	0	0	0	0	0	
1230	37	1	33	1	1	0	1	0	0	0	0	
1245	39	1	34	2	2	0	0	0	0	0	0	
1300	42	2	37	0	3	0	0	0	0	0	0	
1315	32	0	30	0	1	0	0	0	0	0	1	
1330	30	0	27	0	3	0	0	0	0	0	0	
1345	52	1	49	0	2	0	0	0	0	0	0	
1400	44	1	40	0	3	0	0	0	0	0	0	
1415	31	2	28	0	1	0	0	0	0	0	0	
1430	54	1	49	1	3	0	0	0	0	0	0	
1445	49	0	43	0	5	1	0	0	0	0	0	
1500	38	0	34	0	2	0	0	0	1	0	1	
1515	61	0	58	0	3	0	0	0	0	0	0	
1530	43	1	40	0	2	0	0	0	0	0	0	
1545	43	1	39	0	3	0	0	0	0	0	0	
1600	42	1	35	0	4	0	1	0	1	0	0	
1615	51	1	43	0	7	0	0	0	0	0	0	
1630	52	0	50	0	2	0	0	0	0	0	0	
1645	52	3	47	0	1	1	0	0	0	0	0	
1700	57	0	54	0	1	1	1	0	0	0	0	
1715	39	3	35	0	1	0	0	0	0	0	0	
1730	50	0	49	0	1	0	0	0	0	0	0	
1745	64	2	60	0	1	0	1	0	0	0	0	
1800	41	0	39	1	0	1	0	0	0	0	0	
1815	29	2	26	0	0	0	0	0	0	1	0	
1830	41	2	39	0	0	0	0	0	0	0	0	
1845	30	1	28	0	0	1	0	0	0	0	0	
1900	31	0	29	0	1	1	0	0	0	0	0	
1915	24	0	23	0	0	1	0	0	0	0	0	
1930	21	0	19	0	0	2	0	0	0	0	0	
1945	25	1	24	0	0	0	0	0	0	0	0	
2000	10	0	10	0	0	0	0	0	0	0	0	
2015	20	1	19	0	0	0	0	0	0	0	0	
2030	9	0	9	0	0	0	0	0	0	0	0	
2045	10	0	9	0	0	1	0	0	0	0	0	
2100	17	0	16	0	1	0	0	0	0	0	0	
2115	12	0	12	0	0	0	0	0	0	0	0	
2130	4	0	3	0	0	1	0	0	0	0	0	
2145	8	0	8	0	0	0	0	0	0	0	0	
2200	15	0	14	0	0	1	0	0	0	0	0	
2215	9	0	9	0	0	0	0	0	0	0	0	
2230	3	0	3	0	0	0	0	0	0	0	0	
2245	8	0	8	0	0	0	0	0	0	0	0	
2300	3	0	3	0	0	0	0	0	0	0	0	
2315	1	0	1	0	0	0	0	0	0	0	0	
2330	1	0	1	0	0	0	0	0	0	0	0	
2345	1	0	1	0	0	0	0	0	0	0	0	
07-19	**2440**	**51**	**2226**	**10**	**106**	**37**	**5**	**0**	**2**	**1**	**2**	
06-22	**2694**	**54**	**2458**	**10**	**109**	**52**	**6**	**0**	**2**	**1**	**2**	
06-00	**2735**	**54**	**2498**	**10**	**109**	**53**	**6**	**0**	**2**	**1**	**2**	
00-00	**2773**	**57**	**2528**	**10**	**110**	**57**	**6**	**0**	**2**	**1**	**2**	

07 March 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	
0015	2	0	2	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0115	1	0	1	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	1	0	1	0	0	0	0	0	0	0	0	
0400	3	0	3	0	0	0	0	0	0	0	0	
0415	1	0	1	0	0	0	0	0	0	0	0	
0430	2	0	2	0	0	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0	
0500	2	0	2	0	0	0	0	0	0	0	0	
0515	3	0	3	0	0	0	0	0	0	0	0	
0530	8	1	4	0	1	2	0	0	0	0	0	
0545	13	0	12	0	1	0	0	0	0	0	0	
0600	15	0	12	0	0	3	0	0	0	0	0	
0615	15	0	14	0	0	1	0	0	0	0	0	
0630	22	2	18	0	0	2	0	0	0	0	0	
0645	27	1	24	0	1	1	0	0	0	0	0	
0700	44	2	36	0	2	3	1	0	0	0	0	
0715	44	0	43	0	0	1	0	0	0	0	0	
0730	92	0	81	2	1	8	0	0	0	0	0	
0745	103	5	96	0	1	1	0	0	0	0	0	
0800	120	2	107	2	2	4	1	2	0	0	0	
0815	113	3	106	1	1	2	0	0	0	0	0	
0830	135	1	128	0	3	3	0	0	0	0	0	
0845	101	3	90	0	5	2	1	0	0	0	0	
0900	68	2	59	0	5	2	0	0	0	0	0	
0915	59	1	51	0	3	3	0	0	1	0	0	
0930	42	0	36	0	4	2	0	0	0	0	0	
0945	40	1	37	1	1	0	0	0	0	0	0	
1000	44	0	39	0	2	2	0	0	1	0	0	
1015	41	0	38	0	2	1	0	0	0	0	0	
1030	29	0	27	0	2	0	0	0	0	0	0	
1045	31	0	27	0	2	1	1	0	0	0	0	
1100	39	0	38	1	0	0	0	0	0	0	0	
1115	38	1	34	1	2	0	0	0	0	0	0	
1130	38	0	34	1	1	0	0	0	0	1	1	
1145	37	0	37	0	0	0	0	0	0	0	0	
1200	36	2	32	1	0	1	0	0	0	0	0	
1215	33	1	28	1	0	2	1	0	0	0	0	
1230	34	2	31	0	1	0	0	0	0	0	0	
1245	38	2	33	0	3	0	0	0	0	0	0	

1300	46	1	40	1	2	0	1	0	0	0	1	
1315	31	1	30	0	0	0	0	0	0	0	0	
1330	34	1	31	1	1	0	0	0	0	0	0	
1345	47	2	38	0	4	2	0	0	1	0	0	
1400	25	0	19	0	5	1	0	0	0	0	0	
1415	34	3	29	0	2	0	0	0	0	0	0	
1430	45	2	40	0	2	1	0	0	0	0	0	
1445	55	3	47	1	4	0	0	0	0	0	0	
1500	43	0	38	0	4	0	0	0	0	1	0	
1515	56	3	45	1	7	0	0	0	0	0	0	
1530	54	1	46	0	5	0	1	0	0	0	1	
1545	43	0	39	0	3	0	0	1	0	0	0	
1600	50	2	46	0	2	0	0	0	0	0	0	
1615	46	1	40	0	4	0	0	0	1	0	0	
1630	56	2	50	1	3	0	0	0	0	0	0	
1645	47	0	45	1	1	0	0	0	0	0	0	
1700	73	6	64	1	2	0	0	0	0	0	0	
1715	63	2	57	0	4	0	0	0	0	0	0	
1730	54	1	50	1	2	0	0	0	0	0	0	
1745	51	0	49	0	1	0	1	0	0	0	0	
1800	41	1	40	0	0	0	0	0	0	0	0	
1815	42	0	41	0	1	0	0	0	0	0	0	
1830	40	1	36	0	3	0	0	0	0	0	0	
1845	29	0	29	0	0	0	0	0	0	0	0	
1900	45	2	43	0	0	0	0	0	0	0	0	
1915	19	0	18	0	1	0	0	0	0	0	0	
1930	26	0	25	0	0	1	0	0	0	0	0	
1945	22	0	22	0	0	0	0	0	0	0	0	
2000	19	0	18	0	0	1	0	0	0	0	0	
2015	22	0	22	0	0	0	0	0	0	0	0	
2030	18	0	18	0	0	0	0	0	0	0	0	
2045	11	0	11	0	0	0	0	0	0	0	0	
2100	22	0	22	0	0	0	0	0	0	0	0	
2115	11	0	9	0	1	1	0	0	0	0	0	
2130	13	0	11	0	0	2	0	0	0	0	0	
2145	11	0	11	0	0	0	0	0	0	0	0	
2200	11	0	11	0	0	0	0	0	0	0	0	
2215	7	0	7	0	0	0	0	0	0	0	0	
2230	6	0	6	0	0	0	0	0	0	0	0	
2245	8	0	8	0	0	0	0	0	0	0	0	
2300	3	0	2	0	0	0	1	0	0	0	0	
2315	1	0	1	0	0	0	0	0	0	0	0	
2330	2	0	2	0	0	0	0	0	0	0	0	
2345	2	0	1	0	1	0	0	0	0	0	0	
07-19	**2504**	**61**	**2257**	**19**	**105**	**42**	**8**	**3**	**4**	**2**	**3**	
06-22	**2822**	**66**	**2555**	**19**	**108**	**54**	**8**	**3**	**4**	**2**	**3**	
06-00	**2862**	**66**	**2593**	**19**	**109**	**54**	**9**	**3**	**4**	**2**	**3**	
00-00	**2905**	**67**	**2631**	**19**	**111**	**56**	**9**	**3**	**4**	**2**	**3**	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	**17748**	**311**	**16307**	**83**	**633**	**326**	**47**	**8**	**16**	**8**	**9**	

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	0	2	0	0	0	0	0
0015	0	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	1	2	0	0	0	0	0	0
0045	0	0	0	0	0	1	0	0	0	0	0	0
0100	0	0	0	0	0	2	0	0	0	0	0	0
0115	0	0	0	0	0	1	0	0	0	0	0	0
0130	0	0	0	0	0	1	0	0	0	0	0	0
0145	0	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	1	0	0	0	0	0
0400	0	0	0	0	1	0	0	0	0	0	0	0
0415	0	0	0	0	1	0	0	0	1	0	0	0
0430	0	0	0	0	0	1	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	1	2	0	1	0	0	0	0
0530	0	0	0	0	0	0	2	2	0	0	0	0
0545	0	0	0	2	1	4	1	0	0	0	0	0
0600	0	0	0	1	5	2	0	0	1	0	0	0
0615	0	0	0	0	1	5	3	0	1	0	0	0
0630	0	1	1	4	6	9	2	0	0	0	0	0
0645	0	0	1	5	6	8	3	0	1	0	0	0
0700	0	0	0	4	19	16	3	1	0	0	0	0
0715	0	0	0	9	25	10	7	1	0	1	0	0
0730	0	0	1	13	32	26	10	2	1	0	0	0
0745	0	1	4	24	47	19	14	1	0	0	0	0
0800	0	0	1	13	55	28	9	1	0	0	0	0
0815	0	0	1	19	60	16	6	0	0	0	0	0
0830	0	0	1	14	56	21	11	2	0	0	0	0
0845	0	0	1	16	44	28	11	2	0	0	0	0
0900	0	0	2	8	42	12	4	0	0	0	0	0
0915	0	1	0	15	22	14	5	0	0	0	0	0
0930	0	0	0	10	21	7	2	1	0	0	0	0
0945	0	1	1	16	18	7	2	0	0	0	0	0
1000	0	0	0	11	19	9	3	1	0	0	0	0
1015	0	1	2	8	17	9	3	1	0	0	0	0
1030	0	0	1	8	14	8	6	1	0	0	0	0
1045	0	1	3	6	10	9	5	0	0	0	0	0
1100	0	0	3	4	14	9	4	1	0	0	0	0

1115	0	0	0	14	15	5	7	0	0	0	0	0
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1145	0	0	3	4	16	10	11	1	0	0	0	0
1200	0	2	1	12	12	11	7	1	0	0	0	0
1215	0	0	2	8	14	7	9	0	0	0	0	0
1230	0	0	1	6	17	4	5	1	0	0	0	0
1245	0	0	2	7	9	11	8	2	0	0	0	0
1300	0	1	1	4	12	9	2	3	0	0	0	0
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1330	0	0	0	10	15	7	8	0	0	0	0	0
1345	0	0	1	7	23	13	3	0	0	0	0	0
1400	0	1	3	4	12	9	6	1	0	0	0	0
1415	0	0	1	3	18	2	3	0	0	0	0	0
1430	0	0	2	17	9	3	6	2	0	0	0	0
1445	0	1	3	7	17	12	4	1	0	0	0	0
1500	0	1	1	9	24	7	6	0	0	0	0	0
1515	0	0	1	8	16	14	10	3	0	0	0	0
1530	0	0	2	6	12	5	6	0	0	0	0	0
1545	0	2	3	10	12	13	4	0	0	0	0	0
1600	0	0	1	7	20	19	7	3	0	0	0	0
1615	0	1	1	5	20	15	11	0	0	0	0	0
1630	0	0	0	7	12	11	2	4	0	0	0	0
1645	0	2	3	9	14	10	5	0	0	0	0	0
1700	0	0	1	8	20	11	7	0	0	0	0	0
1715	0	0	3	10	24	11	6	3	0	0	0	0
1730	0	0	0	9	26	13	3	1	0	0	0	0
1745	0	0	1	13	21	11	4	0	0	0	0	0
1800	0	0	3	8	18	20	1	2	1	0	0	0
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1845	0	0	1	5	17	7	3	1	0	0	0	0
1900	0	1	1	6	9	12	3	1	0	0	0	0
1915	0	0	0	2	7	10	4	2	0	1	0	0
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2000	0	0	1	5	5	4	2	2	0	0	0	0
2015	0	0	0	4	7	8	4	0	1	0	0	0
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2045	0	0	0	2	2	5	1	0	0	0	0	0
2100	0	0	0	0	8	6	2	0	0	0	0	0
2115	0	0	0	1	6	2	2	0	1	0	0	0
2130	0	0	0	2	2	2	4	0	0	0	0	0
2145	0	1	0	3	0	2	0	0	0	0	0	0
2200	0	0	0	0	9	0	2	0	0	0	0	0
2215	0	0	0	3	6	3	1	1	0	0	0	0
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2245	0	0	0	1	2	3	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
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2330	0	0	0	0	0	1	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**17**	**67**	**447**	**1035**	**555**	**281**	**46**	**2**	**1**	**0**	**0**
06-22	**0**	**20**	**72**	**488**	**1127**	**650**	**319**	**56**	**7**	**2**	**0**	**0**
06-00	**0**	**20**	**72**	**495**	**1146**	**659**	**323**	**57**	**7**	**2**	**0**	**0**
00-00	**0**	**20**	**72**	**498**	**1154**	**673**	**329**	**60**	**8**	**2**	**0**	**0**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	2	0	0	0	0	0	0
0015	0	0	0	0	0	0	1	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	1	0	0	0	0	0	0
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0130	0	0	0	0	1	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	1	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	1	0	1	0	0	0	0	0
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0415	0	0	0	0	1	1	0	0	0	0	0	0
0430	0	0	0	0	1	1	0	0	0	0	0	0
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0545	0	0	0	0	2	3	4	0	0	0	0	0
0600	0	0	0	2	3	1	2	0	1	0	0	0
0615	0	0	0	5	4	2	2	0	0	0	0	0
0630	0	1	0	1	4	7	3	1	0	0	0	0
0645	0	0	1	3	6	8	7	0	0	0	0	0
0700	0	0	1	5	14	14	2	0	0	0	0	0
0715	0	0	0	9	24	5	5	4	1	0	0	0
0730	0	0	1	12	33	23	13	1	2	0	0	0
0745	0	0	4	16	76	18	4	1	0	0	0	0
0800	0	0	4	20	50	21	7	3	0	0	0	0
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0945	0	0	2	8	19	14	5	1	1	0	0	0
1000	0	0	3	17	18	5	1	0	0	0	0	0
1015	0	0	0	8	10	14	5	1	0	0	0	0
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1045	0	1	1	4	13	6	7	1	0	0	0	0
1100	0	0	1	10	15	11	5	0	0	0	0	0
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1200	0	0	0	5	22	7	3	1	0	0	0	0
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1515	0	0	0	10	17	18	9	1	0	0	0	0
1530	0	0	2	10	20	15	7	0	1	0	0	0
1545	0	0	2	5	26	7	1	0	0	0	0	0
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1630	0	0	1	6	28	10	5	1	0	0	0	0
1645	0	1	1	9	20	11	8	1	0	0	0	0
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1745	0	0	0	16	32	13	2	0	0	0	0	0
1800	0	1	0	13	17	7	4	2	0	0	0	0
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1845	0	0	0	5	14	9	5	1	0	0	0	0
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1930	0	0	0	2	6	9	7	1	0	0	0	0
1945	0	0	0	2	7	5	4	0	0	0	0	0
2000	0	0	0	2	5	11	1	2	0	0	0	0
2015	0	1	0	2	8	4	3	1	0	0	0	0
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2045	0	0	0	0	3	4	1	0	0	0	0	0
2100	0	0	0	2	9	8	1	1	0	0	0	0
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2145	0	1	0	0	5	4	2	0	0	0	0	0
2200	0	0	0	2	2	2	1	0	1	0	0	0
2215	0	0	0	1	2	3	1	1	0	0	0	0
2230	0	0	1	2	3	2	0	1	0	0	0	0
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2330	0	0	0	0	1	1	0	1	0	0	0	0
2345	0	0	1	0	1	0	1	0	0	0	0	0
07-19	**0**	**10**	**65**	**466**	**1060**	**541**	**271**	**55**	**9**	**0**	**0**	**0**
06-22	**0**	**13**	**66**	**497**	**1155**	**630**	**317**	**61**	**12**	**0**	**0**	**0**
06-00	**0**	**13**	**68**	**503**	**1164**	**642**	**324**	**64**	**13**	**0**	**0**	**0**
00-00	**0**	**13**	**68**	**508**	**1183**	**661**	**331**	**64**	**13**	**0**	**0**	**0**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	1	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	1	0	1	0	0	0	0	0	0
0045	0	0	0	0	1	0	0	0	0	0	0	0
0100	0	0	0	0	1	1	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	1	0	1	0	0	0	0	0
0145	0	0	0	0	1	0	0	0	0	0	0	0

0200	0	0	0	0	0	1	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	1	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	1	0	0	0	0	0
0400	0	0	0	0	0	0	1	2	0	0	0	0
0415	0	0	0	0	0	1	0	0	0	0	0	0
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0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	2	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
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0545	0	0	0	1	2	4	2	0	0	0	0	0
0600	0	0	0	2	3	0	2	1	1	0	0	0
0615	0	0	0	0	8	5	0	1	0	0	0	0
0630	0	1	1	6	3	4	8	1	0	0	0	0
0645	0	0	1	1	12	5	4	2	0	1	0	0
0700	0	0	0	8	16	9	2	1	0	0	0	0
0715	0	0	0	12	28	7	5	0	0	0	0	0
0730	0	0	1	10	34	14	9	5	0	0	0	0
0745	0	0	4	12	47	17	5	1	1	0	0	0
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0945	0	0	2	11	24	11	2	0	0	0	0	0
1000	0	0	1	11	25	14	4	1	0	0	0	0
1015	0	0	1	8	12	5	5	1	0	0	0	0
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1130	0	0	0	13	18	12	7	0	0	0	0	0
1145	0	0	1	5	5	9	5	0	0	0	0	0
1200	0	0	1	8	24	16	2	0	0	0	0	0
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1345	0	1	2	7	18	11	6	1	0	0	0	0
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1715	0	0	1	11	17	17	11	1	0	0	0	0
1730	0	0	0	7	20	13	9	1	0	0	0	0
1745	0	0	0	7	21	24	6	0	0	0	0	0
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1845	0	0	0	0	9	13	6	1	0	0	0	0
1900	0	0	0	4	9	8	5	1	1	0	0	0
1915	0	0	0	3	8	8	8	1	0	0	0	0
1930	0	0	1	5	10	9	2	0	0	0	0	0
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2000	0	0	0	2	9	2	3	1	0	0	0	0
2015	0	1	0	3	5	1	4	0	0	0	0	0
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2045	0	0	0	0	4	1	0	1	0	0	0	0
2100	0	0	0	3	8	7	2	1	1	0	0	0
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2145	0	0	0	1	5	2	0	2	0	0	0	0
2200	0	0	0	1	10	0	0	0	0	0	0	0
2215	0	0	0	2	4	1	0	2	0	0	0	0
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2245	0	0	1	2	2	1	2	0	0	0	0	0
2300	0	0	0	0	4	0	0	0	0	0	0	0
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2330	0	0	0	0	3	1	2	0	0	0	0	0
2345	0	0	0	1	2	2	0	0	1	0	0	0
07-19	**0**	**6**	**57**	**469**	**1082**	**584**	**274**	**44**	**9**	**0**	**0**	**0**
06-22	**0**	**8**	**60**	**510**	**1179**	**647**	**320**	**58**	**13**	**1**	**0**	**0**
06-00	**0**	**8**	**61**	**517**	**1210**	**655**	**325**	**60**	**14**	**1**	**0**	**0**
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Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	2	3	0	0	0	0	0	0	0
0015	0	0	0	0	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	1	1	1	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	1	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	1	0	0	0	1	0	0	0
0430	0	0	0	1	0	0	0	0	0	0	0	0

0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	1	0	0	0	0	0	0	0
0515	0	0	0	1	0	2	0	0	0	0	0	0
0530	0	0	0	0	2	0	0	0	0	0	0	0
0545	0	0	0	1	1	2	0	0	0	0	0	0
0600	0	0	0	0	1	4	1	0	0	0	0	0
0615	0	0	0	1	1	0	0	0	0	0	0	0
0630	0	0	0	0	3	2	1	0	0	0	0	0
0645	0	0	0	3	5	1	1	2	0	0	0	0
0700	0	0	0	2	4	1	1	1	0	0	0	0
0715	0	0	0	1	8	2	0	1	0	0	0	0
0730	0	0	1	7	8	1	4	2	0	0	0	0
0745	0	0	1	7	11	3	6	3	0	0	0	0
0800	0	0	0	6	10	5	1	0	0	0	0	0
0815	0	1	1	4	9	2	2	0	1	0	0	0
0830	0	0	0	4	12	8	5	0	0	0	0	0
0845	0	0	0	12	18	5	2	2	0	0	0	1
0900	0	0	0	5	16	6	3	2	0	0	0	0
0915	0	0	3	10	30	6	7	2	0	0	0	0
0930	0	0	1	6	17	9	7	2	0	0	0	0
0945	0	0	0	15	28	10	7	1	0	0	0	0
1000	0	1	2	4	15	16	5	1	0	0	0	0
1015	0	2	1	11	11	11	6	2	0	0	0	0
1030	0	0	3	7	18	12	8	1	0	0	0	0
1045	0	1	1	9	17	8	6	0	0	0	0	0
1100	0	1	1	8	23	17	7	0	0	0	0	0
1115	0	1	2	5	19	12	6	0	0	0	0	0
1130	0	0	0	8	17	11	10	1	0	1	0	0
1145	0	0	1	8	12	15	10	5	0	0	0	0
1200	0	0	3	13	26	9	5	0	0	0	0	0
1215	0	0	0	7	11	13	2	1	0	0	0	0
1230	0	0	2	5	22	8	5	1	0	0	0	0
1245	0	0	1	5	14	9	10	2	2	0	0	0
1300	0	0	1	9	3	3	3	1	0	0	0	0
1315	0	0	2	7	9	10	11	3	0	0	0	0
1330	0	0	0	11	20	10	6	2	0	0	0	0
1345	0	0	3	6	23	11	8	2	0	0	0	0
1400	0	0	0	14	14	5	8	1	0	0	0	0
1415	0	0	1	8	19	7	2	2	0	0	0	0
1430	0	0	0	5	10	8	4	2	0	0	0	0
1445	0	0	1	4	18	5	4	2	0	0	0	0
1500	0	0	0	3	16	13	2	0	1	0	0	0
1515	0	0	1	10	17	11	2	0	0	0	0	0
1530	0	0	0	8	17	9	4	0	0	0	0	0
1545	0	0	1	5	13	5	7	3	0	0	0	0
1600	0	0	0	9	19	16	5	0	0	0	0	0
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1630	0	0	1	5	11	3	0	0	0	0	0	0
1645	0	0	0	9	9	6	4	0	0	0	0	0
1700	0	0	0	2	14	16	5	0	1	0	0	0
1715	0	1	2	4	19	8	5	3	0	1	0	0
1730	0	0	0	3	11	6	7	3	0	0	0	0
1745	0	0	0	2	5	9	12	0	0	0	0	0
1800	0	0	0	8	11	11	5	2	0	0	0	0
1815	0	1	0	3	7	5	4	1	0	0	0	0
1830	0	0	0	7	11	9	7	1	0	0	0	0
1845	0	0	0	3	20	12	6	0	0	0	0	0
1900	0	0	0	5	8	16	4	0	0	0	0	0
1915	0	0	1	4	9	9	2	1	1	0	0	0

1930	0	0	0	2	8	14	5	1	0	0	0	0
1945	0	0	0	0	11	10	1	0	0	0	0	0
2000	0	0	0	2	5	4	1	1	0	0	0	0
2015	0	0	0	0	6	4	2	0	0	0	0	0
2030	0	0	0	3	7	3	2	1	0	0	0	0
2045	0	0	0	0	5	1	0	0	1	0	0	0
2100	0	0	0	2	7	4	2	0	0	0	0	0
2115	0	0	0	2	4	4	1	0	0	0	0	0
2130	0	0	0	2	1	3	1	1	0	0	0	0
2145	0	0	0	2	7	2	3	1	0	0	0	0
2200	0	1	0	2	2	7	2	0	1	0	0	0
2215	0	0	0	3	1	2	0	0	0	0	0	0
2230	0	0	0	0	0	4	1	1	0	0	0	0
2245	0	0	0	0	7	1	0	1	0	0	0	0
2300	0	0	0	0	4	0	1	0	0	0	0	0
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2330	0	0	0	0	3	1	0	0	0	0	0	0
2345	0	0	0	0	4	2	0	0	0	0	0	0
07-19	**0**	**9**	**37**	**319**	**703**	**406**	**252**	**58**	**5**	**2**	**0**	**1**
06-22	**0**	**9**	**38**	**347**	**791**	**487**	**279**	**66**	**7**	**2**	**0**	**1**
06-00	**0**	**10**	**38**	**353**	**813**	**505**	**283**	**68**	**8**	**2**	**0**	**1**
00-00	**0**	**10**	**38**	**358**	**824**	**510**	**285**	**68**	**9**	**2**	**0**	**1**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	3	1	1	0	0	0	0	0
0015	0	0	0	0	1	1	3	0	0	0	0	0
0030	0	0	0	0	2	0	1	1	0	0	0	0
0045	0	0	0	0	0	0	0	1	1	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	1	1	0	0	0	0	0	0
0130	0	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	1	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	2	0	0	0	0	0	0
0230	0	0	0	0	0	1	0	1	0	0	0	0
0245	0	0	0	1	0	1	0	0	0	0	0	0
0300	0	0	0	0	0	1	0	0	0	0	0	0
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0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	1	1	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	2	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	1	0	1	1	0	0	0	0
0530	0	0	0	0	0	2	0	0	0	0	0	0
0545	0	0	0	0	1	1	0	0	0	0	0	0
0600	0	0	0	2	0	0	0	0	0	0	0	0
0615	0	0	0	0	1	0	2	0	0	0	0	0
0630	0	0	0	0	1	2	1	0	0	0	0	0
0645	0	0	0	1	4	2	0	1	0	0	0	0
0700	0	0	0	1	3	0	1	0	0	0	0	0
0715	0	0	0	2	5	1	0	0	0	0	0	0

0730	0	0	0	3	6	2	0	0	1	1	0	0
0745	0	1	0	0	4	2	1	0	0	0	0	0
0800	0	0	1	0	2	3	2	1	0	0	0	0
0815	0	0	1	5	1	2	1	1	0	0	0	0
0830	0	0	0	1	8	2	1	0	0	0	0	0
0845	0	0	0	4	6	7	3	0	0	0	0	0
0900	0	0	0	1	3	2	4	1	0	0	0	0
0915	0	0	0	3	8	3	2	0	0	0	0	0
0930	0	0	0	12	18	4	1	1	0	0	0	0
0945	0	1	1	2	5	14	9	1	0	0	0	0
1000	0	0	0	5	11	8	3	1	0	0	0	0
1015	0	0	1	8	18	3	2	1	0	0	0	0
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1045	0	0	0	9	18	4	5	0	0	0	0	0
1100	0	0	1	5	13	9	6	2	0	0	0	0
1115	0	0	0	6	18	12	6	0	2	0	0	0
1130	0	0	0	6	6	8	4	2	0	0	0	0
1145	0	0	0	6	25	8	10	1	0	0	0	0
1200	0	0	2	8	15	9	2	3	0	0	0	0
1215	0	0	0	3	14	6	4	0	0	0	0	0
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1300	0	0	0	7	13	3	4	0	1	0	0	0
1315	0	0	1	5	10	8	7	4	0	0	0	0
1330	0	0	0	10	8	3	3	2	0	0	0	0
1345	0	0	0	7	12	4	4	2	0	0	0	0
1400	0	0	1	6	18	7	1	0	0	0	0	0
1415	0	0	1	7	7	9	1	2	0	0	0	0
1430	0	0	0	10	8	10	2	1	0	0	0	0
1445	0	0	0	6	7	5	3	0	0	0	0	0
1500	0	0	0	4	9	3	2	2	0	0	0	0
1515	0	0	0	5	10	4	4	2	0	0	0	0
1530	0	1	0	5	15	8	6	1	0	0	0	0
1545	0	0	0	3	7	5	3	1	0	0	0	0
1600	0	0	1	2	9	6	5	1	0	0	0	0
1615	0	0	0	2	13	3	3	0	0	0	0	0
1630	0	0	0	2	3	4	2	0	0	0	0	0
1645	0	0	0	12	9	5	1	1	0	0	0	0
1700	0	0	0	5	12	2	4	2	0	0	0	0
1715	0	0	0	2	11	5	6	1	0	1	0	0
1730	0	0	0	5	7	2	7	2	0	0	0	0
1745	0	0	0	2	9	9	3	0	0	0	0	0
1800	0	0	0	0	16	8	3	1	0	0	0	0
1815	0	0	0	4	10	6	2	0	0	0	0	0
1830	0	0	0	3	14	9	1	1	0	0	0	0
1845	0	0	0	3	8	3	1	0	0	0	0	0
1900	0	0	0	5	6	3	2	1	0	0	0	0
1915	0	0	0	3	7	8	1	0	0	0	0	0
1930	0	0	0	0	7	6	2	0	0	0	0	0
1945	0	0	0	0	2	1	2	3	0	0	0	0
2000	0	0	0	0	5	4	3	0	0	0	0	0
2015	0	1	1	3	2	0	0	1	0	0	0	0
2030	0	0	0	0	6	2	1	0	0	0	0	0
2045	0	0	0	0	0	2	3	0	0	0	0	0
2100	0	0	0	0	5	3	1	0	0	0	0	0
2115	0	0	0	1	0	1	0	0	0	0	0	0
2130	0	0	0	1	5	0	1	0	0	0	0	0
2145	0	0	0	0	0	2	2	0	0	0	0	0
2200	0	0	0	0	3	0	0	0	0	0	0	0

2215	0	0	0	1	2	2	1	1	0	0	0	0
2230	0	0	0	3	3	1	0	0	0	0	0	0
2245	0	0	0	0	0	3	2	0	0	0	0	0
2300	0	0	0	0	0	1	1	0	0	0	0	0
2315	0	0	0	1	4	0	0	0	0	0	0	0
2330	0	0	0	1	2	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**0**	**3**	**14**	**228**	**492**	**269**	**157**	**44**	**4**	**2**	**0**	**0**
06-22	**0**	**4**	**15**	**244**	**543**	**305**	**178**	**50**	**4**	**2**	**0**	**0**
06-00	**0**	**4**	**15**	**250**	**557**	**312**	**182**	**51**	**4**	**2**	**0**	**0**
00-00	**0**	**4**	**15**	**251**	**570**	**325**	**188**	**55**	**5**	**2**	**0**	**0**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	1	1	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	1	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	1	0	0	0	0	0	0
0315	0	0	0	0	1	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	1	1	0	0	0	0
0415	0	0	0	0	3	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	3	0	0	1	0	0	0	0
0515	0	0	0	1	0	2	1	0	0	0	0	0
0530	0	1	0	0	1	1	2	0	1	0	0	0
0545	0	0	0	1	6	3	0	1	0	0	0	0
0600	0	0	0	0	1	4	0	1	1	0	0	0
0615	0	0	0	2	8	0	1	1	0	0	0	0
0630	0	0	1	2	9	4	2	2	0	0	0	0
0645	0	0	1	2	11	4	4	0	2	0	0	0
0700	0	0	1	4	8	19	1	3	1	0	0	0
0715	0	1	2	5	19	12	7	4	0	0	0	0
0730	0	0	2	13	28	29	11	3	0	0	0	0
0745	0	0	5	13	50	14	14	4	0	0	0	0
0800	0	0	2	26	45	27	6	1	0	0	0	0
0815	0	0	5	11	55	28	10	3	1	0	0	0
0830	0	1	3	21	61	14	5	1	0	0	0	0
0845	0	0	1	9	43	22	17	2	0	0	0	0
0900	0	0	3	4	31	20	9	0	0	0	0	0
0915	0	0	0	9	20	15	5	1	0	0	0	0
0930	0	0	0	12	17	5	3	1	0	0	0	0
0945	0	0	1	11	24	3	2	2	0	0	0	0
1000	0	0	1	10	16	8	6	0	0	0	0	0

1015	0	1	3	8	12	10	8	0	0	0	0	0
1030	0	0	0	11	16	17	3	0	0	0	0	0
1045	0	0	0	4	22	13	8	1	0	0	0	0
1100	0	0	4	7	13	8	3	1	0	0	0	0
1115	0	0	0	7	19	7	7	1	0	0	0	0
1130	0	0	0	10	11	5	2	2	0	0	0	0
1145	0	1	0	9	7	12	10	1	0	0	0	0
1200	0	0	0	11	15	7	4	0	0	0	0	0
1215	0	1	1	5	9	17	10	0	0	1	0	0
1230	0	1	2	8	18	5	3	0	0	0	0	0
1245	0	0	3	11	12	6	7	0	0	0	0	0
1300	0	0	1	18	12	3	5	3	0	0	0	0
1315	0	0	2	9	7	6	7	1	0	0	0	0
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1345	0	0	1	10	25	13	3	0	0	0	0	0
1400	0	0	2	10	18	5	7	1	1	0	0	0
1415	0	1	2	9	10	4	3	1	1	0	0	0
1430	0	0	0	7	24	14	7	2	0	0	0	0
1445	0	1	2	12	15	14	5	0	0	0	0	0
1500	0	0	3	10	19	4	1	1	0	0	0	0
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1545	0	0	4	9	16	5	7	1	1	0	0	0
1600	0	2	0	10	16	9	5	0	0	0	0	0
1615	0	0	2	10	16	13	9	1	0	0	0	0
1630	0	2	4	14	23	6	3	0	0	0	0	0
1645	0	1	3	5	22	14	6	1	0	0	0	0
1700	0	0	0	4	19	13	15	5	1	0	0	0
1715	0	0	0	7	11	12	7	1	1	0	0	0
1730	0	0	0	11	17	15	5	2	0	0	0	0
1745	0	2	3	7	29	19	3	1	0	0	0	0
1800	0	0	0	6	19	13	1	1	1	0	0	0
1815	0	0	2	6	12	6	2	1	0	0	0	0
1830	0	2	2	3	17	10	6	1	0	0	0	0
1845	0	0	1	1	17	8	3	0	0	0	0	0
1900	0	0	0	3	13	9	4	2	0	0	0	0
1915	0	0	1	4	5	8	5	1	0	0	0	0
1930	0	0	0	5	7	5	3	1	0	0	0	0
1945	0	0	0	0	11	7	4	3	0	0	0	0
2000	0	0	1	0	6	0	2	1	0	0	0	0
2015	0	0	1	0	7	7	3	1	1	0	0	0
2030	0	0	0	1	4	3	0	0	1	0	0	0
2045	0	0	0	1	3	1	3	2	0	0	0	0
2100	0	0	0	6	7	3	1	0	0	0	0	0
2115	0	0	0	1	5	5	1	0	0	0	0	0
2130	0	0	0	0	0	4	0	0	0	0	0	0
2145	0	0	0	2	2	1	2	1	0	0	0	0
2200	0	0	0	1	9	4	1	0	0	0	0	0
2215	0	0	0	2	3	0	4	0	0	0	0	0
2230	0	0	0	0	3	0	0	0	0	0	0	0
2245	0	0	0	1	6	0	0	1	0	0	0	0
2300	0	0	0	0	0	0	2	1	0	0	0	0
2315	0	0	0	1	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	1	0	0	0	0	0	0
2345	0	0	0	0	0	1	0	0	0	0	0	0
07-19	**0**	**17**	**74**	**446**	**984**	**558**	**295**	**57**	**8**	**1**	**0**	**0**
06-22	**0**	**17**	**79**	**475**	**1083**	**623**	**330**	**73**	**13**	**1**	**0**	**0**
06-00	**0**	**17**	**79**	**480**	**1104**	**629**	**337**	**75**	**13**	**1**	**0**	**0**
00-00	**0**	**18**	**79**	**483**	**1123**	**636**	**341**	**78**	**14**	**1**	**0**	**0**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
0000	0	0	0	0	0	2	0	0	0	0	0	0
0015	0	0	0	1	1	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	1	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	1	0	0	1	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	1	0	0	0	0	0
0300	0	0	0	0	0	1	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	1	0	0	0	0	0	0
0400	0	0	0	0	0	3	0	0	0	0	0	0
0415	0	0	0	0	1	0	0	0	0	0	0	0
0430	0	0	0	0	0	2	0	0	0	0	0	0
0445	0	0	0	0	0	1	0	0	0	0	0	0
0500	0	0	0	0	0	2	0	0	0	0	0	0
0515	0	0	0	0	0	2	1	0	0	0	0	0
0530	0	0	0	2	2	0	3	1	0	0	0	0
0545	0	0	0	1	1	3	7	1	0	0	0	0
0600	0	0	0	1	6	7	1	0	0	0	0	0
0615	0	0	0	2	8	3	1	0	1	0	0	0
0630	0	1	1	3	9	4	2	2	0	0	0	0
0645	0	0	1	1	16	6	2	0	1	0	0	0
0700	0	0	2	10	19	7	4	1	1	0	0	0
0715	0	0	0	6	25	7	6	0	0	0	0	0
0730	0	0	2	12	33	30	8	7	0	0	0	0
0745	0	0	4	23	46	23	6	1	0	0	0	0
0800	0	0	2	27	61	22	7	1	0	0	0	0
0815	0	1	4	19	53	24	10	2	0	0	0	0
0830	0	0	2	22	73	25	9	4	0	0	0	0
0845	0	0	3	21	50	13	11	3	0	0	0	0
0900	0	1	0	12	27	13	14	1	0	0	0	0
0915	0	0	3	8	19	20	7	1	1	0	0	0
0930	0	0	0	9	17	5	8	3	0	0	0	0
0945	0	0	2	13	19	3	3	0	0	0	0	0
1000	0	0	1	10	19	8	3	2	0	0	0	0
1015	0	0	1	6	17	8	7	2	0	0	0	0
1030	0	0	1	10	10	7	1	0	0	0	0	0
1045	0	0	1	5	13	10	2	0	0	0	0	0
1100	0	0	0	6	13	14	4	1	1	0	0	0
1115	0	0	1	10	12	5	9	1	0	0	0	0
1130	0	0	6	13	11	4	2	2	0	0	0	0
1145	0	0	1	9	14	8	5	0	0	0	0	0
1200	0	0	1	11	6	11	5	2	0	0	0	0
1215	0	0	2	4	12	9	5	1	0	0	0	0
1230	0	1	0	11	15	3	3	1	0	0	0	0
1245	0	0	3	8	14	7	4	1	1	0	0	0

1300	0	1	3	13	8	14	6	1	0	0	0	0
1315	0	1	0	2	14	8	4	2	0	0	0	0
1330	0	1	1	7	12	5	7	1	0	0	0	0
1345	0	1	3	6	21	10	6	0	0	0	0	0
1400	0	0	3	6	8	3	4	1	0	0	0	0
1415	0	2	3	8	9	4	5	2	1	0	0	0
1430	0	2	2	4	17	9	10	1	0	0	0	0
1445	0	0	3	12	26	9	3	1	1	0	0	0
1500	0	0	4	8	18	8	4	1	0	0	0	0
1515	0	0	1	5	23	11	13	3	0	0	0	0
1530	0	0	0	12	23	14	5	0	0	0	0	0
1545	0	0	0	10	14	8	7	3	1	0	0	0
1600	0	1	2	8	22	10	7	0	0	0	0	0
1615	0	0	3	9	9	12	10	3	0	0	0	0
1630	0	0	3	8	15	24	6	0	0	0	0	0
1645	0	0	0	4	26	6	11	0	0	0	0	0
1700	0	0	1	7	26	28	10	0	1	0	0	0
1715	0	1	0	13	30	11	6	1	1	0	0	0
1730	0	0	0	6	24	10	12	2	0	0	0	0
1745	0	0	0	8	20	16	6	1	0	0	0	0
1800	0	0	1	5	14	12	7	1	1	0	0	0
1815	0	0	0	6	14	15	5	2	0	0	0	0
1830	0	0	1	10	16	8	4	1	0	0	0	0
1845	0	0	0	3	12	7	4	3	0	0	0	0
1900	0	0	0	3	22	8	9	3	0	0	0	0
1915	0	0	0	4	7	6	1	1	0	0	0	0
1930	0	0	0	1	14	5	5	1	0	0	0	0
1945	0	0	0	4	10	3	4	1	0	0	0	0
2000	0	0	0	2	3	8	4	2	0	0	0	0
2015	0	0	0	3	12	5	1	1	0	0	0	0
2030	0	0	0	2	10	3	2	0	1	0	0	0
2045	0	0	0	2	4	3	1	0	1	0	0	0
2100	0	0	0	8	7	4	2	1	0	0	0	0
2115	0	0	0	3	4	1	2	1	0	0	0	0
2130	0	0	0	3	8	2	0	0	0	0	0	0
2145	0	0	0	0	6	2	2	1	0	0	0	0
2200	0	0	0	2	4	1	1	3	0	0	0	0
2215	0	0	0	1	4	0	1	1	0	0	0	0
2230	0	0	0	1	2	2	1	0	0	0	0	0
2245	0	0	0	2	0	4	1	1	0	0	0	0
2300	0	0	0	0	0	3	0	0	0	0	0	0
2315	0	0	0	0	1	0	0	0	0	0	0	0
2330	0	0	0	0	0	2	0	0	0	0	0	0
2345	0	0	0	0	0	1	1	0	0	0	0	0
07-19	**0**	**13**	**76**	**465**	**1019**	**548**	**305**	**67**	**10**	**0**	**0**	**0**
06-22	**0**	**14**	**78**	**507**	**1165**	**618**	**344**	**81**	**14**	**0**	**0**	**0**
06-00	**0**	**14**	**78**	**513**	**1176**	**631**	**349**	**86**	**14**	**0**	**0**	**0**
00-00	**0**	**14**	**78**	**517**	**1182**	**649**	**361**	**88**	**15**	**0**	**0**	**0**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60
--	0	87	411	3135	7256	4126	2167	477	78	8	0	1

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	30.8	-	2	100	0	0	0	0	
0	24.2	-	0	0	0	0	0	0	
0	25.2	-	0	0	0	0	0	0	
0	27.2	-	0	0	0	0	0	0	
0	25.7	-	0	0	0	0	0	0	
0	25.7	-	0	0	0	0	0	0	
0	25.7	-	0	0	0	0	0	0	
0	21.1	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	17.7	-	0	0	0	0	0	0	
0	20.6	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	34.5	-	1	100	0	0	0	0	
0	24.2	-	0	0	0	0	0	0	
0	33.4	-	1	50	1	50	0	0	
0	26.5	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	27.6	-	1	25	1	25	0	0	
0	34.3	-	4	100	2	50	0	0	
0	25.8	-	1	12.5	0	0	0	0	
0	25.5	-	1	11.1	1	11.1	0	0	
0	29.6	-	4	40	1	10	0	0	
0	23.5	28.9	2	8.7	0	0	0	0	
0	24.6	29.3	4	16.7	1	4.2	0	0	
0	24.9	29.1	4	9.3	1	2.3	0	0	
0	24.7	30.2	9	17	2	3.8	1	1.9	
0	24.8	29.5	13	15.3	3	3.5	0	0	
0	23.1	29.5	15	13.6	1	0.9	0	0	
0	23.7	27.5	10	9.3	1	0.9	0	0	
0	22.7	26.8	6	5.9	0	0	0	0	
0	23.9	28.6	13	12.4	2	1.9	0	0	
0	24.3	29.1	13	12.7	2	2	0	0	
0	23.4	27.5	4	5.9	0	0	0	0	
0	23.3	27.3	5	8.8	0	0	0	0	
0	23.1	28	3	7.3	1	2.4	0	0	
0	21.5	25.7	2	4.4	0	0	0	0	
0	23.4	27.3	4	9.3	1	2.3	0	0	
0	23	29.1	4	9.8	1	2.4	0	0	
0	24	30	7	18.4	1	2.6	0	0	
0	23.2	28.9	5	14.7	0	0	0	0	
0	23.9	29.5	5	14.3	1	2.9	0	0	

0	23	30.2	7	17.1	0	0	0	0
0	23.7	29.8	6	16.2	0	0	0	0
0	25.3	31.8	12	26.7	1	2.2	0	0
0	23.6	31.1	8	17.4	1	2.2	0	0
0	24.2	31.1	9	22.5	0	0	0	0
0	23.9	30.6	6	17.6	1	2.9	0	0
0	24.9	30.6	10	25.6	2	5.1	0	0
0	24.3	29.8	5	15.6	3	9.4	0	0
0	22.5	27.5	4	8.5	0	0	0	0
0	24.1	30.6	8	20	0	0	0	0
0	23.3	26.8	3	6.4	0	0	0	0
0	23.8	31.3	7	19.4	1	2.8	0	0
0	23.5	25.1	3	11.1	0	0	0	0
0	22.8	30.9	8	20.5	2	5.1	0	0
0	23.3	28.9	5	11.1	1	2.2	0	0
0	23.2	29.5	6	12.5	0	0	0	0
0	25.7	32.2	13	25	3	5.8	0	0
0	23.3	30.4	6	19.4	0	0	0	0
0	22	29.5	4	9.1	0	0	0	0
0	25.5	30	10	17.5	3	5.3	0	0
0	25	30.4	11	20.8	0	0	0	0
0	25.3	31.5	6	16.7	4	11.1	0	0
0	22.5	29.5	5	11.6	0	0	0	0
0	24.2	29.8	7	14.9	0	0	0	0
0	23.8	28.4	9	15.8	3	5.3	0	0
0	23.9	27.3	4	7.7	1	1.9	0	0
0	22.8	27.5	4	8	0	0	0	0
0	24.1	28.4	4	7.5	3	5.7	0	0
0	25.5	30.9	10	20.4	1	2	0	0
0	22.9	28.2	4	9.8	1	2.4	0	0
0	24.1	28.6	4	11.8	1	2.9	0	0
0	23.6	28	4	12.1	1	3	0	0
0	27.5	32.9	7	26.9	3	11.5	1	3.8
0	26.3	32	8	25	2	6.3	0	0
0	24.6	26.2	2	11.8	2	11.8	0	0
0	24.3	30	4	21.1	2	10.5	0	0
0	26.5	34.2	5	20.8	1	4.2	0	0
0	26.2	29.8	3	15.8	1	5.3	0	0
0	24.4	-	1	10	0	0	0	0
0	25.8	27.3	2	12.5	0	0	0	0
0	26.3	30	3	25	1	8.3	0	0
0	26.4	-	4	40	0	0	0	0
0	18.4	-	0	0	0	0	0	0
0	24.4	24.2	2	18.2	0	0	0	0
0	24	26.8	2	14.3	1	7.1	0	0
0	21.6	-	0	0	0	0	0	0
0	25.8	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	25.4	-	1	25	0	0	0	0
0	27.2	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	**23.8**	**29.5**	**330**	**13.5**	**49**	**2**	**1**	**0**
0	**23.9**	**29.5**	**384**	**14**	**65**	**2.4**	**2**	**0.1**
0	**23.9**	**29.5**	**389**	**14**	**66**	**2.4**	**2**	**0.1**
0	**24**	**29.8**	**399**	**14.2**	**70**	**2.5**	**2**	**0.1**

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	28.1	-	0	0	0	0	0	0	
0	33.1	-	1	100	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	28.1	-	0	0	0	0	0	0	
0	28.6	-	1	25	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	26.1	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	24.7	-	0	0	0	0	0	0	
0	19.4	-	0	0	0	0	0	0	
0	19.9	-	0	0	0	0	0	0	
0	19.4	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	27.2	-	1	50	0	0	0	0	
0	20.4	-	0	0	0	0	0	0	
0	25	-	0	0	0	0	0	0	
0	25.4	-	0	0	0	0	0	0	
0	26.6	-	0	0	0	0	0	0	
0	19.6	-	0	0	0	0	0	0	
0	23.4	-	0	0	0	0	0	0	
0	25.6	-	0	0	0	0	0	0	
0	29	-	4	44.4	0	0	0	0	
0	27.3	-	3	33.3	1	11.1	0	0	
0	23.9	29.1	2	15.4	0	0	0	0	
0	25.8	30.4	4	23.5	1	5.9	0	0	
0	26.1	32.2	7	28	0	0	0	0	
0	23.9	28.6	2	5.6	0	0	0	0	
0	25.1	30.9	10	20.8	5	10.4	0	0	
0	25.4	30.2	16	18.8	3	3.5	0	0	
0	22.7	25.9	5	4.2	1	0.8	0	0	
0	23.3	27.7	10	9.5	3	2.9	0	0	
0	22.4	27.5	8	8.1	2	2	0	0	
0	23.5	28	7	6.5	1	0.9	0	0	
0	23.1	29.1	12	11.7	2	1.9	0	0	
0	24.3	30.4	15	18.5	2	2.5	0	0	
0	21.7	27.3	2	4.1	0	0	0	0	
0	22.6	27.1	6	10.2	0	0	0	0	
0	24.1	29.1	7	14	2	4	0	0	
0	20.8	23.5	1	2.3	0	0	0	0	
0	25	29.1	6	15.8	1	2.6	0	0	
0	24.9	29.1	4	12.9	0	0	0	0	
0	24.9	32.7	8	24.2	1	3	0	0	
0	23.7	29.8	5	11.9	0	0	0	0	
0	24.5	30.9	8	20	2	5	0	0	
0	22.1	25.9	1	3.7	0	0	0	0	
0	25.1	28.9	5	15.6	1	3.1	0	0	
0	24	27.3	4	10.5	1	2.6	0	0	
0	24.3	28.9	4	11.8	0	0	0	0	
0	26.2	32.9	10	27.8	4	11.1	0	0	
0	25.5	30.6	9	19.6	2	4.3	0	0	
0	24.4	30.4	8	22.9	1	2.9	0	0	
0	26.3	31.8	11	35.5	1	3.2	0	0	
0	22.8	28.6	4	10.3	2	5.1	0	0	
0	23.6	28.2	5	12.2	2	4.9	0	0	

0	23.5	30.6	6	16.7	1	2.8	0	0
0	25.4	32.2	6	24	1	4	0	0
0	22.6	29.8	5	15.2	3	9.1	0	0
0	23.9	30.2	10	17.5	2	3.5	0	0
0	24.7	30.4	10	19.2	1	1.9	0	0
0	25.2	31.1	10	18.2	1	1.8	0	0
0	24.4	29.8	8	14.5	1	1.8	0	0
0	22	25.3	1	2.4	0	0	0	0
0	22.9	28.2	4	8.2	0	0	0	0
0	25.9	30.9	15	25.4	3	5.1	0	0
0	23.6	27.7	6	11.8	1	2	0	0
0	24	30.2	9	17.6	1	2	0	0
0	23.9	30.9	8	16	2	4	0	0
0	23.3	29.1	7	11.9	1	1.7	0	0
0	24.4	30.2	10	16.7	1	1.7	0	0
0	22.7	27.1	2	3.2	0	0	0	0
0	22.8	26.4	6	13.6	2	4.5	0	0
0	25.2	30.6	7	18.4	2	5.3	0	0
0	24.6	30.6	6	16.7	1	2.8	0	0
0	24.5	30	6	17.6	1	2.9	0	0
0	25.2	30	5	18.5	0	0	0	0
0	28.1	32.4	5	38.5	2	15.4	0	0
0	27	31.5	8	32	1	4	0	0
0	25.9	31.3	4	22.2	0	0	0	0
0	26.9	29.3	3	14.3	2	9.5	0	0
0	24.9	31.8	4	21.1	1	5.3	0	0
0	25.1	28	2	10	0	0	0	0
0	26.4	-	1	12.5	0	0	0	0
0	25.2	28.9	2	9.5	1	4.8	0	0
0	23.4	28.4	2	9.5	0	0	0	0
0	27.5	-	1	20	0	0	0	0
0	25.3	28.9	2	16.7	0	0	0	0
0	25.5	-	2	25	1	12.5	0	0
0	27	-	2	25	1	12.5	0	0
0	22.9	-	1	11.1	1	11.1	0	0
0	26.5	-	0	0	0	0	0	0
0	30	-	4	66.7	0	0	0	0
0	17.2	-	0	0	0	0	0	0
0	28.2	-	1	33.3	1	33.3	0	0
0	21.9	-	1	33.3	0	0	0	0
0	**23.8**	**29.3**	**335**	**13.5**	**64**	**2.6**	**0**	**0**
0	**24**	**29.8**	**390**	**14.2**	**73**	**2.7**	**0**	**0**
0	**24**	**29.8**	**401**	**14.4**	**77**	**2.8**	**0**	**0**
0	**24.1**	**29.8**	**408**	**14.4**	**77**	**2.7**	**0**	**0**

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	25.9	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	21.1	-	0	0	0	0	0	0	
0	21.1	-	0	0	0	0	0	0	
0	24.7	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	26.9	-	1	50	0	0	0	0	
0	24.2	-	0	0	0	0	0	0	

0	26	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	18.4	-	0	0	0	0	0	0
0	22.9	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	32.3	-	1	100	0	0	0	0
0	35.7	-	3	100	2	66.7	0	0
0	25.5	-	0	0	0	0	0	0
0	30.7	-	1	33.3	1	33.3	0	0
0	-	-	0	0	0	0	0	0
0	28	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	27.5	-	3	30	1	10	0	0
0	25.8	-	2	22.2	0	0	0	0
0	27.6	-	4	44.4	2	22.2	0	0
0	25.1	28.9	1	7.1	1	7.1	0	0
0	24.9	30.9	9	37.5	1	4.2	0	0
0	26.1	33.1	7	26.9	3	11.5	1	3.8
0	23.1	27.3	3	8.3	1	2.8	0	0
0	23.2	28.6	5	9.6	0	0	0	0
0	24.6	31.3	14	19.2	5	6.8	0	0
0	23.4	28.6	7	8	2	2.3	0	0
1	22.9	27.3	6	6	1	1	1	1
0	23.4	29.3	11	12.1	2	2.2	0	0
0	24.1	30	17	16.3	7	6.7	0	0
0	24.6	29.5	13	13	1	1	0	0
0	24.2	28.9	9	12.5	1	1.4	0	0
0	22.7	25.9	4	7.8	2	3.9	0	0
0	24.1	30.6	7	18.4	0	0	0	0
0	22.5	27.1	2	4	0	0	0	0
0	23.9	27.3	5	8.9	1	1.8	0	0
0	23.6	30.2	6	18.8	1	3.1	0	0
0	22.7	25.3	2	6.5	0	0	0	0
0	23.7	30	9	17.3	3	5.8	0	0
0	22.5	25.9	2	4.5	0	0	0	0
0	22.7	27.3	3	6.8	0	0	0	0
0	24	29.5	7	14	0	0	0	0
0	24.7	30.4	5	20	0	0	0	0
0	23.5	27.3	2	3.9	0	0	0	0
0	25.5	31.8	8	20	2	5	0	0
0	25	30.2	8	19	0	0	0	0
0	24.1	28.9	6	11.8	1	2	0	0
0	24.2	30.4	8	21.1	2	5.3	0	0
0	23.4	28.9	6	15.4	2	5.1	0	0
0	23.3	29.5	5	15.2	1	3	0	0
0	23.4	28.6	7	15.2	1	2.2	0	0
0	25.1	32.7	9	18.8	4	8.3	0	0
0	24.1	29.1	6	16.2	0	0	0	0
0	23.4	30.4	7	17.9	1	2.6	0	0
0	23.4	27.3	0	0	0	0	0	0
0	24.6	30	9	17.3	2	3.8	0	0
0	24.9	30.6	14	23	0	0	0	0
0	24.2	31.5	10	20.4	0	0	0	0
0	23	28.6	5	10	3	6	0	0
0	23.6	28.9	5	8.3	0	0	0	0
0	23.4	29.8	6	11.3	0	0	0	0
0	22.4	26.8	4	7.3	0	0	0	0

0	24.2	28.9	6	11.5	2	3.8	0	0
0	24.4	29.1	8	11.8	2	2.9	0	0
0	24.9	30.4	12	20.7	1	1.7	0	0
0	25.4	30.4	10	20	1	2	0	0
0	25	28.9	6	10.3	0	0	0	0
0	24.3	28.4	5	11.9	1	2.4	0	0
0	23.8	28.6	5	11.4	0	0	0	0
0	23.8	29.1	7	14.9	0	0	0	0
0	27.3	31.3	7	24.1	1	3.4	0	0
0	26.6	32.9	7	25	2	7.1	0	0
0	26.8	32.4	9	32.1	1	3.6	0	0
0	23.9	29.1	2	7.4	0	0	0	0
0	26.8	32.2	4	28.6	1	7.1	0	0
0	24.5	30.2	4	23.5	1	5.9	0	0
0	23.5	30	4	28.6	0	0	0	0
0	24.2	-	1	10	0	0	0	0
0	26.2	-	1	16.7	1	16.7	0	0
0	26.4	30.6	4	18.2	2	9.1	0	0
0	25.5	-	2	22.2	1	11.1	0	0
0	24.7	31.3	4	30.8	1	7.7	0	0
0	26.3	-	2	20	2	20	0	0
0	21.9	23.5	0	0	0	0	0	0
0	24.8	-	2	22.2	2	22.2	0	0
0	25.5	-	1	14.3	0	0	0	0
0	22.6	-	2	25	0	0	0	0
0	21.6	-	0	0	0	0	0	0
0	22.6	-	0	0	0	0	0	0
0	26.6	-	2	33.3	0	0	0	0
0	25.8	-	1	16.7	1	16.7	0	0
1	**23.9**	**29.3**	**328**	**13**	**54**	**2.1**	**1**	**0**
1	**24.1**	**29.5**	**393**	**14.1**	**73**	**2.6**	**2**	**0.1**
1	**24.1**	**29.5**	**401**	**14.1**	**76**	**2.7**	**2**	**0.1**
1	**24.1**	**29.5**	**412**	**14.2**	**80**	**2.8**	**2**	**0.1**

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	22	-	0	0	0	0	0	0	
0	20.7	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	27.4	-	1	33.3	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	22	-	0	0	0	0	0	0	
0	31.9	-	1	100	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	33.2	-	1	50	1	50	0	0	
0	18.3	-	0	0	0	0	0	0	

0	-	-	0	0	0	0	0	0
0	22	-	0	0	0	0	0	0
0	24.5	-	0	0	0	0	0	0
0	21.1	-	0	0	0	0	0	0
0	24	-	0	0	0	0	0	0
0	26.9	-	1	16.7	0	0	0	0
0	19.7	-	0	0	0	0	0	0
0	25.8	-	1	16.7	0	0	0	0
0	25.3	32.9	3	25	2	16.7	0	0
0	23.6	-	2	22.2	1	11.1	0	0
0	23	25.5	1	8.3	1	8.3	0	0
0	24	34.7	6	26.1	2	8.7	0	0
0	24.9	32	9	29	3	9.7	0	0
0	23	25.7	1	4.5	0	0	0	0
0	22.5	26.4	3	15	1	5	0	0
0	24.4	30	5	17.2	0	0	0	0
0	23.8	28.9	5	12.5	3	7.5	1	2.5
0	24.5	29.5	5	15.6	2	6.3	0	0
0	23.1	30	9	15.5	2	3.4	0	0
0	25.1	32	9	21.4	2	4.8	0	0
0	23.5	29.3	8	13.1	1	1.6	0	0
0	24.9	29.5	6	13.6	1	2.3	0	0
0	23.6	30	8	18.2	2	4.5	0	0
0	24	30.6	9	18.4	1	2	0	0
0	23.1	29.8	6	14.3	0	0	0	0
0	24.1	28.6	7	12.3	0	0	0	0
0	23.6	29.3	6	13.3	0	0	0	0
0	25.8	32	12	25	2	4.2	1	2.1
0	26.6	32.7	15	29.4	5	9.8	0	0
0	22.6	28.2	5	8.9	0	0	0	0
0	24.5	29.3	3	8.8	1	2.9	0	0
0	24.2	28.4	6	14	1	2.3	0	0
0	26.9	34	14	32.6	4	9.3	0	0
0	23	30.2	4	20	1	5	0	0
0	26.1	32.9	14	33.3	3	7.1	0	0
0	24.4	30.2	8	16.3	2	4.1	0	0
0	24.6	32.4	10	18.9	2	3.8	0	0
0	23.5	31.3	9	21.4	1	2.4	0	0
0	23.5	28.9	4	10.3	2	5.1	0	0
0	25.7	32.2	6	20.7	2	6.9	0	0
0	24.2	30.2	6	17.6	2	5.9	0	0
0	24.7	28.9	3	8.6	1	2.9	0	0
0	22.9	28.9	2	4.9	0	0	0	0
0	23.7	28.9	4	10.5	0	0	0	0
0	25.4	31.1	10	29.4	3	8.8	0	0
0	24.2	28.9	5	10.2	0	0	0	0
0	25.5	30	6	19.4	0	0	0	0
0	21.4	24.4	0	0	0	0	0	0
0	23.5	28.2	4	14.3	0	0	0	0
0	26.2	29.5	6	15.8	1	2.6	0	0
0	24.6	31.1	9	20.9	4	9.3	1	2.3
0	26.5	33.1	10	33.3	3	10	0	0
0	27.6	32.4	12	42.9	0	0	0	0
0	25.1	30.6	7	18.9	2	5.4	0	0
0	24.8	30.2	5	23.8	1	4.8	0	0
0	25.4	31.3	8	22.9	1	2.9	0	0
0	25.5	29.8	6	14.6	0	0	0	0
0	25.7	29.8	4	12.1	0	0	0	0
0	25.8	30	4	14.8	2	7.4	0	0

0	26.6	30.2	6	20	1	3.3	0	0
0	25.3	28	1	4.5	0	0	0	0
0	25.5	29.3	2	15.4	1	7.7	0	0
0	25.8	28	2	16.7	0	0	0	0
0	25.3	32.7	3	18.8	1	6.3	0	0
0	25.7	-	1	14.3	1	14.3	0	0
0	24.6	29.8	2	13.3	0	0	0	0
0	24.4	26.8	1	9.1	0	0	0	0
0	25.6	-	2	25	1	12.5	0	0
0	25.8	30.4	4	26.7	1	6.7	0	0
0	25.8	30.2	3	20	1	6.7	0	0
0	23	-	0	0	0	0	0	0
0	29	-	2	33.3	1	16.7	0	0
0	23.8	-	1	11.1	1	11.1	0	0
0	23.8	-	1	20	0	0	0	0
0	23.5	-	0	0	0	0	0	0
0	24.3	-	0	0	0	0	0	0
0	24.5	-	0	0	0	0	0	0
0	**24.4**	**30.6**	**318**	**17.7**	**66**	**3.7**	**3**	**0.2**
0	**24.6**	**30.6**	**355**	**17.5**	**76**	**3.7**	**3**	**0.1**
0	**24.6**	**30.4**	**362**	**17.4**	**79**	**3.8**	**3**	**0.1**
0	**24.6**	**30.4**	**365**	**17.3**	**80**	**3.8**	**3**	**0.1**

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	25.4	-	1	20	0	0	0	0	
0	29.7	-	3	60	0	0	0	0	
0	27.4	-	2	50	1	25	0	0	
0	38.3	-	2	100	2	100	0	0	
0	-	-	0	0	0	0	0	0	
0	26.5	-	0	0	0	0	0	0	
0	23.9	-	0	0	0	0	0	0	
0	26.6	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	26.3	-	0	0	0	0	0	0	
0	33.1	-	1	50	1	50	0	0	
0	22	-	0	0	0	0	0	0	
0	27.6	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	25.2	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	25	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	31.3	-	2	66.7	1	33.3	0	0	
0	27.7	-	0	0	0	0	0	0	
0	25.1	-	0	0	0	0	0	0	
0	19	-	0	0	0	0	0	0	
0	28	-	2	66.7	0	0	0	0	
0	26.3	-	1	25	0	0	0	0	
0	25.1	-	1	12.5	1	12.5	0	0	
0	23.1	-	1	20	0	0	0	0	
0	22.6	-	0	0	0	0	0	0	

0	24.9	26.2	2	15.4	2	15.4	1	7.7
0	24.1	-	1	12.5	0	0	0	0
0	26.3	-	3	33.3	1	11.1	0	0
0	22.9	28.6	2	18.2	1	9.1	0	0
0	23.8	26.8	1	8.3	0	0	0	0
0	24.6	29.8	3	15	0	0	0	0
0	27.3	31.1	5	45.5	1	9.1	0	0
0	24.3	29.5	2	12.5	0	0	0	0
0	22	25.1	2	5.6	1	2.8	0	0
0	26.6	32.2	10	30.3	1	3	0	0
0	24.7	28.6	4	14.3	1	3.6	0	0
0	22.8	28.2	3	9.1	1	3	0	0
0	23	28.4	2	7.1	0	0	0	0
0	22.8	28.6	5	13.9	0	0	0	0
0	25.8	30.9	8	22.2	2	5.6	0	0
0	25.4	30.6	8	18.2	2	4.5	0	0
0	25.8	32	6	23.1	2	7.7	0	0
0	24.7	30.6	11	22	1	2	0	0
0	23.8	28.6	5	12.8	3	7.7	0	0
0	24.5	29.8	4	14.8	0	0	0	0
0	24.4	30.4	7	18.9	2	5.4	0	0
0	24.5	29.8	6	14	1	2.3	0	0
0	23.5	30.2	5	17.9	1	3.6	0	0
0	26.2	33.1	11	31.4	4	11.4	0	0
0	24.2	31.5	5	19.2	2	7.7	0	0
0	24.5	32.4	6	20.7	2	6.9	0	0
0	22.7	27.7	1	3	0	0	0	0
0	23.5	27.1	3	11.1	2	7.4	0	0
0	23.8	27.5	3	9.7	1	3.2	0	0
0	24	29.1	3	14.3	0	0	0	0
0	24.3	30	4	20	2	10	0	0
0	25	30.9	6	24	2	8	0	0
0	24.9	32.9	7	19.4	1	2.8	0	0
0	24.9	30	4	21.1	1	5.3	0	0
0	25.8	31.5	6	25	1	4.2	0	0
0	23.9	29.8	3	14.3	0	0	0	0
0	24.7	26.2	2	18.2	0	0	0	0
0	22.9	27.5	2	7.1	1	3.6	0	0
0	24.6	30	6	24	2	8	0	0
0	26.5	31.5	8	30.8	2	7.7	1	3.8
0	26.1	32.9	9	39.1	2	8.7	0	0
0	24.9	28.6	3	13	0	0	0	0
0	25.3	29.1	4	14.3	1	3.6	0	0
0	24	28.6	2	9.1	0	0	0	0
0	24.1	25.9	2	7.1	1	3.6	0	0
0	23	29.3	1	6.7	0	0	0	0
0	24.3	28	3	17.6	1	5.9	0	0
0	24.2	28	1	5.3	0	0	0	0
0	25.2	27.1	2	13.3	0	0	0	0
0	30.7	-	5	62.5	3	37.5	0	0
0	26.1	30.9	3	25	0	0	0	0
0	19.2	-	1	12.5	1	12.5	0	0
0	25.4	-	1	11.1	0	0	0	0
0	30.2	-	3	60	0	0	0	0
0	25.7	-	1	11.1	0	0	0	0
0	24.4	-	0	0	0	0	0	0
0	23.9	-	1	14.3	0	0	0	0
0	28.7	-	2	50	0	0	0	0
0	21.9	-	0	0	0	0	0	0

0	26.8	-	2	28.6	1	14.3	0	0
0	21.2	-	0	0	0	0	0	0
0	29.2	-	2	40	0	0	0	0
0	28.1	-	1	50	0	0	0	0
0	22.9	-	0	0	0	0	0	0
0	20.8	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	**24.4**	**30.4**	**207**	**17.1**	**50**	**4.1**	**2**	**0.2**
0	**24.5**	**30.4**	**234**	**17.4**	**56**	**4.2**	**2**	**0.1**
0	**24.5**	**30.4**	**239**	**17.4**	**57**	**4.1**	**2**	**0.1**
0	**24.6**	**30.6**	**250**	**17.7**	**62**	**4.4**	**2**	**0.1**

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	19.7	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	25	-	0	0	0	0	0	0	
0	22.1	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	20.8	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	21.5	-	0	0	0	0	0	0	
0	27.4	-	0	0	0	0	0	0	
0	20.9	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	34.4	-	2	100	1	50	0	0	
0	23.5	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	26.5	-	1	25	1	25	0	0	
0	25.8	-	1	25	0	0	0	0	
0	28.2	-	3	50	1	16.7	0	0	
0	25.3	27.1	1	9.1	1	9.1	0	0	
0	29.4	-	2	28.6	2	28.6	0	0	
0	23.9	24.6	2	16.7	1	8.3	0	0	
0	24.7	30	4	20	2	10	0	0	
0	26.2	32.4	6	25	2	8.3	0	0	
0	25.8	28.9	5	13.5	4	10.8	0	0	
0	24.8	30	11	22	4	8	0	0	
0	25.1	30.6	14	16.3	3	3.5	0	0	
0	24.2	31.3	18	18	4	4	0	0	
0	23.1	27.3	7	6.5	1	0.9	0	0	
0	24.1	28.9	14	12.4	4	3.5	0	0	
0	22.1	26.6	6	5.7	1	0.9	0	0	
0	24.9	30.9	19	20.2	2	2.1	0	0	
0	24.5	29.5	9	13.4	0	0	0	0	
0	24.7	28.9	6	12	1	2	0	0	
0	22.9	26.6	4	10.5	1	2.6	0	0	
0	22.3	26.2	4	9.3	2	4.7	0	0	
0	23.3	29.3	6	14.6	0	0	0	0	

0	23.5	30.4	8	19	0	0	0	0
0	24	29.1	3	6.4	0	0	0	0
0	25.6	30.6	9	18.8	1	2.1	0	0
0	22.6	27.7	4	11.1	1	2.8	0	0
0	24.3	30.9	8	19.5	1	2.4	0	0
0	23.5	29.5	4	13.3	2	6.7	0	0
0	25.4	31.5	11	27.5	1	2.5	0	0
0	23.3	28	4	10.8	0	0	0	0
0	26	31.5	11	25	1	2.3	1	2.3
0	22.2	27.1	3	8.1	0	0	0	0
0	23	30	7	17.9	0	0	0	0
0	23	31.5	8	19	3	7.1	0	0
0	24.2	33.1	8	25	1	3.1	0	0
0	22.4	25.9	0	0	0	0	0	0
0	22.9	26.8	3	5.8	0	0	0	0
0	24.1	30.6	9	20.5	2	4.5	0	0
0	21.9	27.5	5	16.1	2	6.5	0	0
0	24.7	30	9	16.7	2	3.7	0	0
0	23.4	28.6	5	10.2	0	0	0	0
0	22	24.6	2	5.3	1	2.6	0	0
0	26.8	32.4	21	34.4	1	1.6	0	0
0	23.1	29.5	5	11.6	1	2.3	0	0
0	23.5	31.1	9	20.9	2	4.7	0	0
0	22.8	28.9	5	11.9	0	0	0	0
0	24.5	30.2	10	19.6	1	2	0	0
0	21	25.3	3	5.8	0	0	0	0
0	23.8	29.5	7	13.5	1	1.9	0	0
0	27.6	32.2	21	36.8	6	10.5	0	0
0	26.2	31.5	9	23.1	2	5.1	0	0
0	24.8	29.5	7	14	2	4	0	0
0	23.2	28	4	6.3	1	1.6	0	0
0	24.1	26.4	3	7.3	2	4.9	0	0
0	23	26.6	3	10.3	1	3.4	0	0
0	24.1	30.4	7	17.1	1	2.4	0	0
0	24.5	28.9	3	10	0	0	0	0
0	26.1	30.2	6	19.4	2	6.5	0	0
0	25.8	30.2	6	25	1	4.2	0	0
0	24.2	30.4	4	19	1	4.8	0	0
0	27.5	32	7	28	3	12	0	0
0	25.9	-	3	30	1	10	0	0
0	26.9	32.7	5	25	2	10	0	0
0	25.3	-	1	11.1	1	11.1	0	0
0	29.3	-	5	50	2	20	0	0
0	22.1	25.1	1	5.9	0	0	0	0
0	24.3	26.8	1	8.3	0	0	0	0
0	26.7	-	0	0	0	0	0	0
0	25.9	-	3	37.5	1	12.5	0	0
0	23.9	28.4	1	6.7	0	0	0	0
0	25.6	-	4	44.4	0	0	0	0
0	21.3	-	0	0	0	0	0	0
0	23.8	-	1	12.5	1	12.5	0	0
0	33.9	-	3	100	1	33.3	0	0
0	19.2	-	0	0	0	0	0	0
0	26.7	-	0	0	0	0	0	0
0	26.2	-	0	0	0	0	0	0
0	**24**	**29.8**	**361**	**14.8**	**66**	**2.7**	**1**	**0**
0	**24.1**	**30**	**417**	**15.5**	**87**	**3.2**	**1**	**0**
0	**24.1**	**30**	**426**	**15.6**	**89**	**3.3**	**1**	**0**
0	**24.2**	**30**	**434**	**15.7**	**93**	**3.4**	**1**	**0**

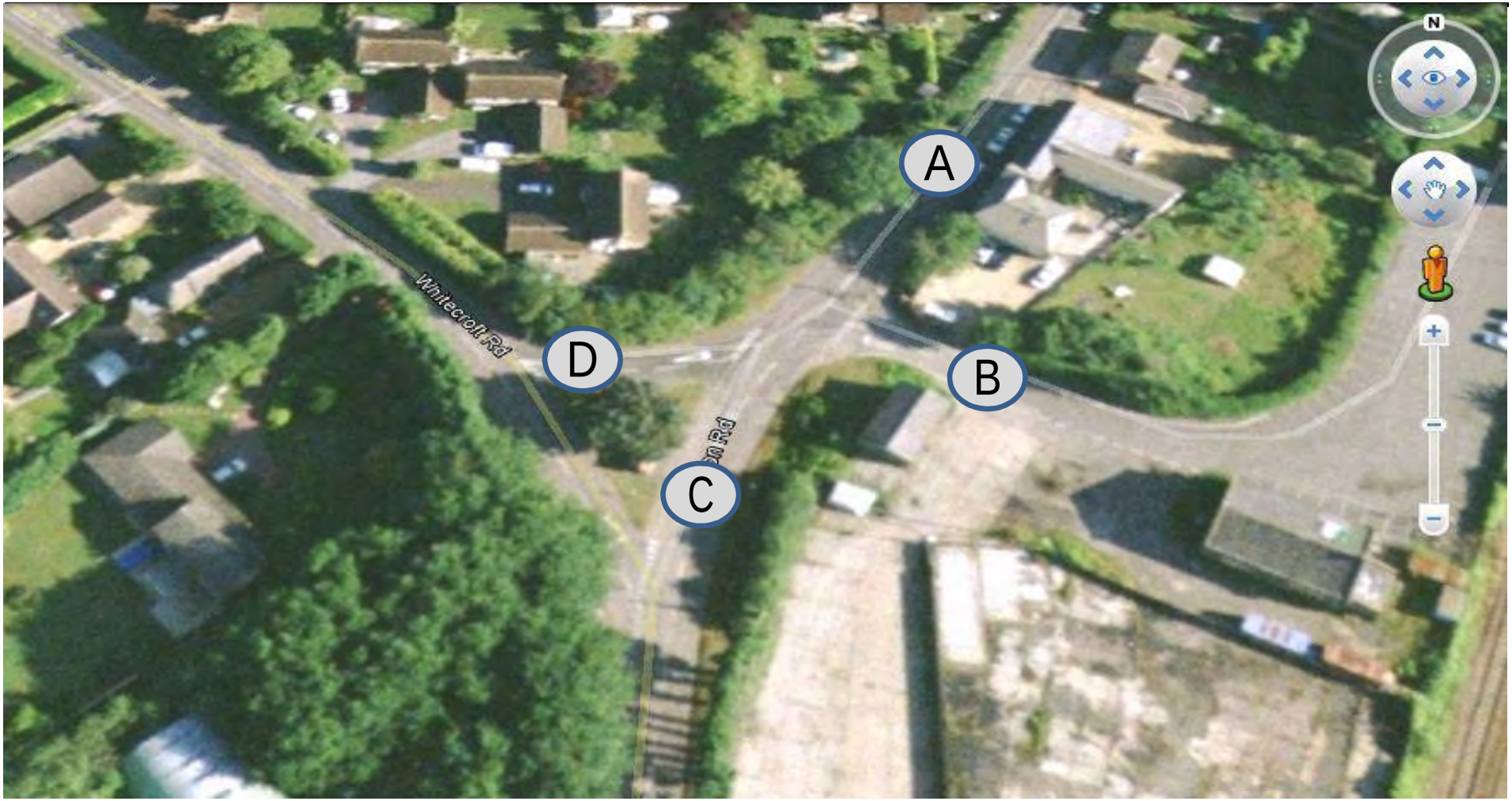
Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
0	26.2	-	0	0	0	0	0	0	
0	20.4	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	21	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	33.4	-	1	50	1	50	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	33.3	-	1	100	0	0	0	0	
0	25.8	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	29.3	-	0	0	0	0	0	0	
0	29.3	-	0	0	0	0	0	0	
0	23.7	-	0	0	0	0	0	0	
0	27.3	-	0	0	0	0	0	0	
0	27.3	-	0	0	0	0	0	0	
0	27.3	-	0	0	0	0	0	0	
0	29.7	-	1	33.3	0	0	0	0	
0	27.4	-	4	50	1	12.5	0	0	
0	28.7	31.1	8	61.5	1	7.7	0	0	
0	25.3	28.4	1	6.7	0	0	0	0	
0	24.6	27.1	2	13.3	1	6.7	0	0	
0	24.5	31.1	4	18.2	2	9.1	0	0	
0	24.5	28.4	3	11.1	1	3.7	0	0	
0	22.9	27.3	6	13.6	2	4.5	0	0	
0	24.2	29.3	6	13.6	0	0	0	0	
0	25.2	30.9	15	16.3	7	7.6	0	0	
0	22.8	28	7	6.8	1	1	0	0	
0	22.7	26.2	8	6.7	1	0.8	0	0	
0	23.4	28	12	10.6	2	1.8	0	0	
0	23.7	28.4	13	9.6	4	3	0	0	
0	23.3	28.4	14	13.9	3	3	0	0	
0	24.5	30.9	15	22.1	1	1.5	0	0	
0	24.6	29.1	9	15.3	2	3.4	0	0	
0	24.9	31.8	11	26.2	3	7.1	0	0	
0	21.6	24.6	3	7.5	0	0	0	0	
1	24.8	28.2	6	13.6	3	6.8	1	2.3	
0	25	32.2	9	22	2	4.9	0	0	
0	22.1	28.4	1	3.4	0	0	0	0	
0	23.7	27.1	2	6.5	0	0	0	0	
0	25.4	30	6	15.4	2	5.1	0	0	
0	24.5	31.3	10	26.3	1	2.6	0	0	
0	21.1	26.6	4	10.5	2	5.3	0	0	
0	23.9	29.1	5	13.5	0	0	0	0	
0	24.5	33.1	7	19.4	2	5.6	0	0	
0	24	30	6	18.2	1	3	0	0	
0	22.5	27.5	4	11.8	1	2.9	0	0	
0	23.7	29.8	6	15.8	2	5.3	0	0	

0	23.3	29.8	7	15.2	1	2.2	0	0
0	25.4	31.5	6	19.4	2	6.5	0	0
0	24.2	30.9	8	23.5	1	2.9	0	0
0	23.4	28.9	6	12.8	0	0	0	0
0	23	30.9	5	20	1	4	0	0
0	23.3	32.9	8	23.5	3	8.8	0	0
0	24.1	31.1	11	24.4	1	2.2	0	0
0	23	27.5	5	9.1	2	3.6	0	0
0	22.9	28.2	5	11.6	1	2.3	0	0
0	25.7	31.8	16	28.6	3	5.4	0	0
0	23.6	28.4	5	9.3	0	0	0	0
0	25.4	32	11	25.6	4	9.3	0	0
0	23.6	29.8	7	14	0	0	0	0
0	25.9	33.3	13	28.3	3	6.5	0	0
0	24.1	29.3	6	10.7	0	0	0	0
0	25	30.9	11	23.4	0	0	0	0
0	25.7	29.8	11	15.1	1	1.4	0	0
0	23.5	28.9	8	12.7	2	3.2	0	0
0	25.5	30.6	14	25.9	2	3.7	0	0
0	24.7	28.9	7	13.7	1	2	0	0
0	25.2	30.6	9	22	2	4.9	0	0
0	25.7	30.2	7	16.7	2	4.8	0	0
0	23.4	28.2	5	12.5	1	2.5	0	0
0	25.6	31.8	7	24.1	3	10.3	0	0
0	26.2	32.7	12	26.7	3	6.7	0	0
0	24.6	28.9	2	10.5	1	5.3	0	0
0	25.7	32.2	6	23.1	1	3.8	0	0
0	24.9	31.8	5	22.7	1	4.5	0	0
0	27.5	32.4	6	31.6	2	10.5	0	0
0	24.2	27.7	2	9.1	1	4.5	0	0
0	25	27.3	3	16.7	1	5.6	0	0
0	24.9	28.6	2	18.2	1	9.1	0	0
0	23.5	29.1	3	13.6	1	4.5	0	0
0	24.6	31.8	3	27.3	1	9.1	0	0
0	22.6	24.4	0	0	0	0	0	0
0	26.4	31.1	3	27.3	1	9.1	0	0
0	27.6	36.5	4	36.4	3	27.3	0	0
0	25.9	-	2	28.6	1	14.3	0	0
0	25.5	-	1	16.7	0	0	0	0
0	26.8	-	2	25	1	12.5	0	0
0	27.1	-	0	0	0	0	0	0
0	24.9	-	0	0	0	0	0	0
0	26.1	-	0	0	0	0	0	0
0	28.6	-	1	50	0	0	0	0
1	**24**	**30**	**383**	**15.3**	**78**	**3.1**	**1**	**0**
1	**24.1**	**30**	**440**	**15.6**	**96**	**3.4**	**1**	**0**
1	**24.2**	**30.2**	**450**	**15.7**	**101**	**3.5**	**1**	**0**
1	**24.2**	**30.2**	**465**	**16**	**104**	**3.6**	**1**	**0**

Vbin 60 130	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT	Fix1
2	**24.2**	**30**	**2733**	**15.4**	**566**	**3.2**	**11**	**0.1**	

Client:	WSP
Project Number:	TSP13093
Project Name:	Whitecroft Road, Cambridge
Survey Type:	Manual Classified Traffic Count
Survey Date:	01 March 2017, Wednesday
Survey Time:	07:00 - 10:00 & 16:00 - 19:00
Weather:	Dry
Comments:	

Project Number: TSP13093
Project Name: Whitecroft Road, Cambridge
Survey Type: Manual Classified Traffic Count
Site No: 1
Location: Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road



Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

traffic survey partners

	1	1	1	1.5	2.3	2	0.4	0.2												
Time	**A - A**										**A - B**									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	**TOTAL**	**TOTAL (PCU)**	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	**TOTAL**	**TOTAL (PCU)**
07:00	1								1	1								1	1	0.2
07:15									0	0	1								1	1
07:30									0	0	4								4	4
07:45									0	0									0	0
H/Total	1	0	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	1	6	5.2
08:00									0	0	2							2	4	2.4
08:15									0	0	1								1	1
08:30									0	0									0	0
08:45									0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	6	4.4
09:00									0	0	1								1	1
09:15									0	0									0	0
09:30									0	0									0	0
09:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Total	1	0	0	0	0	0	0	0	1	1	10	0	0	0	0	0	0	3	13	10.6

Time	**A - A**										**A - B**									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	**TOTAL**	**TOTAL (PCU)**	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	**TOTAL**	**TOTAL (PCU)**
16:00									0	0	1								1	1
16:15									0	0									0	0
16:30									0	0									0	0
16:45									0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
17:00									0	0		1							1	1
17:15									0	0									0	0
17:30									0	0	2								2	2
17:45									0	0		1							1	1
H/Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	4
18:00									0	0	1								1	1
18:15									0	0									0	0
18:30									0	0	1								1	1
18:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	8	8

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	A - C										A - D									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	7			1			2		10	9.3	1								1	1
07:15	12	4							16	16	2			2					4	5
07:30	18	3				2			23	25	1								1	1
07:45	27	3		1				2	33	31.9	2								2	2
H/Total	64	10	0	2	0	2	2	2	82	82.2	6	0	0	2	0	0	0	0	8	9
08:00	17	2					1	1	21	19.6	2	1							3	3
08:15	21	1		1				1	24	23.7	3								3	3
08:30	31	1		1					33	33.5	2	1							3	3
08:45	35	3	1						39	39	2								2	2
H/Total	104	7	1	2	0	0	1	2	117	115.8	9	2	0	0	0	0	0	0	11	11
09:00	16	2	1				1		20	19.4	2								2	2
09:15	14	1		2		1			18	20									0	0
09:30	9	1	1	2					13	14									0	0
09:45	8	2							10	10	1								1	1
H/Total	47	6	2	4	0	1	1	0	61	63.4	3	0	0	0	0	0	0	0	3	3
Total	215	23	3	8	0	3	4	4	260	261.4	18	2	0	2	0	0	0	0	22	23

Time	A - C										A - D									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	21	4	1	2		1			29	31	3								3	3
16:15	16	3					2		21	19.8	2								2	2
16:30	14	2							16	16	1								1	1
16:45	15	4							19	19	4								4	4
H/Total	66	13	1	2	0	1	2	0	85	85.8	10	0	0	0	0	0	0	0	10	10
17:00	15	2							17	17	2	1							3	3
17:15	21	1		1			1		24	23.9	5							2	7	5.4
17:30	11	2							13	13	1	1				1			3	4
17:45	18								18	18	2			1					3	3.5
H/Total	65	5	0	1	0	0	1	0	72	71.9	10	2	0	1	0	1	0	2	16	15.9
18:00	20			2					22	23	5								5	5
18:15	19	1							20	20	6							1	7	6.2
18:30	13			1				1	15	14.7	1								1	1
18:45	13								13	13									0	0
H/Total	65	1	0	3	0	0	0	1	70	70.7	12	0	0	0	0	0	0	1	13	12.2
Total	196	19	1	6	0	1	3	1	227	228.4	32	2	0	1	0	1	0	3	39	38.1

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	B - A										B - B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	3								3	3									0	0
07:15	2								2	2									0	0
07:30	1								1	1									0	0
07:45	1								1	1									0	0
H/Total	7	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
08:00	3								3	3									0	0
08:15									0	0									0	0
08:30									0	0									0	0
08:45	1								1	1									0	0
H/Total	4	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
09:00		1							1	1									0	0
09:15									0	0									0	0
09:30									0	0									0	0
09:45									0	0									0	0
H/Total	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Total	11	1	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0

Time	B - A										B - B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	2								2	2									0	0
16:15									0	0									0	0
16:30	2							2	4	2.4									0	0
16:45									0	0									0	0
H/Total	4	0	0	0	0	0	0	2	6	4.4	0	0	0	0	0	0	0	0	0	0
17:00									0	0									0	0
17:15									0	0									0	0
17:30									0	0									0	0
17:45	2								2	2									0	0
H/Total	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
18:00	1							1	2	1.2									0	0
18:15									0	0									0	0
18:30	3								3	3									0	0
18:45									0	0									0	0
H/Total	4	0	0	0	0	0	0	1	5	4.2	0	0	0	0	0	0	0	0	0	0
Total	10	0	0	0	0	0	0	3	13	10.6	0	0	0	0	0	0	0	0	0	0

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	B - C										B - D									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	4	1							5	5									0	0
07:15									0	0									0	0
07:30	14	1							15	15	10								10	10
07:45	4	1							5	5	4								4	4
H/Total	22	3	0	0	0	0	0	0	25	25	14	0	0	0	0	0	0	0	14	14
08:00	10	1							11	11	8								8	8
08:15	1								1	1									0	0
08:30	2								2	2									0	0
08:45	4							1	5	4.2									0	0
H/Total	17	1	0	0	0	0	0	1	19	18.2	8	0	0	0	0	0	0	0	8	8
09:00	4								4	4	2								2	2
09:15	2	1							3	3	1								1	1
09:30	2								2	2									0	0
09:45	2								2	2	1								1	1
H/Total	10	1	0	0	0	0	0	0	11	11	4	0	0	0	0	0	0	0	4	4
Total	49	5	0	0	0	0	0	1	55	54.2	26	0	0	0	0	0	0	0	26	26

Time	B - C										B - D									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	5								5	5	2								2	2
16:15	3								3	3	1								1	1
16:30	2								2	2	6								6	6
16:45	2								2	2	2								2	2
H/Total	12	0	0	0	0	0	0	0	12	12	11	0	0	0	0	0	0	0	11	11
17:00	7								7	7	5								5	5
17:15		1							1	1	4							1	5	4.2
17:30	3								3	3	1								1	1
17:45	3								3	3	2								2	2
H/Total	13	1	0	0	0	0	0	0	14	14	12	0	0	0	0	0	0	1	13	12.2
18:00	17							2	19	17.4	7	1							8	8
18:15	3								3	3	1								1	1
18:30	4							1	5	4.2	2								2	2
18:45									0	0									0	0
H/Total	24	0	0	0	0	0	0	3	27	24.6	10	1	0	0	0	0	0	0	11	11
Total	49	1	0	0	0	0	0	3	53	50.6	33	1	0	0	0	0	0	1	35	34.2

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	C - A										C - B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	7		1						8	8	11							2	13	11.4
07:15	3			2					5	6	2	1							3	3
07:30	12	3				1			16	17	17	1							18	18
07:45	13	2							15	15	4								4	4
H/Total	35	5	1	2	0	1	0	0	44	46	34	2	0	0	0	0	0	2	38	36.4
08:00	13	4							17	17	10							1	11	10.2
08:15	16	1		2					19	20	2								2	2
08:30	30	2	1						33	33	2								2	2
08:45	12	4		1					17	17.5	4	1							5	5
H/Total	71	11	1	3	0	0	0	0	86	87.5	18	1	0	0	0	0	0	1	20	19.2
09:00	9	1				1			11	12	4	1							5	5
09:15	11	1		2					14	15									0	0
09:30	16		1	1					18	18.5	2								2	2
09:45	13	3							16	16	1								1	1
H/Total	49	5	1	3	0	1	0	0	59	61.5	7	1	0	0	0	0	0	0	8	8
Total	155	21	3	8	0	2	0	0	189	195	59	4	0	0	0	0	0	3	66	63.6

Time	C - A										C - B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	19	1				1	1	1	23	22.6	2								2	2
16:15	21	2				1	1		25	25.4	2	1							3	3
16:30	19	2				1	1	1	24	23.6	4								4	4
16:45	27	2							29	29	3								3	3
H/Total	86	7	0	0	0	3	3	2	101	100.6	11	1	0	0	0	0	0	0	12	12
17:00	18	4		2				1	25	25.2	8								8	8
17:15	44	1						1	46	45.2	1								1	1
17:30	28							1	29	28.2	4							1	5	4.2
17:45	25	2		1				2	30	28.9	8							2	10	8.4
H/Total	115	7	0	3	0	0	0	5	130	127.5	21	0	0	0	0	0	0	3	24	21.6
18:00	16	1							17	17	7								7	7
18:15	11								11	11	2								2	2
18:30	19								19	19	4								4	4
18:45	16	1							17	17	1								1	1
H/Total	62	2	0	0	0	0	0	0	64	64	14	0	0	0	0	0	0	0	14	14
Total	263	16	0	3	0	3	3	7	295	292.1	46	1	0	0	0	0	0	3	50	47.6

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	C - C										C - D									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0									0	0
07:15									0	0									0	0
07:30									0	0									0	0
07:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00									0	0									0	0
08:15									0	0									0	0
08:30									0	0									0	0
08:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00									0	0									0	0
09:15									0	0									0	0
09:30									0	0									0	0
09:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	C - C										C - D									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0									0	0
16:15									0	0									0	0
16:30									0	0									0	0
16:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00									0	0									0	0
17:15									0	0									0	0
17:30									0	0									0	0
17:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00									0	0									0	0
18:15									0	0									0	0
18:30									0	0									0	0
18:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	D - A										D - B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	3								3	3
07:15	1								1	1	1								1	1
07:30	3					1			4	5	13							1	14	13.2
07:45	2	1							3	3	3	1							4	4
H/Total	6	1	0	0	0	1	0	0	8	9	20	1	0	0	0	0	0	1	22	21.2
08:00	4					1			5	6	12							2	14	12.4
08:15								1	1	0.2									0	0
08:30	2								2	2									0	0
08:45	1								1	1	1								1	1
H/Total	7	0	0	0	0	1	0	1	9	9.2	13	0	0	0	0	0	0	2	15	13.4
09:00									0	0	3								3	3
09:15	2								2	2									0	0
09:30				1					1	1.5	1								1	1
09:45	1	1							2	2	1								1	1
H/Total	3	1	0	1	0	0	0	0	5	5.5	5	0	0	0	0	0	0	0	5	5
Total	16	2	0	1	0	2	0	1	22	23.7	38	1	0	0	0	0	0	3	42	39.6

Time	D - A										D - B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	3	1		1					5	5.5	3							1	4	3.2
16:15	1								1	1	1								1	1
16:30								1	1	0.2	6								6	6
16:45	2								2	2	1								1	1
H/Total	6	1	0	1	0	0	0	1	9	8.7	11	0	0	0	0	0	0	1	12	11.2
17:00	3							2	5	3.4	5								5	5
17:15	4								4	4	1								1	1
17:30	3							1	4	3.2	1								1	1
17:45	1								1	1	2								2	2
H/Total	11	0	0	0	0	0	0	3	14	11.6	9	0	0	0	0	0	0	0	9	9
18:00	1							1	2	1.2	5								5	5
18:15	4	1							5	5									0	0
18:30	1	1							2	2	1								1	1
18:45	1								1	1									0	0
H/Total	7	2	0	0	0	0	0	1	10	9.2	6	0	0	0	0	0	0	0	6	6
Total	24	3	0	1	0	0	0	5	33	29.5	26	0	0	0	0	0	0	1	27	26.2

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	D - C										D - D									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0									0	0
07:15									0	0									0	0
07:30									0	0									0	0
07:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00									0	0									0	0
08:15									0	0									0	0
08:30									0	0									0	0
08:45	1								1	1									0	0
H/Total	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:00	1	1							2	2									0	0
09:15									0	0									0	0
09:30									0	0									0	0
09:45									0	0									0	0
H/Total	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0

Time	D - C										D - D									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00			1						1	1									0	0
16:15									0	0									0	0
16:30									0	0									0	0
16:45									0	0									0	0
H/Total	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:00		1							1	1									0	0
17:15									0	0									0	0
17:30									0	0									0	0
17:45									0	0									0	0
H/Total	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:00									0	0									0	0
18:15									0	0									0	0
18:30									0	0									0	0
18:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	From A										To A									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	9	0	0	1	0	0	2	1	13	11.5	11	0	1	0	0	0	0	0	12	12
07:15	15	4	0	2	0	0	0	0	21	22	6	0	0	2	0	0	0	0	8	9
07:30	23	3	0	0	0	2	0	0	28	30	16	3	0	0	0	2	0	0	21	23
07:45	29	3	0	1	0	0	0	2	35	33.9	16	3	0	0	0	0	0	0	19	19
H/Total	76	10	0	4	0	2	2	3	97	97.4	49	6	1	2	0	2	0	0	60	63
08:00	21	3	0	0	0	0	1	3	28	25	20	4	0	0	0	1	0	0	25	26
08:15	25	1	0	1	0	0	0	1	28	27.7	16	1	0	2	0	0	0	1	20	20.2
08:30	33	2	0	1	0	0	0	0	36	36.5	32	2	1	0	0	0	0	0	35	35
08:45	38	3	1	0	0	0	0	0	42	42	14	4	0	1	0	0	0	0	19	19.5
H/Total	117	9	1	2	0	0	1	4	134	131.2	82	11	1	3	0	1	0	1	99	100.7
09:00	19	2	1	0	0	0	1	0	23	22.4	9	2	0	0	0	1	0	0	12	13
09:15	14	1	0	2	0	1	0	0	18	20	13	1	0	2	0	0	0	0	16	17
09:30	9	1	1	2	0	0	0	0	13	14	16	0	1	2	0	0	0	0	19	20
09:45	9	2	0	0	0	0	0	0	11	11	14	4	0	0	0	0	0	0	18	18
H/Total	51	6	2	4	0	1	1	0	65	67.4	52	7	1	4	0	1	0	0	65	68
Total	244	25	3	10	0	3	4	7	296	296	183	24	3	9	0	4	0	1	224	231.7

Time	From A										To A									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	25	4	1	2	0	1	0	0	33	35	24	2	0	1	0	1	1	1	30	30.1
16:15	18	3	0	0	0	0	2	0	23	21.8	22	2	0	0	0	1	1	0	26	26.4
16:30	15	2	0	0	0	0	0	0	17	17	21	2	0	0	0	1	1	4	29	26.2
16:45	20	4	0	0	0	0	0	0	24	24	29	2	0	0	0	0	0	0	31	31
H/Total	78	13	1	2	0	1	2	0	97	97.8	96	8	0	1	0	3	3	5	116	113.7
17:00	17	4	0	0	0	0	0	0	21	21	21	4	0	2	0	0	0	3	30	28.6
17:15	26	1	0	1	0	0	1	2	31	29.3	48	1	0	0	0	0	0	1	50	49.2
17:30	14	3	0	0	0	1	0	0	18	19	31	0	0	0	0	0	0	2	33	31.4
17:45	20	1	0	1	0	0	0	0	22	22.5	28	2	0	1	0	0	0	2	33	31.9
H/Total	77	9	0	2	0	1	1	2	92	91.8	128	7	0	3	0	0	0	8	146	141.1
18:00	26	0	0	2	0	0	0	0	28	29	18	1	0	0	0	0	0	2	21	19.4
18:15	25	1	0	0	0	0	0	1	27	26.2	15	1	0	0	0	0	0	0	16	16
18:30	15	0	0	1	0	0	0	1	17	16.7	23	1	0	0	0	0	0	0	24	24
18:45	13	0	0	0	0	0	0	0	13	13	17	1	0	0	0	0	0	0	18	18
H/Total	79	1	0	3	0	0	0	2	85	84.9	73	4	0	0	0	0	0	2	79	77.4
Total	234	23	1	7	0	2	3	4	274	274.5	297	19	0	4	0	3	3	15	341	332.2

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Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	From B										To B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	7	1	0	0	0	0	0	0	8	8	14	0	0	0	0	0	0	3	17	14.6
07:15	2	0	0	0	0	0	0	0	2	2	4	1	0	0	0	0	0	0	5	5
07:30	25	1	0	0	0	0	0	0	26	26	34	1	0	0	0	0	0	1	36	35.2
07:45	9	1	0	0	0	0	0	0	10	10	7	1	0	0	0	0	0	0	8	8
H/Total	43	3	0	0	0	0	0	0	46	46	59	3	0	0	0	0	0	4	66	62.8
08:00	21	1	0	0	0	0	0	0	22	22	24	0	0	0	0	0	0	5	29	25
08:15	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	3	3
08:30	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
08:45	5	0	0	0	0	0	0	1	6	5.2	6	1	0	0	0	0	0	0	7	7
H/Total	29	1	0	0	0	0	0	1	31	30.2	35	1	0	0	0	0	0	5	41	37
09:00	6	1	0	0	0	0	0	0	7	7	8	1	0	0	0	0	0	0	9	9
09:15	3	1	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	3	3
09:45	3	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
H/Total	14	2	0	0	0	0	0	0	16	16	13	1	0	0	0	0	0	0	14	14
Total	86	6	0	0	0	0	0	1	93	92.2	107	5	0	0	0	0	0	9	121	113.8

Time	From B										To B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	9	0	0	0	0	0	0	0	9	9	6	0	0	0	0	0	0	1	7	6.2
16:15	4	0	0	0	0	0	0	0	4	4	3	1	0	0	0	0	0	0	4	4
16:30	10	0	0	0	0	0	0	2	12	10.4	10	0	0	0	0	0	0	0	10	10
16:45	4	0	0	0	0	0	0	0	4	4	5	0	0	0	0	0	0	0	5	5
H/Total	27	0	0	0	0	0	0	2	29	27.4	24	1	0	0	0	0	0	1	26	25.2
17:00	12	0	0	0	0	0	0	0	12	12	13	1	0	0	0	0	0	0	14	14
17:15	4	1	0	0	0	0	0	1	6	5.2	2	0	0	0	0	0	0	0	2	2
17:30	4	0	0	0	0	0	0	0	4	4	7	0	0	0	0	0	0	1	8	7.2
17:45	7	0	0	0	0	0	0	0	7	7	10	1	0	0	0	0	0	2	13	11.4
H/Total	27	1	0	0	0	0	0	1	29	28.2	32	2	0	0	0	0	0	3	37	34.6
18:00	25	1	0	0	0	0	0	3	29	26.6	13	0	0	0	0	0	0	0	13	13
18:15	4	0	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	2	2
18:30	9	0	0	0	0	0	0	1	10	9.2	6	0	0	0	0	0	0	0	6	6
18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
H/Total	38	1	0	0	0	0	0	4	43	39.8	22	0	0	0	0	0	0	0	22	22
Total	92	2	0	0	0	0	0	7	101	95.4	78	3	0	0	0	0	0	4	85	81.8

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

traffic survey partners

Time	From C										To C									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	18	0	1	0	0	0	0	2	21	19.4	11	1	0	1	0	0	2	0	15	14.3
07:15	5	1	0	2	0	0	0	0	8	9	12	4	0	0	0	0	0	0	16	16
07:30	29	4	0	0	0	1	0	0	34	35	32	4	0	0	0	2	0	0	38	40
07:45	17	2	0	0	0	0	0	0	19	19	31	4	0	1	0	0	0	2	38	36.9
H/Total	69	7	1	2	0	1	0	2	82	82.4	86	13	0	2	0	2	2	2	107	107.2
08:00	23	4	0	0	0	0	0	1	28	27.2	27	3	0	0	0	0	1	1	32	30.6
08:15	18	1	0	2	0	0	0	0	21	22	22	1	0	1	0	0	0	1	25	24.7
08:30	32	2	1	0	0	0	0	0	35	35	33	1	0	1	0	0	0	0	35	35.5
08:45	16	5	0	1	0	0	0	0	22	22.5	40	3	1	0	0	0	0	1	45	44.2
H/Total	89	12	1	3	0	0	0	1	106	106.7	122	8	1	2	0	0	1	3	137	135
09:00	13	2	0	0	0	1	0	0	16	17	21	3	1	0	0	0	1	0	26	25.4
09:15	11	1	0	2	0	0	0	0	14	15	16	2	0	2	0	1	0	0	21	23
09:30	18	0	1	1	0	0	0	0	20	20.5	11	1	1	2	0	0	0	0	15	16
09:45	14	3	0	0	0	0	0	0	17	17	10	2	0	0	0	0	0	0	12	12
H/Total	56	6	1	3	0	1	0	0	67	69.5	58	8	2	4	0	1	1	0	74	76.4
Total	214	25	3	8	0	2	0	3	255	258.6	266	29	3	8	0	3	4	5	318	318.6

Time	From C										To C									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	21	1	0	0	0	1	1	1	25	24.6	26	4	2	2	0	1	0	0	35	37
16:15	23	3	0	0	0	1	1	0	28	28.4	19	3	0	0	0	0	2	0	24	22.8
16:30	23	2	0	0	0	1	1	1	28	27.6	16	2	0	0	0	0	0	0	18	18
16:45	30	2	0	0	0	0	0	0	32	32	17	4	0	0	0	0	0	0	21	21
H/Total	97	8	0	0	0	3	3	2	113	112.6	78	13	2	2	0	1	2	0	98	98.8
17:00	26	4	0	2	0	0	0	1	33	33.2	22	3	0	0	0	0	0	0	25	25
17:15	45	1	0	0	0	0	0	1	47	46.2	21	2	0	1	0	0	1	0	25	24.9
17:30	32	0	0	0	0	0	0	2	34	32.4	14	2	0	0	0	0	0	0	16	16
17:45	33	2	0	1	0	0	0	4	40	37.3	21	0	0	0	0	0	0	0	21	21
H/Total	136	7	0	3	0	0	0	8	154	149.1	78	7	0	1	0	0	1	0	87	86.9
18:00	23	1	0	0	0	0	0	0	24	24	37	0	0	2	0	0	0	2	41	40.4
18:15	13	0	0	0	0	0	0	0	13	13	22	1	0	0	0	0	0	0	23	23
18:30	23	0	0	0	0	0	0	0	23	23	17	0	0	1	0	0	0	2	20	18.9
18:45	17	1	0	0	0	0	0	0	18	18	13	0	0	0	0	0	0	0	13	13
H/Total	76	2	0	0	0	0	0	0	78	78	89	1	0	3	0	0	0	4	97	95.3
Total	309	17	0	3	0	3	3	10	345	339.7	245	21	2	6	0	1	3	4	282	281

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	From D										To D									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
07:15	2	0	0	0	0	0	0	0	2	2	2	0	0	2	0	0	0	0	4	5
07:30	16	0	0	0	0	1	0	1	18	18.2	11	0	0	0	0	0	0	0	11	11
07:45	5	2	0	0	0	0	0	0	7	7	6	0	0	0	0	0	0	0	6	6
H/Total	26	2	0	0	0	1	0	1	30	30.2	20	0	0	2	0	0	0	0	22	23
08:00	16	0	0	0	0	1	0	2	19	18.4	10	1	0	0	0	0	0	0	11	11
08:15	0	0	0	0	0	0	0	1	1	0.2	3	0	0	0	0	0	0	0	3	3
08:30	2	0	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	3	3
08:45	3	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
H/Total	21	0	0	0	0	1	0	3	25	23.6	17	2	0	0	0	0	0	0	19	19
09:00	4	1	0	0	0	0	0	0	5	5	4	0	0	0	0	0	0	0	4	4
09:15	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
09:30	1	0	0	1	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0
09:45	2	1	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
H/Total	9	2	0	1	0	0	0	0	12	12.5	7	0	0	0	0	0	0	0	7	7
Total	56	4	0	1	0	2	0	4	67	66.3	44	2	0	2	0	0	0	0	48	49

Time	From D										To D									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	6	1	1	1	0	0	0	1	10	9.7	5	0	0	0	0	0	0	0	5	5
16:15	2	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	3	3
16:30	6	0	0	0	0	0	0	1	7	6.2	7	0	0	0	0	0	0	0	7	7
16:45	3	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	6	6
H/Total	17	1	1	1	0	0	0	2	22	20.9	21	0	0	0	0	0	0	0	21	21
17:00	8	1	0	0	0	0	0	2	11	9.4	7	1	0	0	0	0	0	0	8	8
17:15	5	0	0	0	0	0	0	0	5	5	9	0	0	0	0	0	0	3	12	9.6
17:30	4	0	0	0	0	0	0	1	5	4.2	2	1	0	0	0	1	0	0	4	5
17:45	3	0	0	0	0	0	0	0	3	3	4	0	0	1	0	0	0	0	5	5.5
H/Total	20	1	0	0	0	0	0	3	24	21.6	22	2	0	1	0	1	0	3	29	28.1
18:00	6	0	0	0	0	0	0	1	7	6.2	12	1	0	0	0	0	0	0	13	13
18:15	4	1	0	0	0	0	0	0	5	5	7	0	0	0	0	0	0	1	8	7.2
18:30	2	1	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	3	3
18:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/Total	13	2	0	0	0	0	0	1	16	15.2	22	1	0	0	0	0	0	1	24	23.2
Total	50	4	1	1	0	0	0	6	62	57.7	65	3	0	1	0	1	0	4	74	72.3

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

traffic survey partners

Time	Whole Junction									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	37	1	1	1	0	0	2	3	45	41.9
07:15	24	5	0	4	0	0	0	0	33	35
07:30	93	8	0	0	0	4	0	1	106	109.2
07:45	60	8	0	1	0	0	0	2	71	69.9
H/Total	214	22	1	6	0	4	2	6	255	256
08:00	81	8	0	0	0	1	1	6	97	92.6
08:15	44	2	0	3	0	0	0	2	51	50.9
08:30	69	4	1	1	0	0	0	0	75	75.5
08:45	62	8	1	1	0	0	0	1	73	72.7
H/Total	256	22	2	5	0	1	1	9	296	291.7
09:00	42	6	1	0	0	1	1	0	51	51.4
09:15	30	3	0	4	0	1	0	0	38	41
09:30	30	1	2	4	0	0	0	0	37	39
09:45	28	6	0	0	0	0	0	0	34	34
H/Total	130	16	3	8	0	2	1	0	160	165.4
Total	600	60	6	19	0	7	4	15	711	713.1

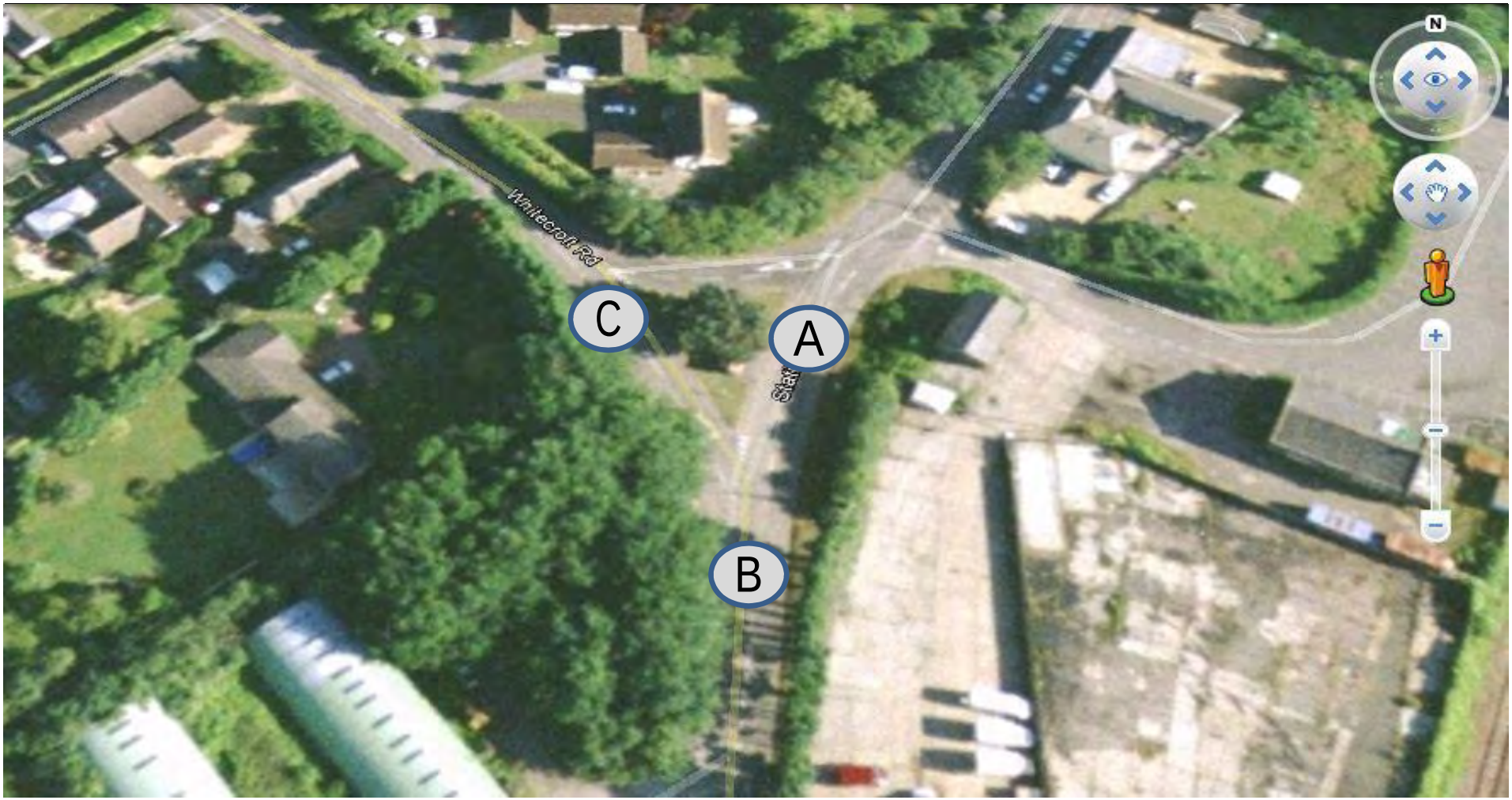
Peak Hours		Totals
07:00	08:00	255
07:15	08:15	307
07:30	08:30	325
07:45	08:45	294
08:00	09:00	296
08:15	09:15	250
08:30	09:30	237
08:45	09:45	199
09:00	10:00	160

Time	Whole Junction									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	61	6	2	3	0	2	1	2	77	78.3
16:15	47	6	0	0	0	1	3	0	57	56.2
16:30	54	4	0	0	0	1	1	4	64	61.2
16:45	57	6	0	0	0	0	0	0	63	63
H/Total	219	22	2	3	0	4	5	6	261	258.7
17:00	63	9	0	2	0	0	0	3	77	75.6
17:15	80	3	0	1	0	0	1	4	89	85.7
17:30	54	3	0	0	0	1	0	3	61	59.6
17:45	63	3	0	2	0	0	0	4	72	69.8
H/Total	260	18	0	5	0	1	1	14	299	290.7
18:00	80	2	0	2	0	0	0	4	88	85.8
18:15	46	2	0	0	0	0	0	1	49	48.2
18:30	49	1	0	1	0	0	0	2	53	51.9
18:45	31	1	0	0	0	0	0	0	32	32
H/Total	206	6	0	3	0	0	0	7	222	217.9
Total	685	46	2	11	0	5	6	27	782	767.3

Peak Hours		Totals
16:00	17:00	261
16:15	17:15	261
16:30	17:30	293
16:45	17:45	290
17:00	18:00	299
17:15	18:15	310
17:30	18:30	270
17:45	18:45	262
18:00	19:00	222

Client:	WSP
Project Number:	TSP13093
Project Name:	Whitecroft Road, Cambridge
Survey Type:	Manual Classified Traffic Count
Survey Date:	01 March 2017, Wednesday
Survey Time:	07:00 - 10:00 & 16:00 - 19:00
Weather:	Dry
Comments:	

Project Number: TSP13093
Project Name: Whitecroft Road, Cambridge
Survey Type: Manual Classified Traffic Count
Site No: 2
Location: Station Road / High Street / Whitecroft Road



Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Station Road / High Street / Whitecroft Road**
Date: **01 March 2017, Wednesday**

traffic survey partners

1 1 1 1.5 2.3 2 0.4 0.2

Time	A - A										A - B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	11	1		1			2		15	14.3
07:15									0	0	12	4							16	16
07:30									0	0	32	4				2			38	40
07:45									0	0	31	4		1				2	38	36.9
H/Total	0	0	0	0	0	0	0	0	0	0	86	13	0	2	0	2	2	2	107	107.2
08:00									0	0	27	3					1	1	32	30.6
08:15									0	0	22	1		1				1	25	24.7
08:30									0	0	33	1		1					35	35.5
08:45									0	0	40	3	1					1	45	44.2
H/Total	0	0	0	0	0	0	0	0	0	0	122	8	1	2	0	0	1	3	137	135
09:00									0	0	19	3	1				1		24	23.4
09:15									0	0	18	2		2		1			23	25
09:30									0	0	11	1	1	2					15	16
09:45									0	0	10	2							12	12
H/Total	0	0	0	0	0	0	0	0	0	0	58	8	2	4	0	1	1	0	74	76.4
Total	0	0	0	0	0	0	0	0	0	0	266	29	3	8	0	3	4	5	318	318.6

Time	A - A										A - B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	26	4	2	2		1			35	37
16:15									0	0	19	3					2		24	22.8
16:30									0	0	16	2							18	18
16:45									0	0	17	4							21	21
H/Total	0	0	0	0	0	0	0	0	0	0	78	13	2	2	0	1	2	0	98	98.8
17:00									0	0	22	3							25	25
17:15									0	0	21	2		1			1		25	24.9
17:30									0	0	14	2							16	16
17:45									0	0	20								20	20
H/Total	0	0	0	0	0	0	0	0	0	0	77	7	0	1	0	0	1	0	86	85.9
18:00									0	0	37			2				2	41	40.4
18:15									0	0	22	1							23	23
18:30									0	0	17			1				2	20	18.9
18:45									0	0	13								13	13
H/Total	0	0	0	0	0	0	0	0	0	0	89	1	0	3	0	0	0	4	97	95.3
Total	0	0	0	0	0	0	0	0	0	0	244	21	2	6	0	1	3	4	281	280

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Station Road / High Street / Whitecroft Road**
Date: **01 March 2017, Wednesday**

traffic survey partners

Time	A - C										B - A									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	18		1					2	21	19.4
07:15									0	0	5	1		2					8	9
07:30									0	0	29	5				1			35	36
07:45									0	0	17	1							18	18
H/Total	0	0	0	0	0	0	0	0	0	0	69	7	1	2	0	1	0	2	82	82.4
08:00									0	0	23	4						1	28	27.2
08:15									0	0	19	1		2					22	23
08:30									0	0	31	2	1						34	34
08:45									0	0	16	5		1					22	22.5
H/Total	0	0	0	0	0	0	0	0	0	0	89	12	1	3	0	0	0	1	106	106.7
09:00									0	0	13	2				1			16	17
09:15									0	0	11	1		2					14	15
09:30									0	0	18		1	1					20	20.5
09:45									0	0	14	3							17	17
H/Total	0	0	0	0	0	0	0	0	0	0	56	6	1	3	0	1	0	0	67	69.5
Total	0	0	0	0	0	0	0	0	0	0	214	25	3	8	0	2	0	3	255	258.6

Time	A - C										B - A									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	20	1				1	1	1	24	23.6
16:15									0	0	23	3				1	1		28	28.4
16:30									0	0	23	2				1	1	1	28	27.6
16:45									0	0	30	2							32	32
H/Total	0	0	0	0	0	0	0	0	0	0	96	8	0	0	0	3	3	2	112	111.6
17:00									0	0	26	4		2				1	33	33.2
17:15									0	0	45	1						1	47	46.2
17:30									0	0	32							2	34	32.4
17:45	1								1	1	33	2		1				4	40	37.3
H/Total	1	0	0	0	0	0	0	0	1	1	136	7	0	3	0	0	0	8	154	149.1
18:00									0	0	23	1							24	24
18:15									0	0	13								13	13
18:30									0	0	23								23	23
18:45									0	0	17	1							18	18
H/Total	0	0	0	0	0	0	0	0	0	0	76	2	0	0	0	0	0	0	78	78
Total	1	0	0	0	0	0	0	0	1	1	308	17	0	3	0	3	3	10	344	338.7

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Station Road / High Street / Whitecroft Road**
Date: **01 March 2017, Wednesday**

traffic survey partners

Time	B - B										B - C									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	6	1			1	1	1		10	11.7
07:15									0	0	16	4							20	20
07:30									0	0	22	3		1		2	1		29	30.9
07:45									0	0	31	3							34	34
H/Total	0	0	0	0	0	0	0	0	0	0	75	11	0	1	1	3	2	0	93	96.6
08:00									0	0	31	2				1	1		35	35.4
08:15									0	0	19	6						1	26	25.2
08:30									0	0	29	1	1					1	32	31.2
08:45	1								1	1	27	2	2						31	31
H/Total	1	0	0	0	0	0	0	0	1	1	106	11	3	0	0	1	1	2	124	122.8
09:00	1								1	1	20	2	1	1					24	24.5
09:15									0	0	16	2							18	18
09:30									0	0	22	2		1					25	25.5
09:45									0	0	16	2		2					20	21
H/Total	1	0	0	0	0	0	0	0	1	1	74	8	1	4	0	0	0	0	87	89
Total	2	0	0	0	0	0	0	0	2	2	255	30	4	5	1	4	3	2	304	308.4

Time	B - B										B - C									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	33	6	1	1		1		1	43	43.7
16:15									0	0	37	6		1			1		45	44.9
16:30									0	0	51	3						1	55	54.2
16:45									0	0	37	4				1		3	45	43.6
H/Total	0	0	0	0	0	0	0	0	0	0	158	19	1	2	0	2	1	5	188	186.4
17:00	1								1	1	64	6	1		2				73	75.6
17:15									0	0	62	3	1						66	66
17:30									0	0	72	8	1					1	82	81.2
17:45									0	0	59	4		2				1	66	66.2
H/Total	1	0	0	0	0	0	0	0	1	1	257	21	3	2	2	0	0	2	287	289
18:00									0	0	60	1					1		62	61.4
18:15									0	0	33	2						1	36	35.2
18:30									0	0	31	5							36	36
18:45									0	0	21	1							22	22
H/Total	0	0	0	0	0	0	0	0	0	0	145	9	0	0	0	0	1	1	156	154.6
Total	1	0	0	0	0	0	0	0	1	1	560	49	4	4	2	2	2	8	631	630

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Station Road / High Street / Whitecroft Road**
Date: **01 March 2017, Wednesday**

traffic survey partners

Time	C - A										C - B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	23	2				1			26	27
07:15									0	0	35	2	1						38	38
07:30									0	0	45	2						1	48	47.2
07:45									0	0	57	12	2	1				4	76	73.3
H/Total	0	0	0	0	0	0	0	0	0	0	160	18	3	1	0	1	0	5	188	185.5
08:00									0	0	72	4	2						78	78
08:15									0	0	73	4	3			1			81	82
08:30									0	0	61	5		1	1				68	69.8
08:45									0	0	52	4	1			1			58	59
H/Total	0	0	0	0	0	0	0	0	0	0	258	17	6	1	1	2	0	0	285	288.8
09:00									0	0	44	1	2					1	48	47.2
09:15									0	0	28	3				1			32	33
09:30									0	0	23	3		1	1				28	29.8
09:45									0	0	24	3	1				1	2	31	28.8
H/Total	0	0	0	0	0	0	0	0	0	0	119	10	3	1	1	1	1	3	139	138.8
Total	0	0	0	0	0	0	0	0	0	0	537	45	12	3	2	4	1	8	612	613.1

Time	C - A										C - B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	17	5			1				23	24.3
16:15									0	0	20	1	2			2	1		26	27.4
16:30									0	0	15	2							17	17
16:45									0	0	19	1				1	2		23	22.8
H/Total	0	0	0	0	0	0	0	0	0	0	71	9	2	0	1	3	3	0	89	91.5
17:00									0	0	26	2							28	28
17:15									0	0	25	2	1		1	1	1	1	32	32.9
17:30									0	0	31	3							34	34
17:45									0	0	29	1							30	30
H/Total	0	0	0	0	0	0	0	0	0	0	111	8	1	0	1	1	1	1	124	124.9
18:00									0	0	14	1							15	15
18:15									0	0	25	2							27	27
18:30									0	0	23								23	23
18:45									0	0	21	1							22	22
H/Total	0	0	0	0	0	0	0	0	0	0	83	4	0	0	0	0	0	0	87	87
Total	0	0	0	0	0	0	0	0	0	0	265	21	3	0	2	4	4	1	300	303.4

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Station Road / High Street / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	C - C									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0
07:15									0	0
07:30									0	0
07:45									0	0
H/Total	0	0	0	0	0	0	0	0	0	0
08:00									0	0
08:15									0	0
08:30									0	0
08:45									0	0
H/Total	0	0	0	0	0	0	0	0	0	0
09:00									0	0
09:15									0	0
09:30									0	0
09:45									0	0
H/Total	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

Time	C - C									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0
16:15									0	0
16:30									0	0
16:45									0	0
H/Total	0	0	0	0	0	0	0	0	0	0
17:00									0	0
17:15									0	0
17:30									0	0
17:45									0	0
H/Total	0	0	0	0	0	0	0	0	0	0
18:00									0	0
18:15									0	0
18:30									0	0
18:45									0	0
H/Total	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Station Road / High Street / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	From A										To A									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	11	1	0	1	0	0	2	0	15	14.3	18	0	1	0	0	0	0	2	21	19.4
07:15	12	4	0	0	0	0	0	0	16	16	5	1	0	2	0	0	0	0	8	9
07:30	32	4	0	0	0	2	0	0	38	40	29	5	0	0	0	1	0	0	35	36
07:45	31	4	0	1	0	0	0	2	38	36.9	17	1	0	0	0	0	0	0	18	18
H/Total	86	13	0	2	0	2	2	2	107	107.2	69	7	1	2	0	1	0	2	82	82.4
08:00	27	3	0	0	0	0	1	1	32	30.6	23	4	0	0	0	0	0	1	28	27.2
08:15	22	1	0	1	0	0	0	1	25	24.7	19	1	0	2	0	0	0	0	22	23
08:30	33	1	0	1	0	0	0	0	35	35.5	31	2	1	0	0	0	0	0	34	34
08:45	40	3	1	0	0	0	0	1	45	44.2	16	5	0	1	0	0	0	0	22	22.5
H/Total	122	8	1	2	0	0	1	3	137	135	89	12	1	3	0	0	0	1	106	106.7
09:00	19	3	1	0	0	0	1	0	24	23.4	13	2	0	0	0	1	0	0	16	17
09:15	18	2	0	2	0	1	0	0	23	25	11	1	0	2	0	0	0	0	14	15
09:30	11	1	1	2	0	0	0	0	15	16	18	0	1	1	0	0	0	0	20	20.5
09:45	10	2	0	0	0	0	0	0	12	12	14	3	0	0	0	0	0	0	17	17
H/Total	58	8	2	4	0	1	1	0	74	76.4	56	6	1	3	0	1	0	0	67	69.5
Total	266	29	3	8	0	3	4	5	318	318.6	214	25	3	8	0	2	0	3	255	258.6

Time	From A										To A									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	26	4	2	2	0	1	0	0	35	37	20	1	0	0	0	1	1	1	24	23.6
16:15	19	3	0	0	0	0	2	0	24	22.8	23	3	0	0	0	1	1	0	28	28.4
16:30	16	2	0	0	0	0	0	0	18	18	23	2	0	0	0	1	1	1	28	27.6
16:45	17	4	0	0	0	0	0	0	21	21	30	2	0	0	0	0	0	0	32	32
H/Total	78	13	2	2	0	1	2	0	98	98.8	96	8	0	0	0	3	3	2	112	111.6
17:00	22	3	0	0	0	0	0	0	25	25	26	4	0	2	0	0	0	1	33	33.2
17:15	21	2	0	1	0	0	1	0	25	24.9	45	1	0	0	0	0	0	1	47	46.2
17:30	14	2	0	0	0	0	0	0	16	16	32	0	0	0	0	0	0	2	34	32.4
17:45	21	0	0	0	0	0	0	0	21	21	33	2	0	1	0	0	0	4	40	37.3
H/Total	78	7	0	1	0	0	1	0	87	86.9	136	7	0	3	0	0	0	8	154	149.1
18:00	37	0	0	2	0	0	0	2	41	40.4	23	1	0	0	0	0	0	0	24	24
18:15	22	1	0	0	0	0	0	0	23	23	13	0	0	0	0	0	0	0	13	13
18:30	17	0	0	1	0	0	0	2	20	18.9	23	0	0	0	0	0	0	0	23	23
18:45	13	0	0	0	0	0	0	0	13	13	17	1	0	0	0	0	0	0	18	18
H/Total	89	1	0	3	0	0	0	4	97	95.3	76	2	0	0	0	0	0	0	78	78
Total	245	21	2	6	0	1	3	4	282	281	308	17	0	3	0	3	3	10	344	338.7

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Station Road / High Street / Whitecroft Road**
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Time	From B										To B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	24	1	1	0	1	1	1	2	31	31.1	34	3	0	1	0	1	2	0	41	41.3
07:15	21	5	0	2	0	0	0	0	28	29	47	6	1	0	0	0	0	0	54	54
07:30	51	8	0	1	0	3	1	0	64	66.9	77	6	0	0	0	2	0	1	86	87.2
07:45	48	4	0	0	0	0	0	0	52	52	88	16	2	2	0	0	0	6	114	110.2
H/Total	144	18	1	3	1	4	2	2	175	179	246	31	3	3	0	3	2	7	295	292.7
08:00	54	6	0	0	0	1	1	1	63	62.6	99	7	2	0	0	0	1	1	110	108.6
08:15	38	7	0	2	0	0	0	1	48	48.2	95	5	3	1	0	1	0	1	106	106.7
08:30	60	3	2	0	0	0	0	1	66	65.2	94	6	0	2	1	0	0	0	103	105.3
08:45	44	7	2	1	0	0	0	0	54	54.5	93	7	2	0	0	1	0	1	104	104.2
H/Total	196	23	4	3	0	1	1	3	231	230.5	381	25	7	3	1	2	1	3	423	424.8
09:00	34	4	1	1	0	1	0	0	41	42.5	64	4	3	0	0	0	1	1	73	71.6
09:15	27	3	0	2	0	0	0	0	32	33	46	5	0	2	0	2	0	0	55	58
09:30	40	2	1	2	0	0	0	0	45	46	34	4	1	3	1	0	0	0	43	45.8
09:45	30	5	0	2	0	0	0	0	37	38	34	5	1	0	0	0	1	2	43	40.8
H/Total	131	14	2	7	0	1	0	0	155	159.5	178	18	5	5	1	2	2	3	214	216.2
Total	471	55	7	13	1	6	3	5	561	569	805	74	15	11	2	7	5	13	932	933.7

Time	From B										To B									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	53	7	1	1	0	2	1	2	67	67.3	43	9	2	2	1	1	0	0	58	61.3
16:15	60	9	0	1	0	1	2	0	73	73.3	39	4	2	0	0	2	3	0	50	50.2
16:30	74	5	0	0	0	1	1	2	83	81.8	31	4	0	0	0	0	0	0	35	35
16:45	67	6	0	0	0	1	0	3	77	75.6	36	5	0	0	0	1	2	0	44	43.8
H/Total	254	27	1	2	0	5	4	7	300	298	149	22	4	2	1	4	5	0	187	190.3
17:00	91	10	1	2	2	0	0	1	107	109.8	49	5	0	0	0	0	0	0	54	54
17:15	107	4	1	0	0	0	0	1	113	112.2	46	4	1	1	1	1	2	1	57	57.8
17:30	104	8	1	0	0	0	0	3	116	113.6	45	5	0	0	0	0	0	0	50	50
17:45	92	6	0	3	0	0	0	5	106	103.5	49	1	0	0	0	0	0	0	50	50
H/Total	394	28	3	5	2	0	0	10	442	439.1	189	15	1	1	1	1	2	1	211	211.8
18:00	83	2	0	0	0	0	1	0	86	85.4	51	1	0	2	0	0	0	2	56	55.4
18:15	46	2	0	0	0	0	0	1	49	48.2	47	3	0	0	0	0	0	0	50	50
18:30	54	5	0	0	0	0	0	0	59	59	40	0	0	1	0	0	0	2	43	41.9
18:45	38	2	0	0	0	0	0	0	40	40	34	1	0	0	0	0	0	0	35	35
H/Total	221	11	0	0	0	0	1	1	234	232.6	172	5	0	3	0	0	0	4	184	182.3
Total	869	66	4	7	2	5	5	18	976	969.7	510	42	5	6	2	5	7	5	582	584.4

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Station Road / High Street / Whitecroft Road**
Date: **01 March 2017, Wednesday**

Time	From C										To C									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	23	2	0	0	0	1	0	0	26	27	6	1	0	0	1	1	1	0	10	11.7
07:15	35	2	1	0	0	0	0	0	38	38	16	4	0	0	0	0	0	0	20	20
07:30	45	2	0	0	0	0	0	1	48	47.2	22	3	0	1	0	2	1	0	29	30.9
07:45	57	12	2	1	0	0	0	4	76	73.3	31	3	0	0	0	0	0	0	34	34
H/Total	160	18	3	1	0	1	0	5	188	185.5	75	11	0	1	1	3	2	0	93	96.6
08:00	72	4	2	0	0	0	0	0	78	78	31	2	0	0	0	1	1	0	35	35.4
08:15	73	4	3	0	0	1	0	0	81	82	19	6	0	0	0	0	0	1	26	25.2
08:30	61	5	0	1	1	0	0	0	68	69.8	29	1	1	0	0	0	0	1	32	31.2
08:45	52	4	1	0	0	1	0	0	58	59	27	2	2	0	0	0	0	0	31	31
H/Total	258	17	6	1	1	2	0	0	285	288.8	106	11	3	0	0	1	1	2	124	122.8
09:00	44	1	2	0	0	0	0	1	48	47.2	20	2	1	1	0	0	0	0	24	24.5
09:15	28	3	0	0	0	1	0	0	32	33	16	2	0	0	0	0	0	0	18	18
09:30	23	3	0	1	1	0	0	0	28	29.8	22	2	0	1	0	0	0	0	25	25.5
09:45	24	3	1	0	0	0	1	2	31	28.8	16	2	0	2	0	0	0	0	20	21
H/Total	119	10	3	1	1	1	1	3	139	138.8	74	8	1	4	0	0	0	0	87	89
Total	537	45	12	3	2	4	1	8	612	613.1	255	30	4	5	1	4	3	2	304	308.4

Time	From C										To C									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	17	5	0	0	1	0	0	0	23	24.3	33	6	1	1	0	1	0	1	43	43.7
16:15	20	1	2	0	0	2	1	0	26	27.4	37	6	0	1	0	0	1	0	45	44.9
16:30	15	2	0	0	0	0	0	0	17	17	51	3	0	0	0	0	0	1	55	54.2
16:45	19	1	0	0	0	1	2	0	23	22.8	37	4	0	0	0	1	0	3	45	43.6
H/Total	71	9	2	0	1	3	3	0	89	91.5	158	19	1	2	0	2	1	5	188	186.4
17:00	26	2	0	0	0	0	0	0	28	28	64	6	1	0	2	0	0	0	73	75.6
17:15	25	2	1	0	1	1	1	1	32	32.9	62	3	1	0	0	0	0	0	66	66
17:30	31	3	0	0	0	0	0	0	34	34	72	8	1	0	0	0	0	1	82	81.2
17:45	29	1	0	0	0	0	0	0	30	30	60	4	0	2	0	0	0	1	67	67.2
H/Total	111	8	1	0	1	1	1	1	124	124.9	258	21	3	2	2	0	0	2	288	290
18:00	14	1	0	0	0	0	0	0	15	15	60	1	0	0	0	0	1	0	62	61.4
18:15	25	2	0	0	0	0	0	0	27	27	33	2	0	0	0	0	0	1	36	35.2
18:30	23	0	0	0	0	0	0	0	23	23	31	5	0	0	0	0	0	0	36	36
18:45	21	1	0	0	0	0	0	0	22	22	21	1	0	0	0	0	0	0	22	22
H/Total	83	4	0	0	0	0	0	0	87	87	145	9	0	0	0	0	1	1	156	154.6
Total	265	21	3	0	2	4	4	1	300	303.4	561	49	4	4	2	2	2	8	632	631

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Manual Classified Traffic Count**
Site No: **2**
Location: **Station Road / High Street / Whitecroft Road**
Date: **01 March 2017, Wednesday**

traffic survey partners

Time	Whole Junction									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	58	4	1	1	1	2	3	2	72	72.4
07:15	68	11	1	2	0	0	0	0	82	83
07:30	128	14	0	1	0	5	1	1	150	154.1
07:45	136	20	2	2	0	0	0	6	166	162.2
H/Total	390	49	4	6	1	7	4	9	470	471.7
08:00	153	13	2	0	0	1	2	2	173	171.2
08:15	133	12	3	3	0	1	0	2	154	154.9
08:30	154	9	2	2	1	0	0	1	169	170.5
08:45	136	14	4	1	0	1	0	1	157	157.7
H/Total	576	48	11	6	1	3	2	6	653	654.3
09:00	97	8	4	1	0	1	1	1	113	113.1
09:15	73	8	0	4	0	2	0	0	87	91
09:30	74	6	2	5	1	0	0	0	88	91.8
09:45	64	10	1	2	0	0	1	2	80	78.8
H/Total	308	32	7	12	1	3	2	3	368	374.7
Total	1274	129	22	24	3	13	8	18	1491	1500.7

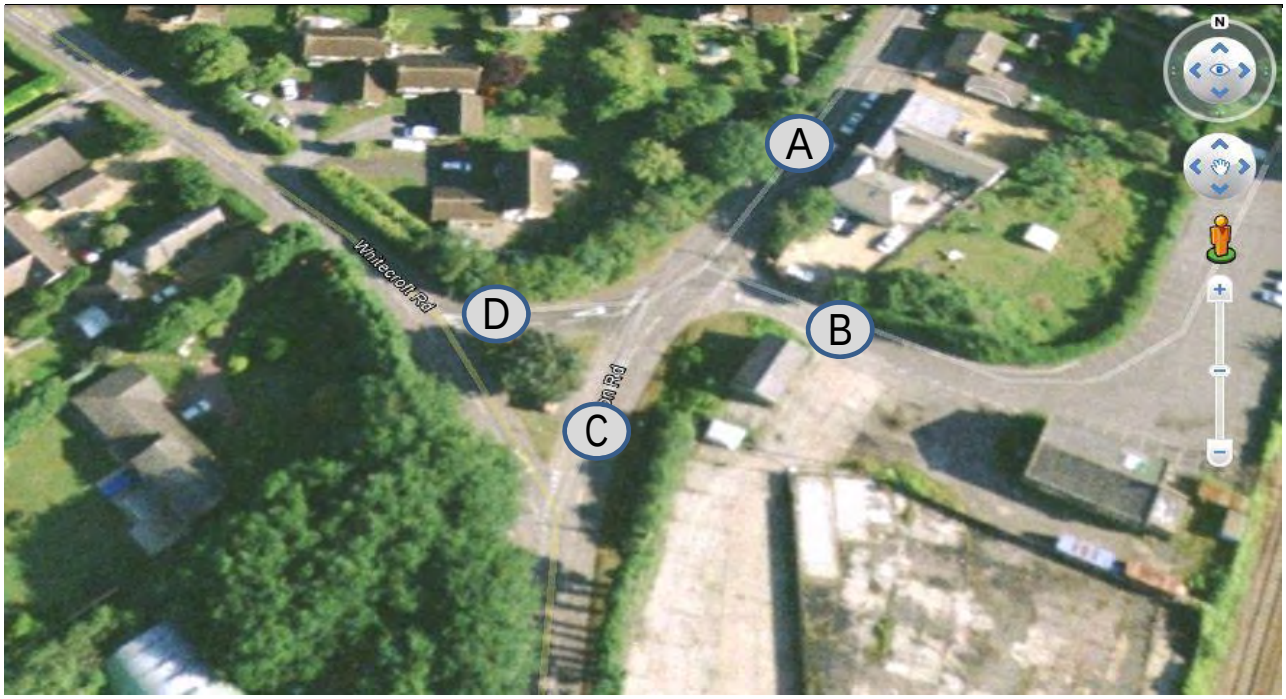
Peak Hours		Totals
07:00	08:00	470
07:15	08:15	571
07:30	08:30	643
07:45	08:45	662
08:00	09:00	653
08:15	09:15	593
08:30	09:30	526
08:45	09:45	445
09:00	10:00	368

Time	Whole Junction									
	CAR	VAN	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	96	16	3	3	1	3	1	2	125	128.6
16:15	99	13	2	1	0	3	5	0	123	123.5
16:30	105	9	0	0	0	1	1	2	118	116.8
16:45	103	11	0	0	0	2	2	3	121	119.4
H/Total	403	49	5	4	1	9	9	7	487	488.3
17:00	139	15	1	2	2	0	0	1	160	162.8
17:15	153	8	2	1	1	1	2	2	170	170
17:30	149	13	1	0	0	0	0	3	166	163.6
17:45	142	7	0	3	0	0	0	5	157	154.5
H/Total	583	43	4	6	3	1	2	11	653	650.9
18:00	134	3	0	2	0	0	1	2	142	140.8
18:15	93	5	0	0	0	0	0	1	99	98.2
18:30	94	5	0	1	0	0	0	2	102	100.9
18:45	72	3	0	0	0	0	0	0	75	75
H/Total	393	16	0	3	0	0	1	5	418	414.9
Total	1379	108	9	13	4	10	12	23	1558	1554.1

Peak Hours		Totals
16:00	17:00	487
16:15	17:15	522
16:30	17:30	569
16:45	17:45	617
17:00	18:00	653
17:15	18:15	635
17:30	18:30	564
17:45	18:45	500
18:00	19:00	418

Client:	WSP
Project Number:	TSP13093
Project Name:	Whitecroft Road, Cambridge
Survey Type:	Queue Length Survey
Survey Date:	01 March 2017, Wednesday
Survey Time:	07:00 - 10:00 & 16:00 - 19:00
Weather:	Dry
Comments:	

Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Queue Length Survey**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**



Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Queue Length Survey**
Site No: **1**
Location: **Station Road / High Street / Meldreth Station Car Park Access / Whitecroft Road**
Date: **01 March 2017, Wednesday**

1 1.5 2

Arm A					Arm B					Arm C					Arm D				
Time	Lane 1				Time	Lane 1				Time	Lane 1				Time	Lane 1			
	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU
07:00 - 10:00																			
07:00				0	07:00				0	07:00				0	07:00				0
07:05				0	07:05				0	07:05	1			1	07:05	1			1
07:10				0	07:10	1			1	07:10				0	07:10				0
07:15				0	07:15				0	07:15				0	07:15				0
07:20				0	07:20				0	07:20				0	07:20				0
07:25				0	07:25				0	07:25				0	07:25				0
07:30				0	07:30				0	07:30				0	07:30				0
07:35				0	07:35	1			1	07:35				0	07:35	1			1
07:40				0	07:40	1			1	07:40				0	07:40	1			1
07:45				0	07:45	1			1	07:45				0	07:45				0
07:50				0	07:50	1			1	07:50				0	07:50				0
07:55				0	07:55	1			1	07:55	1			1	07:55	1			1
08:00				0	08:00	1			1	08:00				0	08:00	1			1
08:05				0	08:05	2			2	08:05				0	08:05	1			1
08:10				0	08:10				0	08:10				0	08:10				0
08:15				0	08:15				0	08:15				0	08:15				0
08:20				0	08:20				0	08:20				0	08:20				0
08:25				0	08:25				0	08:25				0	08:25				0
08:30				0	08:30				0	08:30				0	08:30				0
08:35				0	08:35				0	08:35				0	08:35				0
08:40				0	08:40	1			1	08:40				0	08:40				0
08:45				0	08:45				0	08:45				0	08:45				0
08:50				0	08:50				0	08:50				0	08:50				0
08:55				0	08:55				0	08:55				0	08:55				0
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09:05				0	09:05				0	09:05				0	09:05	1			1
09:10				0	09:10				0	09:10				0	09:10				0
09:15				0	09:15				0	09:15				0	09:15				0
09:20				0	09:20				0	09:20				0	09:20	1			1
09:25				0	09:25				0	09:25				0	09:25				0
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09:55				0	09:55				0	09:55				0	09:55				0
16:00 - 19:00																			
16:00				0	16:00				0	16:00				0	16:00				0
16:05				0	16:05				0	16:05				0	16:05				0
16:10				0	16:10	1			1	16:10				0	16:10				0
16:15				0	16:15	1			1	16:15				0	16:15				0
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16:25				0	16:25				0	16:25				0	16:25	1			1
16:30				0	16:30				0	16:30				0	16:30				0
16:35				0	16:35				0	16:35				0	16:35				0
16:40				0	16:40	2			2	16:40				0	16:40				0
16:45	1			1	16:45	1			1	16:45				0	16:45				0
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16:55				0	16:55				0	16:55				0	16:55				0
17:00				0	17:00	1			1	17:00				0	17:00				0
17:05				0	17:05	1			1	17:05				0	17:05				0
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17:15				0	17:15	1			1	17:15				0	17:15				0
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17:25	1			1	17:25				0	17:25				0	17:25				0
17:30				0	17:30	1			1	17:30				0	17:30				0
17:35				0	17:35	1			1	17:35				0	17:35				0
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18:05				0	18:05	1			1	18:05				0	18:05	1			1
18:10				0	18:10	2			2	18:10				0	18:10				0
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18:20				0	18:20				0	18:20				0	18:20				0
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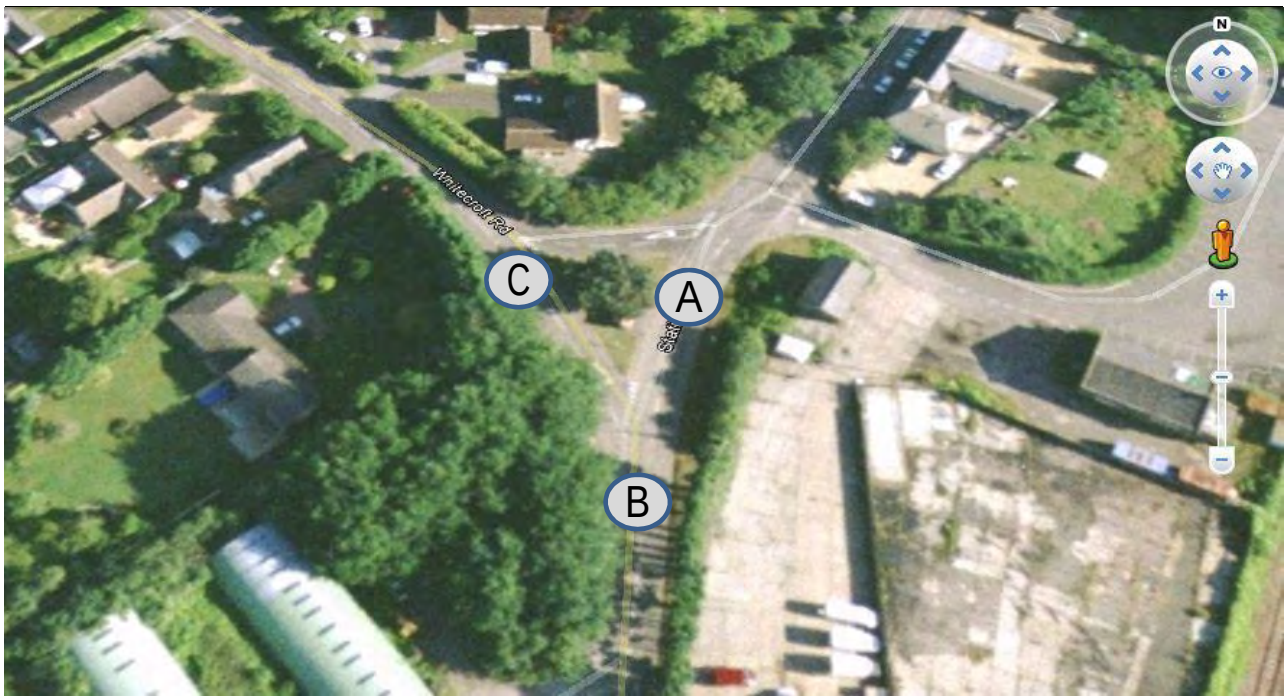
Project Number:	**TSP13093**
Project Name:	**Whitecroft Road, Cambridge**
Survey Type:	**Queue Length Survey**
Site No:	**2**
Location:	**Station Road / High Street / Whitecroft Road**



Project Number: **TSP13093**
Project Name: **Whitecroft Road, Cambridge**
Survey Type: **Queue Length Survey**
Site No: **2**
Location: **Station Road / High Street / Whitecroft Road**
Date: **01 March 2017, Wednesday**

1 1.5 2

Arm A					Arm B					Arm C				
Time	Lane 1				Time	Lane 1				Time	Lane 1			
	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU
07:00 - 10:00														
07:00				0	07:00				0	07:00				0
07:05				0	07:05				0	07:05	1			1
07:10				0	07:10				0	07:10	1			1
07:15				0	07:15				0	07:15	1			1
07:20				0	07:20				0	07:20				0
07:25				0	07:25				0	07:25	3			3
07:30				0	07:30				0	07:30	2			2
07:35				0	07:35				0	07:35	3			3
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07:55				0	07:55				0	07:55	2			2
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16:00 - 19:00														
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16:10				0	16:10				0	16:10	1			1
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18:05				0	18:05				0	18:05				0
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18:20				0	18:20				0	18:20				0
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18:40				0	18:40				0	18:40	2			2
18:45				0	18:45				0	18:45				0
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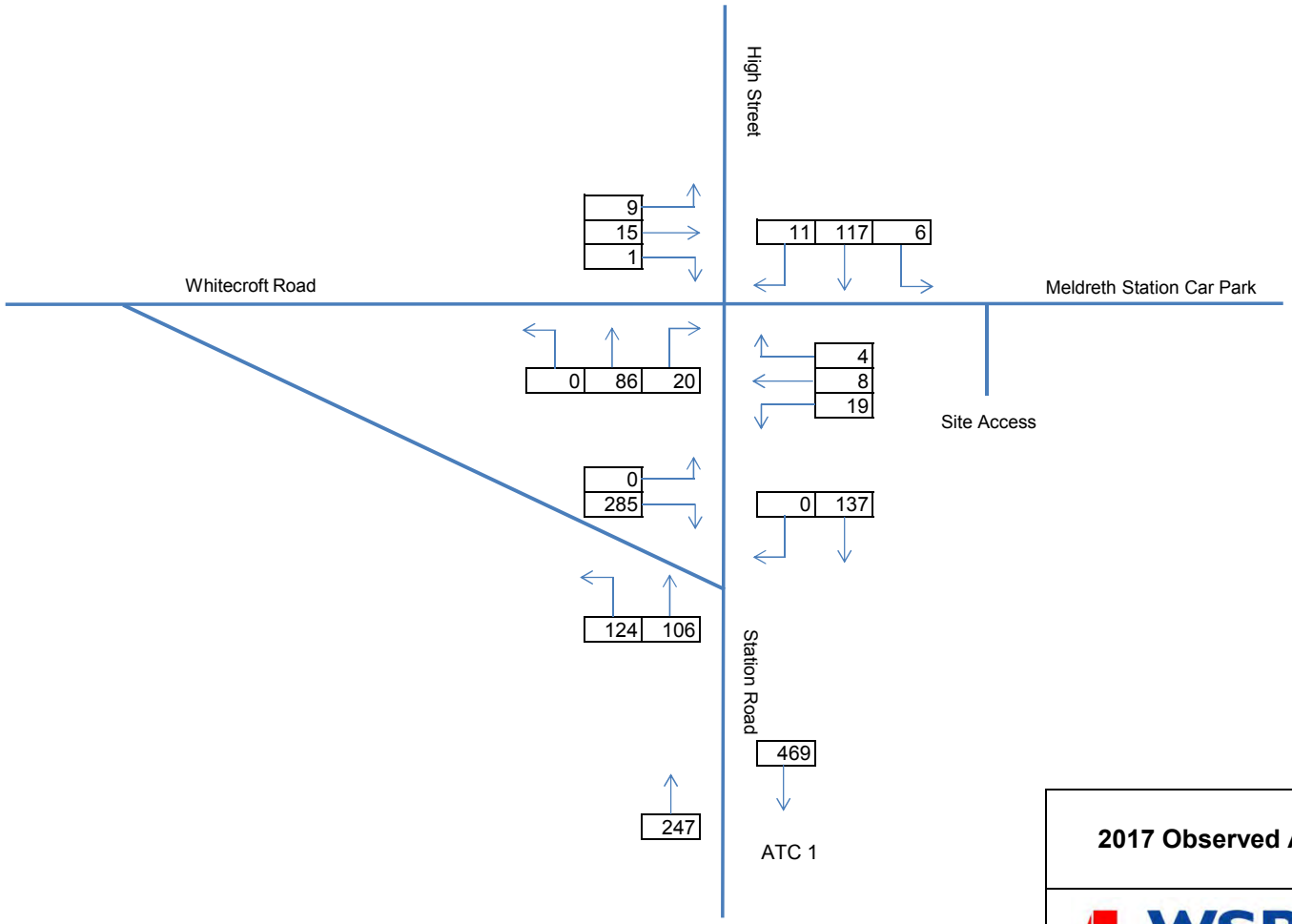
18:55				0	18:55				0	18:55	1			1

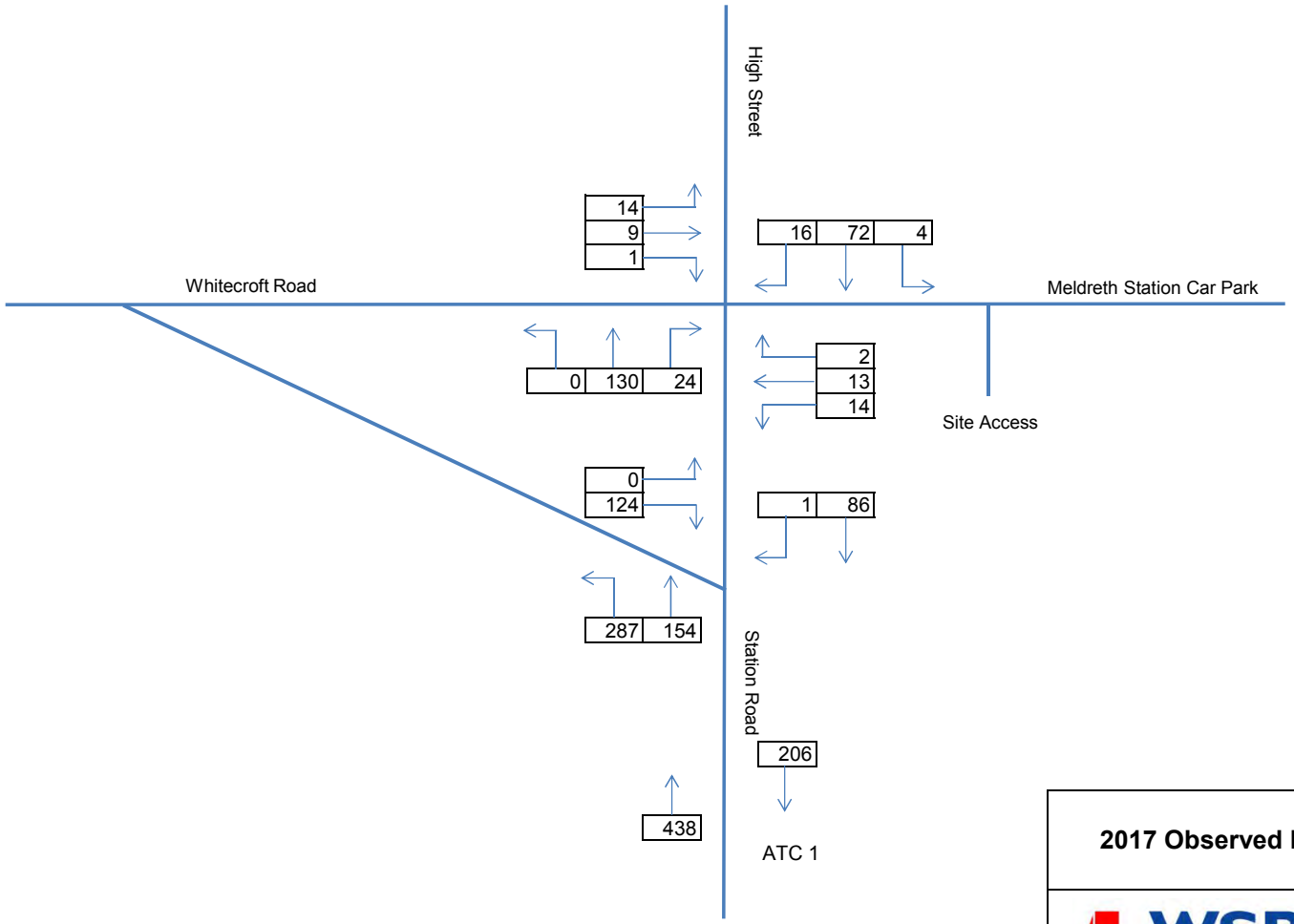
Appendix C

NETWORK FLOW DIAGRAMS



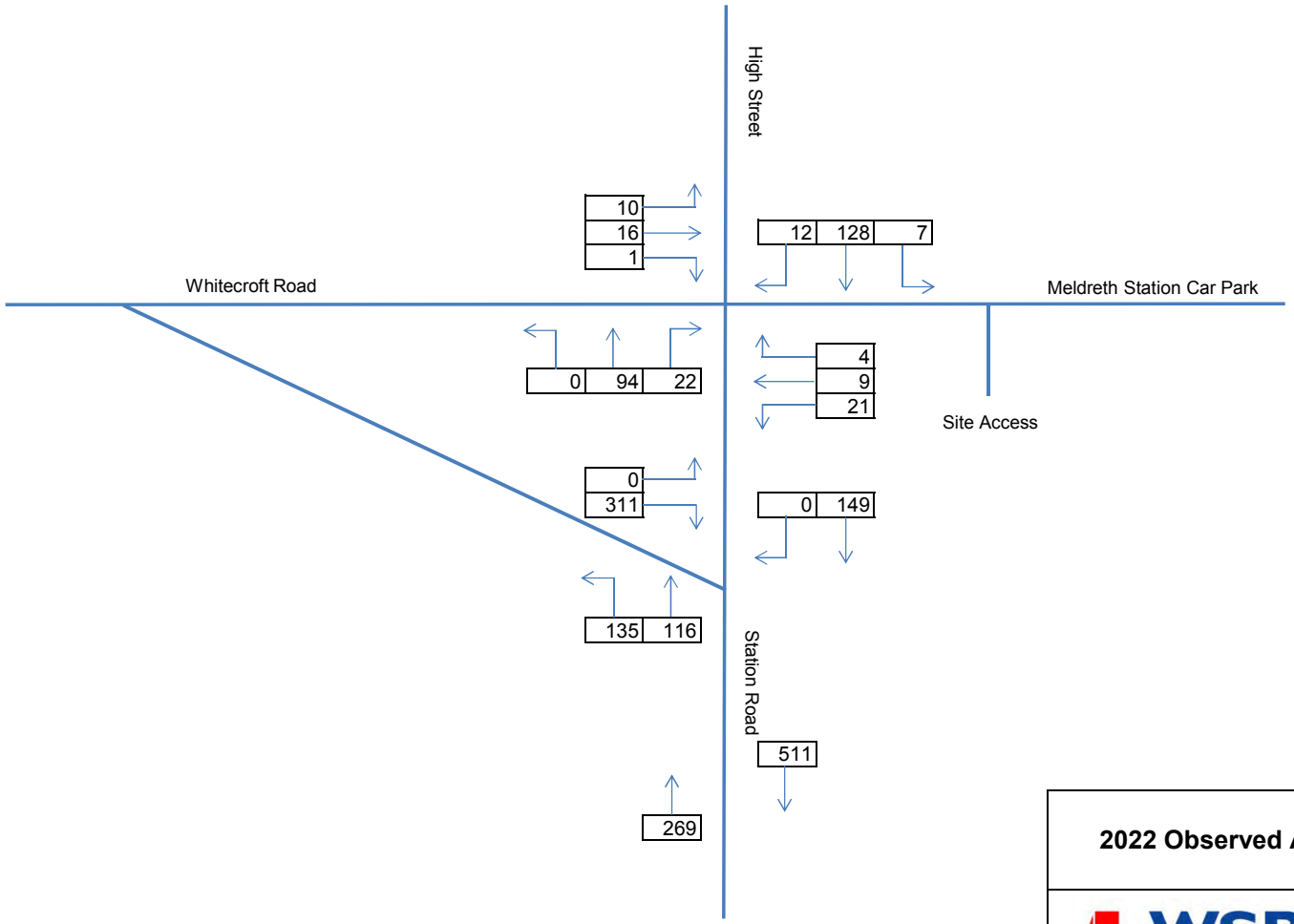
2017 Observed AM Peak (0800 to 0900)

WSP | PARSONS BRINCKERHOFF



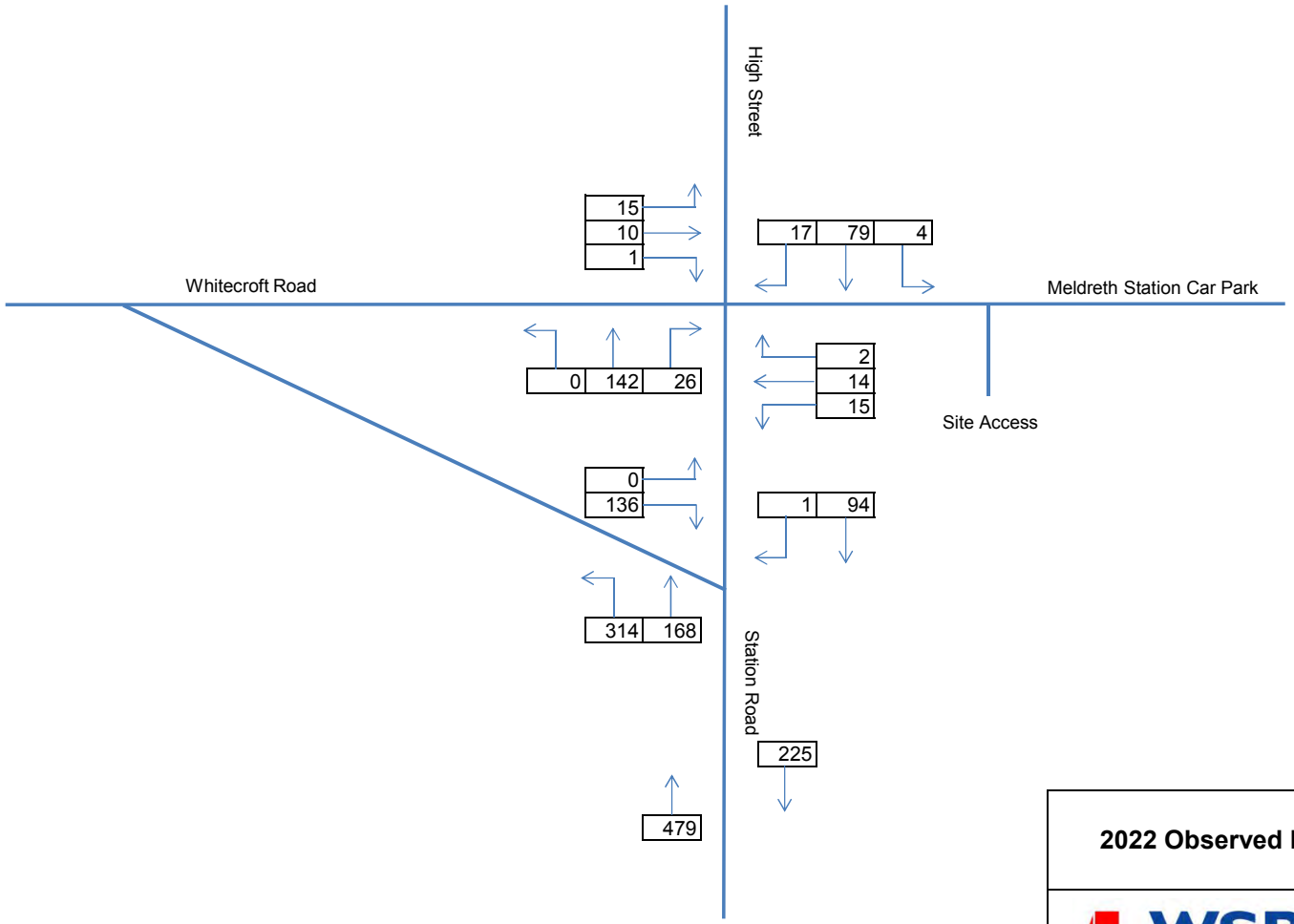
2017 Observed PM Peak (1700 to 1800)

WSP | PARSONS BRINCKERHOFF



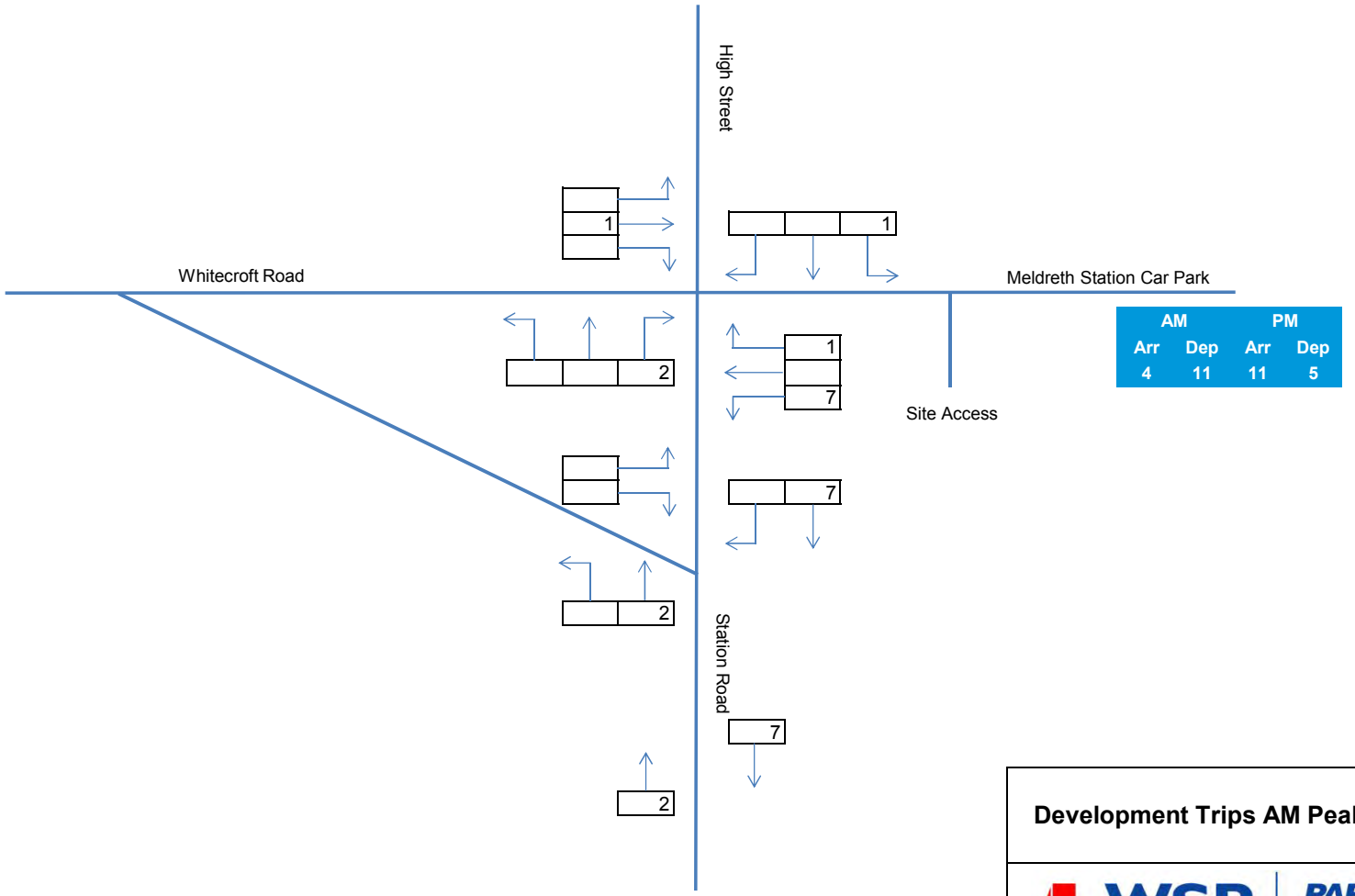
2022 Observed AM Peak (0800 to 0900)

WSP | PARSONS BRINCKERHOFF



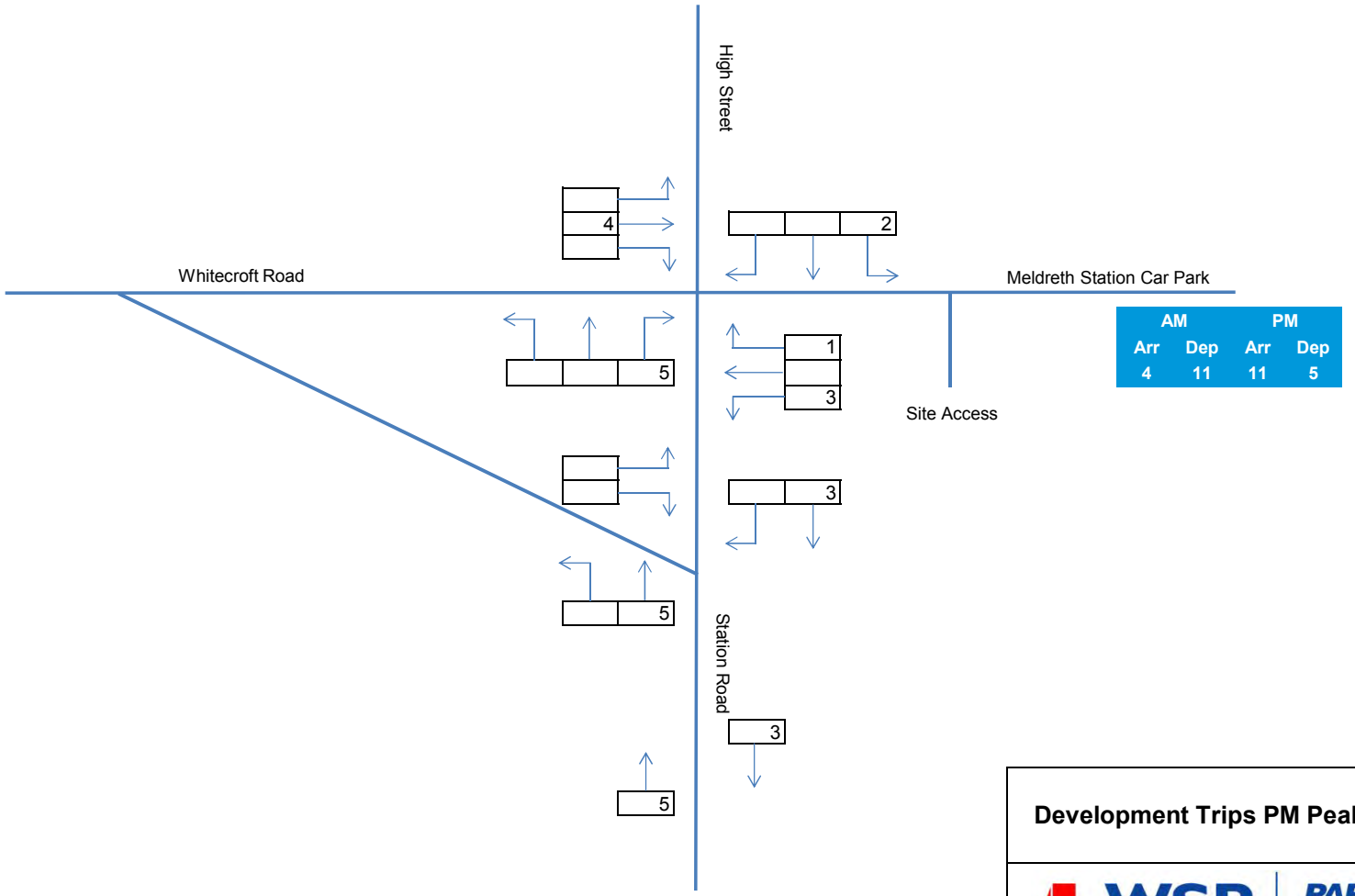
2022 Observed PM Peak (1700 to 1800)

WSP | PARSONS BRINCKERHOFF



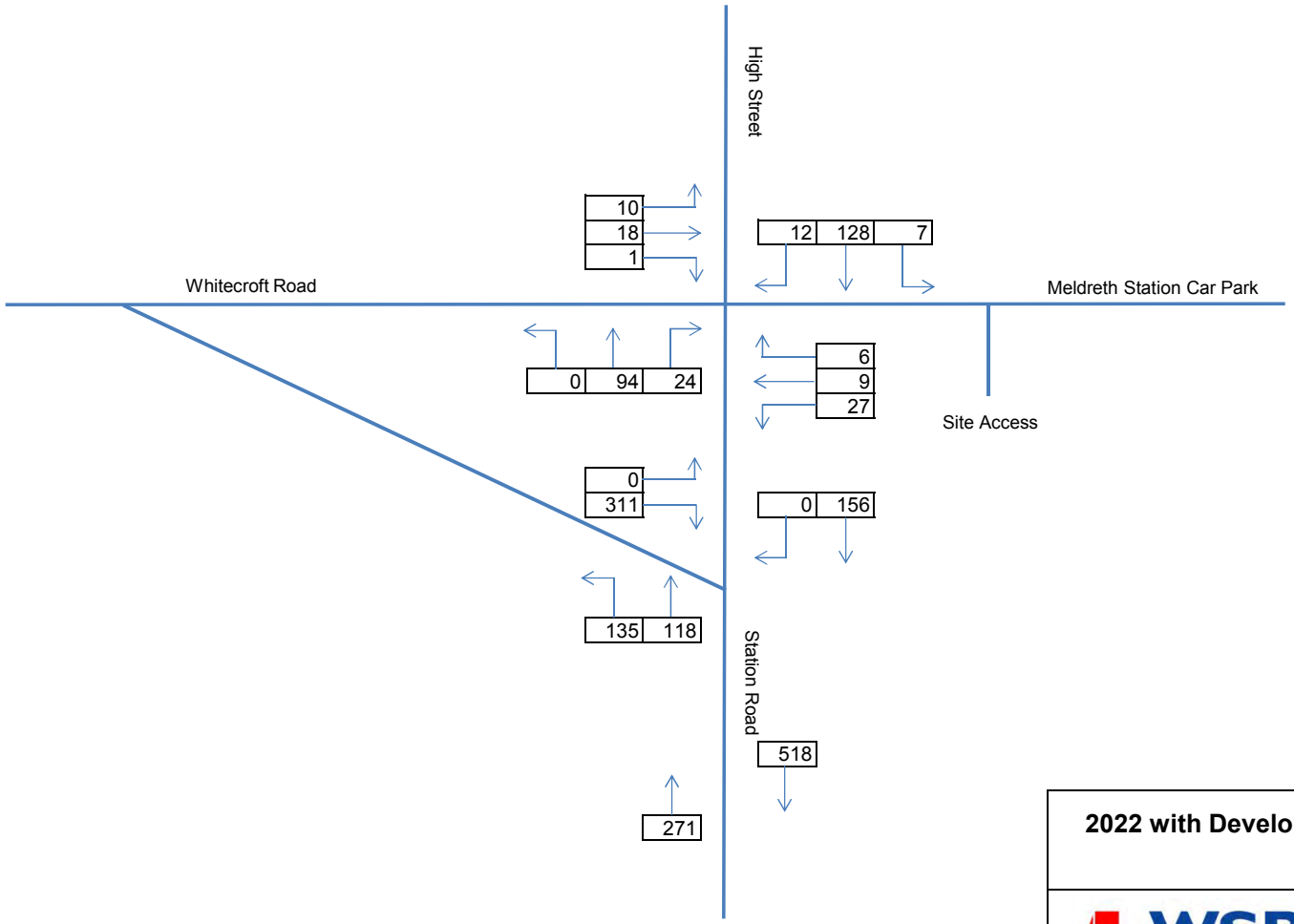
Development Trips AM Peak (0800 to 0900)

WSP | PARSONS BRINCKERHOFF



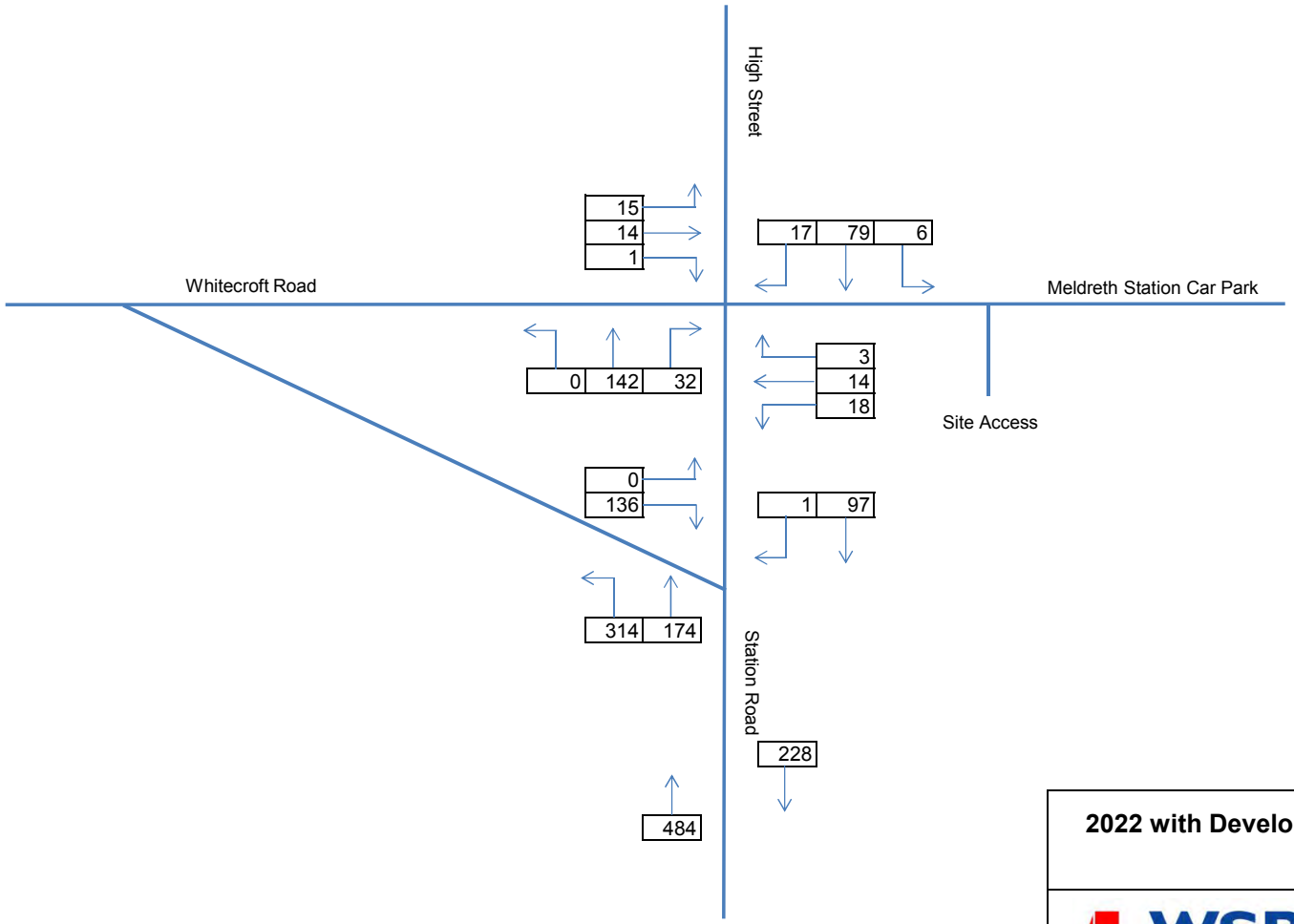
Development Trips PM Peak (1700 to 1800)

WSP | PARSONS BRINCKERHOFF



2022 with Development AM Peak (0800 to 0900)

WSP | PARSONS BRINCKERHOFF



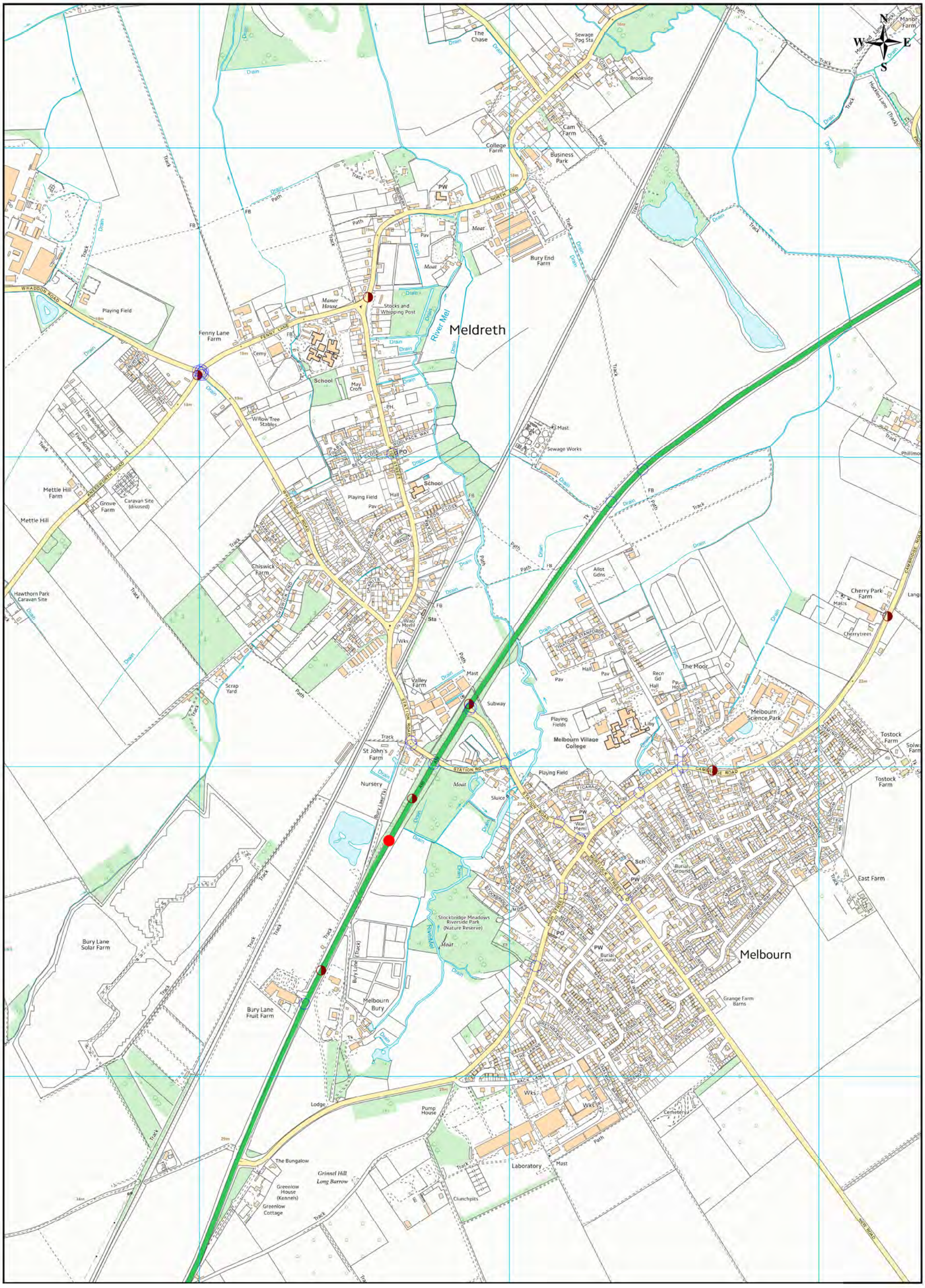
2022 with Development PM Peak (1700 to 1800)

WSP | PARSONS BRINCKERHOFF

Appendix D

PERSONAL INJURY ACCIDENT DATA

Cambridgeshire County Council



Scale (at A3): 1:11021 Centred at: 537850,245398 Date: 27/02/2017 By: ff386

Cambridgeshire County Council

Traffic Accident Reporting System

Basic Facts Report

Meldreth accidents 2011-Oct 2016

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0006914	Slight	16/01/2014	Thursday	18:25	1	1	C320	/ U0

Speed limit	Light Conditions	Weather	Road Surface
30	Darkness stlights present	Fine (no wind)	Wet/damp

Parish Melbourn

Location C320 CAMBRIDGE RD JUNCTION NORGETTS LANE CAMBRIDGE

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Turning right	W	S

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Pedestrian	1	Slight	50	Male
2	Driver	1	Unhurt	52	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0010613	Slight	08/01/2013	Tuesday	21:35	1	1	A10	/

Speed limit	Light Conditions	Weather	Road Surface
60	Darkness no stlighting	Rain (no wind)	Wet/damp

Parish Meldreth

Location A10 CAMBRIDGE RD 1000M EAST OF STATION RD MELBOURN

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Slow or stopping	SW	NE

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	1	Slight	40	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0012614	Slight	25/01/2014	Saturday	11:36	2	1	C272	/ C270

Speed limit	Light Conditions	Weather	Road Surface
60	Daylight	Fine (no wind)	Wet/damp

Parish Meldreth

Location C272 WHADDON RD JUNCTION FENNY LANE C270

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Going ahead	NE	SW
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Car	Going ahead	SE	W

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	2	Slight	78	Male
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	1	Unhurt	45	Female

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
0017712	Slight	13/01/2012	Friday	16:00	1	1	C269	/ C269

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
30	Darkness stlights present	Fine (no wind)	Frost/Ice

Parish Meldreth

Location STATION RD JW STATION RD MELDRETH

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Motorcycle	Slow or stopping	W	SE

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	1	Slight	25	Female

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
0023412	Slight	17/01/2012	Tuesday	06:00	2	1	C272	/ C270

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
30	Darkness stlights present	Fine (no wind)	Wet/damp

Parish Cambridge

Location WHADDON RD JUNCTION WHITECROFT RD KNEESWORTH RD CAMBRIDGE

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Turning left	SW	NW
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Pedal cycle	Going ahead	SE	NW

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	2	Slight	24	Male
2	Driver	1	Unhurt	42	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0037913	Slight	28/01/2013	Monday	10:40	2	3	C269	/ U0

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Wet/damp

Parish Meldreth

Location C269 FIELDGATE NURSERY MELDRETH

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Going ahead right hand bend	SE	N
2	Car	Going ahead left hand bend	N	SE

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	1	Slight	38	Female
2	Driver	2	Slight	18	Male
3	Passenger	2	Slight	46	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0039115	Slight	22/01/2015	Thursday	19:05	2	1	A10	/

Speed limit	Light Conditions	Weather	Road Surface
60	Darkness no stlighting	Rain (no wind)	Wet/damp

Parish Meldreth

Location A10 MELBOURNE BY PASS 200M SOUTH OF MELBOURN JUNCTION

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Van/GV <=3.5t	U-turning	Parke	Parked
2	Motorcycle	Going ahead	Parke	Parked

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	2	Slight	49	Male
2	Driver	1	Unhurt	45	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0043114	Slight	10/03/2014	Monday	08:30	2	2	C272	/ C270

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Wet/damp

Parish Meldreth

Location C272 FENNY LANE 5M WHADDON RD C270 MELDRETH

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Going ahead	NW	SE
2	Car	Going ahead	SW	NE

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	1	Slight	48	Female
2	Driver	2	Slight	19	Female

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0051514	Serious	27/03/2014	Thursday	17:16	2	1	A10	/ C269

Speed limit	Light Conditions	Weather	Road Surface
60	Daylight	Uncoded	Wet/damp

Parish Meldreth

Location A10 JUNCTION C269 STATION ROAD MELDRETH

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Turning right	SE	NE
2	Motorcycle	Going ahead	SW	NE

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	2	Serious	40	Male
2	Driver	1	Unhurt	57	Female

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0052612	Slight	03/02/2012	Friday	14:15	2	2	C320	/

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Dry

Parish Melbourn

Location HIGH ST MELBOURN OS NO 129

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Moving off	N	S
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Car	Slow or stopping	S	N

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	1	Slight	19	Male
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	2	Slight	65	Male

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
0062515	Slight	14/03/2015	Saturday	10:00	1	1	C269	/ U0

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
30	Daylight	Fine (no wind)	Dry

Parish Melbourn

Location C269 STATION RD JUST NORTH OF THE HIGH ST MELBOURN

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Reversing	SE	SW

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Pedestrian	1	Slight	92	Female
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	1	Unhurt	58	Female

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
0092014	Fatal	29/06/2014	Sunday	17:02	2	4	A10	/

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
50	Daylight	Rain (no wind)	Wet/damp

Parish Meldreth

Location A10 MELBOURN RD HALF MILE SOUTH OF STATION RD JUNCTION

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Going ahead	SW	NE
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Car	Going ahead	NE	SW

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	1	Fatal	35	Male
2	Passenger	1	Slight	22	Male
3	Passenger	1	Serious	36	Female
4	Driver	2	Slight	67	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0092214	Serious	17/02/2014	Monday	08:40	2	1	C272	/ C270

Speed limit	Light Conditions	Weather	Road Surface
60	Daylight	Fine (no wind)	Dry

Parish Meldreth

Location C272 KNEESWORTH RD JUNCTION C270 FENNY LANE MELDRETH

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Going ahead	SW	NE
2	Car	Going ahead	NW	SE

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	2	Serious	46	Male
2	Driver	1	Unhurt	49	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0116115	Serious	30/06/2015	Tuesday	17:36	2	1	C269	/ C272

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Dry

Parish Meldreth

Location C269 HIGH STREET JUNCTION FENNY LANE MELDRETH

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Turning right	N	SW
2	Pedal cycle	Going ahead	S	N

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	2	Serious	50	Male

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
2	Driver	1	Unhurt	42	Female

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0115914	Serious	19/06/2014	Thursday	16:10	2	1	A10	/

Speed limit	Light Conditions	Weather	Road Surface
60	Daylight	Fine (no wind)	Dry

Parish Meldreth

Location A10 SHEPRETH 150M SOUTH OF BURY LANE MELBOURN

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Going ahead	NE	SW
2	Car	Going ahead	SW	NE

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	2	Serious	57	Female
2	Driver	1	Unhurt	67	Female

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0136114	Slight	12/07/2014	Saturday	14:52	1	1	C320	/ U0

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Dry

Parish Melbourn

Location C320 HIGH ST JUNCTION VICARAGE CLOSE MELBOURN

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Motorcycle	Going ahead	W	E

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	1	Slight	45	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0140214	Slight	06/07/2014	Sunday	14:00	2	1	C320	/ U0

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Dry

Parish Melbourn

Location HIGH STREET MELBOURN JUNCTION THE MOOR

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Changing lane to right	E	SW
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Motorcycle >125	Going ahead right hand bend	SW	E

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	2	Slight		Male
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	1	Unhurt	39	Male

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
0151212	Slight	14/03/2012	Wednesday	17:05	2	1	A10	/ C269

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
60	Daylight	Fine (no wind)	Dry

Parish Meldreth

Location ROYSTON RD JUNCTION A10

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Waiting to turn left	SE	SW
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Car	Waiting to turn left	SE	SW

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	2	Slight	38	Male
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	1	Unhurt	40	Male

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
0152914	Slight	18/08/2014	Monday	23:10	1	1	C269	/ U0

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
60	Darkness stlighting	Fine (no wind)	Wet/damp

Parish Meldreth

Location C269 STATION RD OS FIELDGATES NURSERY 300M W STATION RD

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Going ahead left hand bend	N	SE

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	1	Slight	41	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0206415	Slight	18/11/2015	Wednesday	15:05	3	1	C272 / C270	

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine & windy	Dry

Parish Meldreth

Location FENNY LANE JUNCTION WHITECROFT ROAD MELDRETH

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Going ahead	SW	NE
2	Car	Going ahead	SE	NW
3	Car	Going ahead	NE	SW

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Passenger	1	Slight	45	Male
2	Driver	1	Unhurt	27	Male
3	Driver	2	Unhurt	23	Male
4	Driver	3	Unhurt	50	Female

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0216215	Slight	17/12/2015	Thursday	16:40	2	2	C272 / C270	

Speed limit	Light Conditions	Weather	Road Surface
60	Darkness stlights present	Fine (no wind)	Dry

Parish Meldreth

Location C272 WHADDON RD JUNCTION FENNY LANE MELDRETH

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Going ahead	NE	SW
2	Van/GV <=3.5t	Going ahead	SE	NW

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	1	Slight	17	Male
2	Driver	2	Slight	23	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0218715	Serious	16/12/2015	Wednesday	10:15	2	1	C320	/

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Wet/damp

Parish Melbourn

Location C320 HIGH STREET OUTSIDE NO 17 MELBOURN

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Pedal cycle	Going ahead	W	E
2	Van/GV <=3.5t	Changing lane to left	W	E

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	1	Serious	32	Male
2	Driver	2	Unhurt		Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0263711	Slight	04/02/2011	Friday	09:25	1	1	C269	/

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Dry

Parish Melbourn

Location STATION RD 115M NORTH OF HIGH ST MELBOURN

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Going ahead left hand bend	SE	NW

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Pedestrian	1	Slight	17	Female
2	Driver	1	Unhurt	35	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0289812	Slight	30/06/2012	Saturday	16:10	2	3	A10	/ C269

Speed limit	Light Conditions	Weather	Road Surface
60	Daylight	Fine (no wind)	Dry

Parish Meldreth

Location A10 MELBOURN BYPASS JUNCTION C269 STATION RD MELBOURN

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Turning right	SE	NE
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Car	Going ahead	NE	SW

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	1	Slight	29	Female
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	2	Slight	50	Female
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
3	Passenger	2	Slight	10	Female

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
0324312	Slight	17/07/2012	Tuesday	15:30	2	1	U0 / U0	

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
30	Daylight	Fine (no wind)	Dry

Parish Melbourn

Location MORTLOCK ST JW ORCHARD RD MELBOURN

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Going ahead	SW	NE
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Pedal cycle	Going ahead	NW	SE

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	1	Unhurt	38	Female
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	2	Slight	43	Male

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
0446811	Slight	21/03/2011	Monday	17:42	2	1	C272 / C270	

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
60	Darkness stlights present	Fine (no wind)	Dry

Parish Meldreth

Location C272 KNEESWORTH RD JUNCTION WHADDON RD MELDRETH

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Going ahead	SW	NE
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Car	Going ahead	NW	SE

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	2	Slight	48	Male
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	1	Unhurt	52	Male

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
0536212	Slight	20/11/2012	Tuesday	07:25	2	1	C272	/ C270

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
30	Daylight	Rain (no wind)	Wet/damp

Parish Meldreth

Location WHITECROFT RD JUNCTION FENNY LANE ROYSTON

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Moving off	NE	SW
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Pedal cycle	Going ahead	SE	NW

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	2	Slight	59	Male
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	1	Unhurt	51	Male

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
0552012	Slight	27/11/2012	Tuesday	13:30	2	1	A10	/ U0

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
60	Daylight	Rain (no wind)	Wet/damp

Parish Melbourn

Location BURY LANE MELBOURN

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Van/GV <=3.5t	Slow or stopping	SW	NE
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Car	Slow or stopping	SW	NE

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	2	Slight	24	Female
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	1	Unhurt	39	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0746211	Slight	15/07/2011	Friday	16:25	2	1	C320	/

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Dry

Parish Melbourn

Location C320 HIGH ST 32M SOUTH OF ROSE LANE MELBOURN

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Motorcycle >50	Going ahead left hand bend	S	N
2	Taxi/private hire	Going ahead right hand bend	N	S

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	1	Slight	25	Male
2	Driver	2	Unhurt	49	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0895811	Slight	13/10/2011	Thursday	08:40	1	1	U0	/ U0

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Dry

Parish Melbourn

Location THE MOOR JUNCTION MOAT LANE MELBOURN

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Going ahead	S	N

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Pedestrian	1	Slight	14	Female
2	Driver	1	Unhurt		Not known

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
3046813	Slight	08/09/2013	Sunday	12:00	2	1	C269	/

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Dry

Parish Meldreth

Location C269 HIGH ST OS 80 ONE STOP SHOP MELDRETH

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Parked	Parke	Parked
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Pedal cycle	Ovrtking statny veh on offsde	N	S

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	2	Slight	51	Male
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	1	Unhurt		Female

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
3069613	Serious	19/08/2013	Monday	09:30	1	1	A10	/

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
60	Daylight	Fine (no wind)	Dry

Parish Meldreth

Location A10 350M SOUTH OF STATION RD MELBOURN

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Car	Going ahead	S	N

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Pedestrian	1	Serious	41	Male
Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
2	Driver	1	Unhurt	43	Female

Reference	*Severity*	*Date*	*Day*	*Time*	*Veh*	*Cas*	*Road*	*Maj / Min*
3093913	Serious	27/09/2013	Friday	12:45	2	1	C320	/ U0

Speed limit	*Light Conditions*	*Weather*	*Road Surface*
60	Daylight	Fine (no wind)	Dry

Parish Melbourn

Location C320 CAMBRIDGE RD JUNCTION MELBOURNE FLOORING

Vehicle Details

Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
1	Van/GV <=3.5t	Turning right	NE	NW
Vehicle	*Veh Type*	*Manoeuvres*	*Move From*	*Move To*
2	Car	Going ahead	NE	SW

Person Details

Person Ref	*Person Type*	*Vehicle Ref*	*Severity*	*Age*	*Sex*
1	Driver	2	Serious	50	Female

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
2	Driver	1	Unhurt	33	Male

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
3170913	Slight	19/12/2013	Thursday	14:56	2	1	A10	/

Speed limit	Light Conditions	Weather	Road Surface
60	Daylight	Fine (no wind)	Dry

Parish Meldreth

Location A10 1000M NORTH OF STATION RD MELBOURN

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Car	Going ahead left hand bend	NE	SW
2	Car	Going ahead right hand bend	SW	NE

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Passenger	2	Slight	56	Female
2	Driver	1	Unhurt	82	Male
3	Driver	2	Unhurt	57	Female

Reference	Severity	Date	Day	Time	Veh	Cas	Road	Maj / Min
0067341	Slight	18/04/2016	Monday	14:43	2	1	C320	/ U0

Speed limit	Light Conditions	Weather	Road Surface
30	Daylight	Fine (no wind)	Dry

Parish Melbourn

Location 30 HIGH STREET

Vehicle Details

Vehicle	Veh Type	Manoeuvres	Move From	Move To
1	Motorcycle	Ovrtking moving veh on offsde	NE	SW
2	Car	Turning right	NE	NW

Person Details

Person Ref	Person Type	Vehicle Ref	Severity	Age	Sex
1	Driver	1	Slight	31	Male
2	Driver	2	Unhurt	37	Female

End of Report Total Number of Accidents 35

Appendix E

SITE MASTERPLAN

PLANNING APPLICATION DRAWING

PLANNING CONSENT COMPLIANCE
The soft landscaping scheme shall be carried out as approved no later than the first planting season following the occupation of the dwelling to which it relates or the completion of development, whichever is the earlier. The management plan shall be implemented in accordance with the details contained therein.
Any trees, shrubs or hedges forming part of the approved landscaping that die, are removed, become diseased or unfit for purpose [in the opinion of the LPA] within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the Developers, or their successors in title with an equivalent size, number and species being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.
Thereafter the planting scheme shall be carried out in accordance with the approved details at the first available planting season.

1.8 x 1.2m timber boarded shed

Wheelie Bins

Air Source Heat Pumps

Lawned areas

Natural Sandstone Paving 600 x 900mm (Terraces and pathways

2m high close boarded fencing

1.8m high brick walling

0m 10 20 30 40 50m

NOTES
Do NOT scale from this drawing or any other prepared by JDA in connection with this project
This drawing is copyright and may not be altered, traced, copied, photographed or used for any purpose other than for which it has been issued without written permission of the copyright holder.
The Contractor is to check all dimensions on site and report any discrepencies PRIOR TO commencing work.
All details shown on this drawing are based upon typical site conditions related to the area. No resposibility can be accepted for abnormal conditions unless they have been reported in detail so that design amendments may be considered.
All works and materials are to be in full accordance with current British Standards, Building Regulations, Agrement Certificates and Manufacturers printed instructions.
All Building Regulations inspections are to be carried out at the appropriate stages of work.

John Dickie Associates
Chartered Building Engineers
5, Victor Way, Cherry Holt Road,
Bourne, Lincs PE10 9PT
Tel 07778 297733 jda@ndirect.co.uk

Proposed Residential Development at Meldreth Station,
Meldreth, Cambs SG8 6JR

Drawing :
Proposed Site Layout

Client : Station Yard Meldreth Limited
March 2017
Scale 1 To 500
Drawing No JDA/2016/785/SITE.001A
Rev A May 2017 Title revised

Appendix F

TRICS OUTPUT

Calculation Reference: AUDIT-100314-170222-0202

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CB	CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 10 to 40 (units:)
Range Selected by User: 6 to 50 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	4 days
Thursday	2 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	10

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CB-03-A-03 SEMI DETACHED CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY 20/11/08 Survey Type: MANUAL

2 CH-03-A-05 DETACHED CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

3 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
HURDSFIELD
MACCLESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY 24/11/14 Survey Type: MANUAL

4 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

5 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY 12/10/11 Survey Type: MANUAL

6 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY

THETFORD
Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY 16/09/15 Survey Type: MANUAL

7 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE

BURY ST EDMUNDS
Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL

9 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY 26/06/09 Survey Type: MANUAL

10 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
NORTHFIELD
BRIDGWATER
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY 24/09/15 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-A-08	Housing type not representative of proposed development
SH-03-A-06	Housing type not representative of proposed development
WK-03-A-02	Housing type not representative of proposed development

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.095	10	24	0.328	10	24	0.423
08:00 - 09:00	10	24	0.145	10	24	0.452	10	24	0.597
09:00 - 10:00	10	24	0.141	10	24	0.216	10	24	0.357
10:00 - 11:00	10	24	0.133	10	24	0.129	10	24	0.262
11:00 - 12:00	10	24	0.137	10	24	0.166	10	24	0.303
12:00 - 13:00	10	24	0.112	10	24	0.124	10	24	0.236
13:00 - 14:00	10	24	0.129	10	24	0.129	10	24	0.258
14:00 - 15:00	10	24	0.170	10	24	0.158	10	24	0.328
15:00 - 16:00	10	24	0.278	10	24	0.212	10	24	0.490
16:00 - 17:00	10	24	0.340	10	24	0.145	10	24	0.485
17:00 - 18:00	10	24	0.440	10	24	0.178	10	24	0.618
18:00 - 19:00	10	24	0.228	10	24	0.124	10	24	0.352
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.348			2.361			4.709

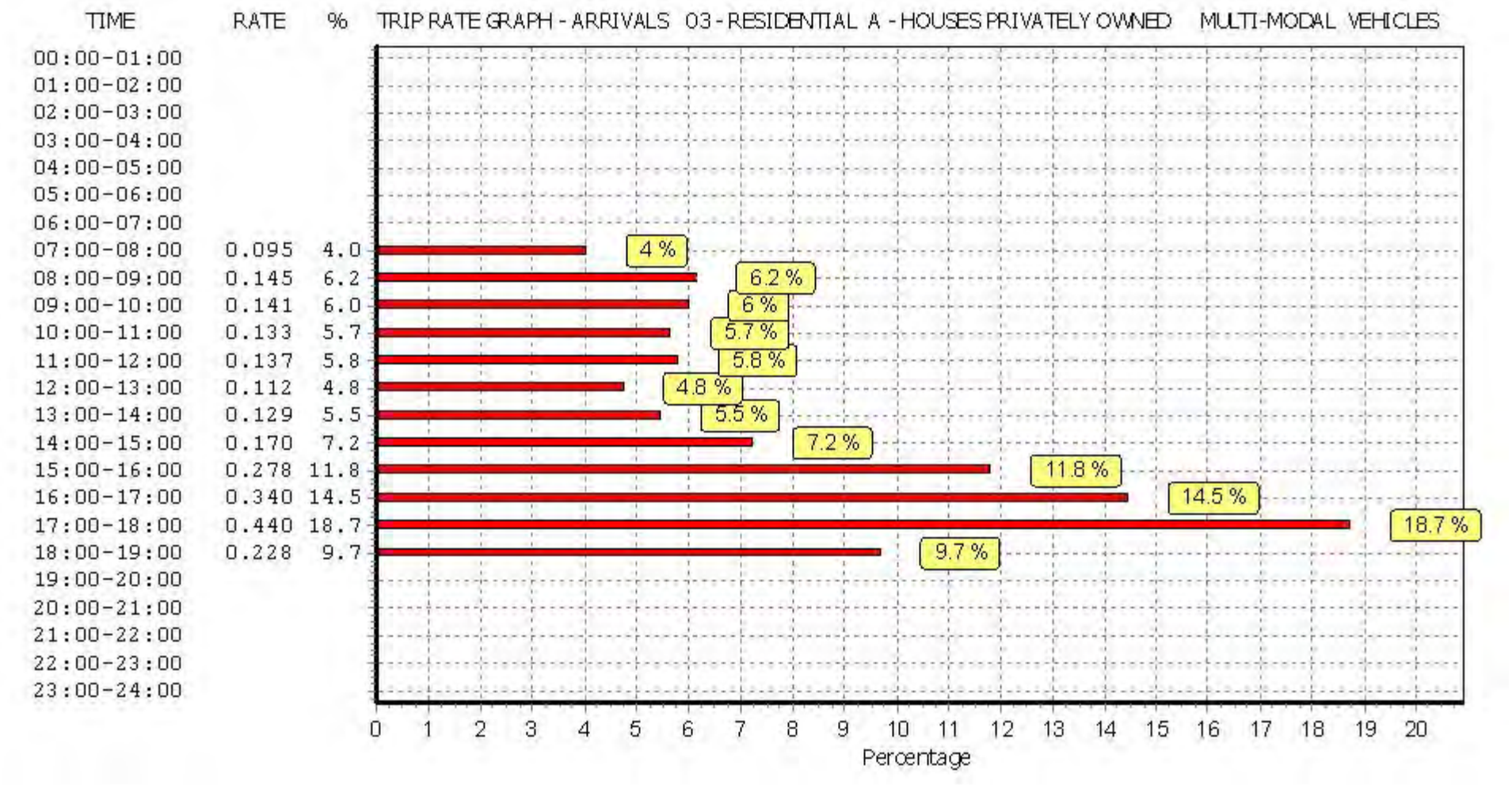
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

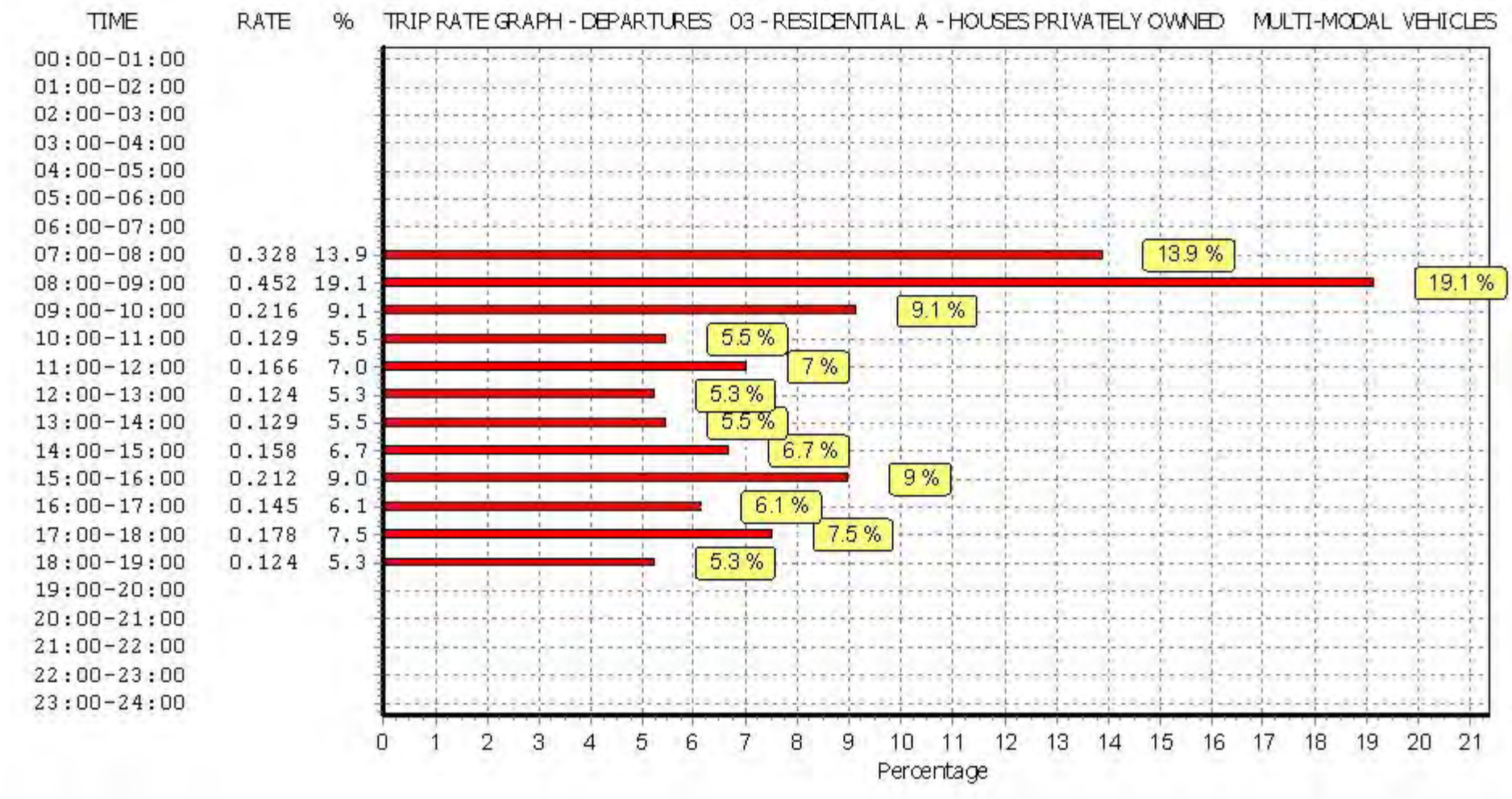
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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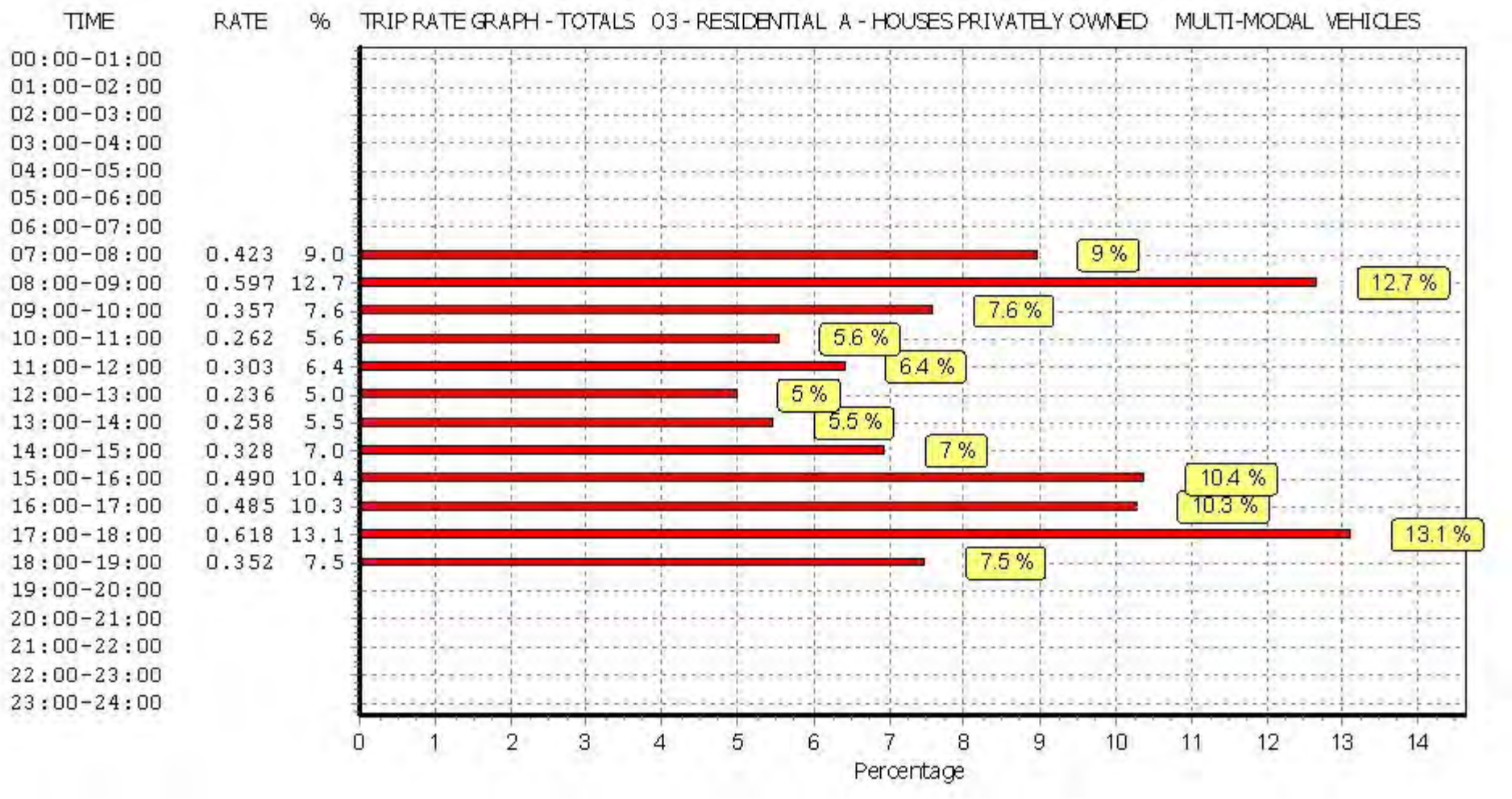

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.000	10	24	0.000	10	24	0.000
08:00 - 09:00	10	24	0.021	10	24	0.012	10	24	0.033
09:00 - 10:00	10	24	0.004	10	24	0.012	10	24	0.016
10:00 - 11:00	10	24	0.004	10	24	0.004	10	24	0.008
11:00 - 12:00	10	24	0.004	10	24	0.004	10	24	0.008
12:00 - 13:00	10	24	0.000	10	24	0.000	10	24	0.000
13:00 - 14:00	10	24	0.000	10	24	0.000	10	24	0.000
14:00 - 15:00	10	24	0.000	10	24	0.000	10	24	0.000
15:00 - 16:00	10	24	0.008	10	24	0.008	10	24	0.016
16:00 - 17:00	10	24	0.017	10	24	0.008	10	24	0.025
17:00 - 18:00	10	24	0.008	10	24	0.004	10	24	0.012
18:00 - 19:00	10	24	0.000	10	24	0.004	10	24	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.056			0.122

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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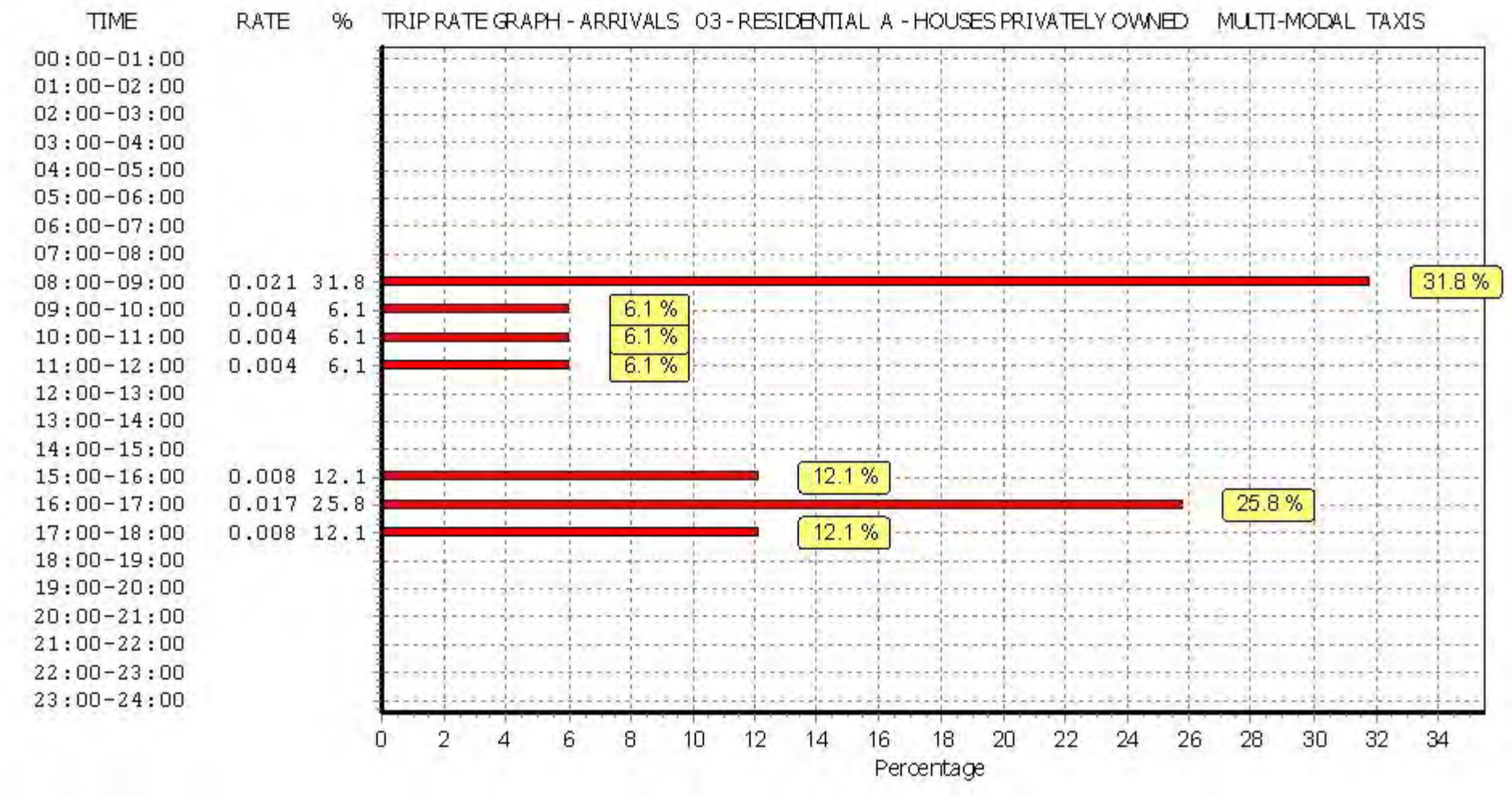
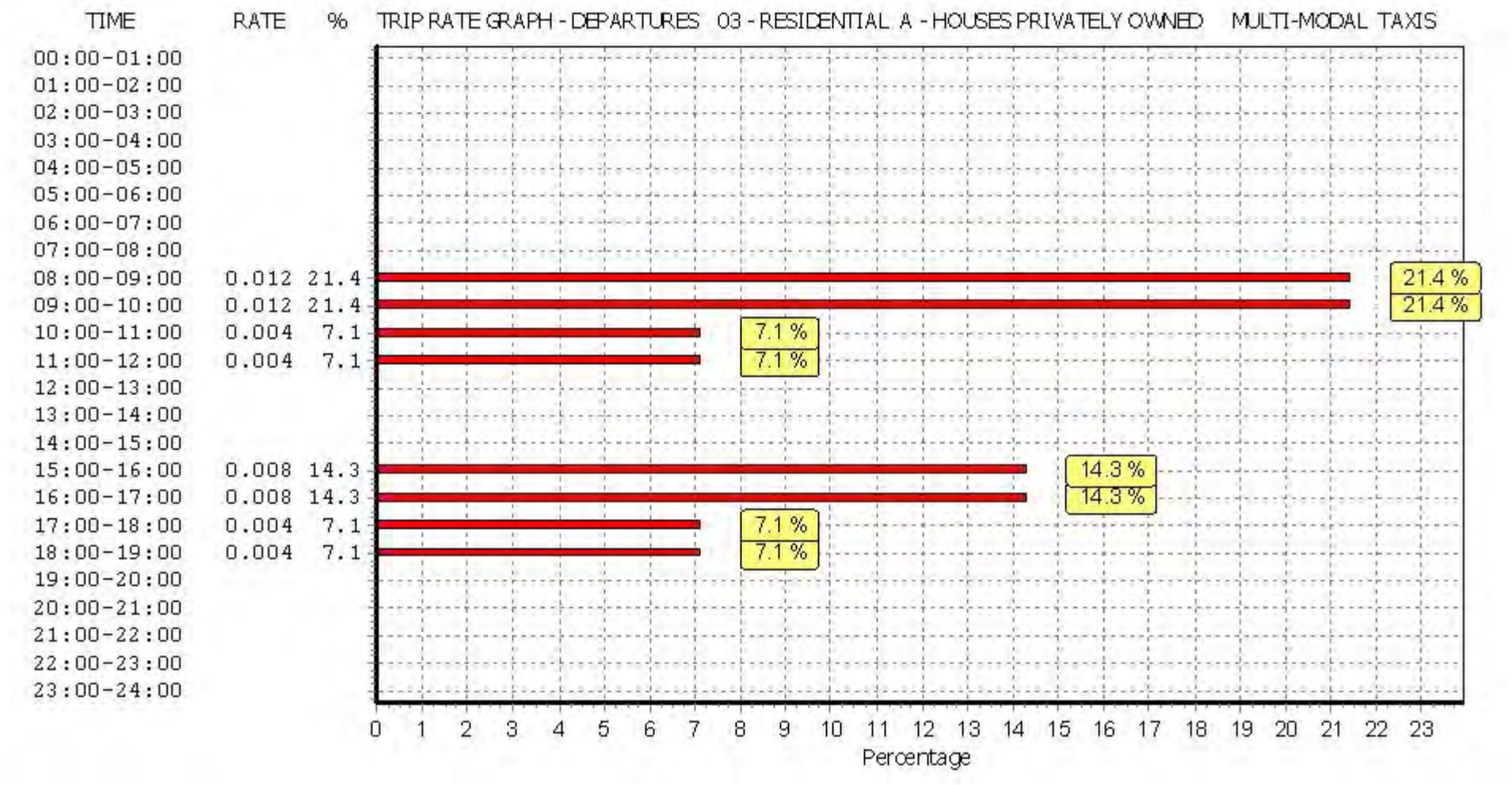
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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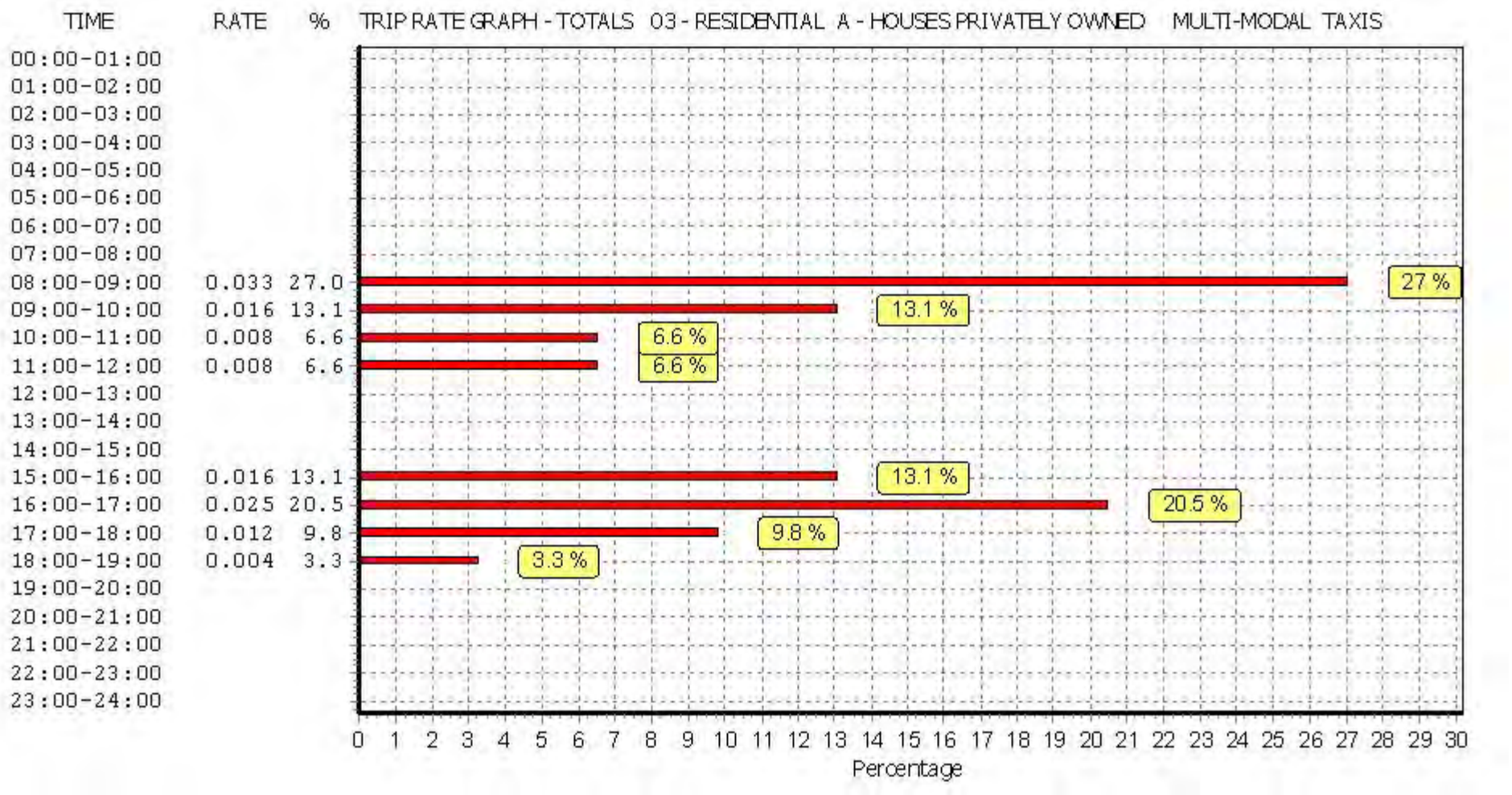

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.000	10	24	0.000	10	24	0.000
08:00 - 09:00	10	24	0.004	10	24	0.004	10	24	0.008
09:00 - 10:00	10	24	0.004	10	24	0.004	10	24	0.008
10:00 - 11:00	10	24	0.008	10	24	0.004	10	24	0.012
11:00 - 12:00	10	24	0.000	10	24	0.008	10	24	0.008
12:00 - 13:00	10	24	0.004	10	24	0.000	10	24	0.004
13:00 - 14:00	10	24	0.000	10	24	0.000	10	24	0.000
14:00 - 15:00	10	24	0.000	10	24	0.000	10	24	0.000
15:00 - 16:00	10	24	0.000	10	24	0.000	10	24	0.000
16:00 - 17:00	10	24	0.000	10	24	0.000	10	24	0.000
17:00 - 18:00	10	24	0.004	10	24	0.004	10	24	0.008
18:00 - 19:00	10	24	0.000	10	24	0.000	10	24	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

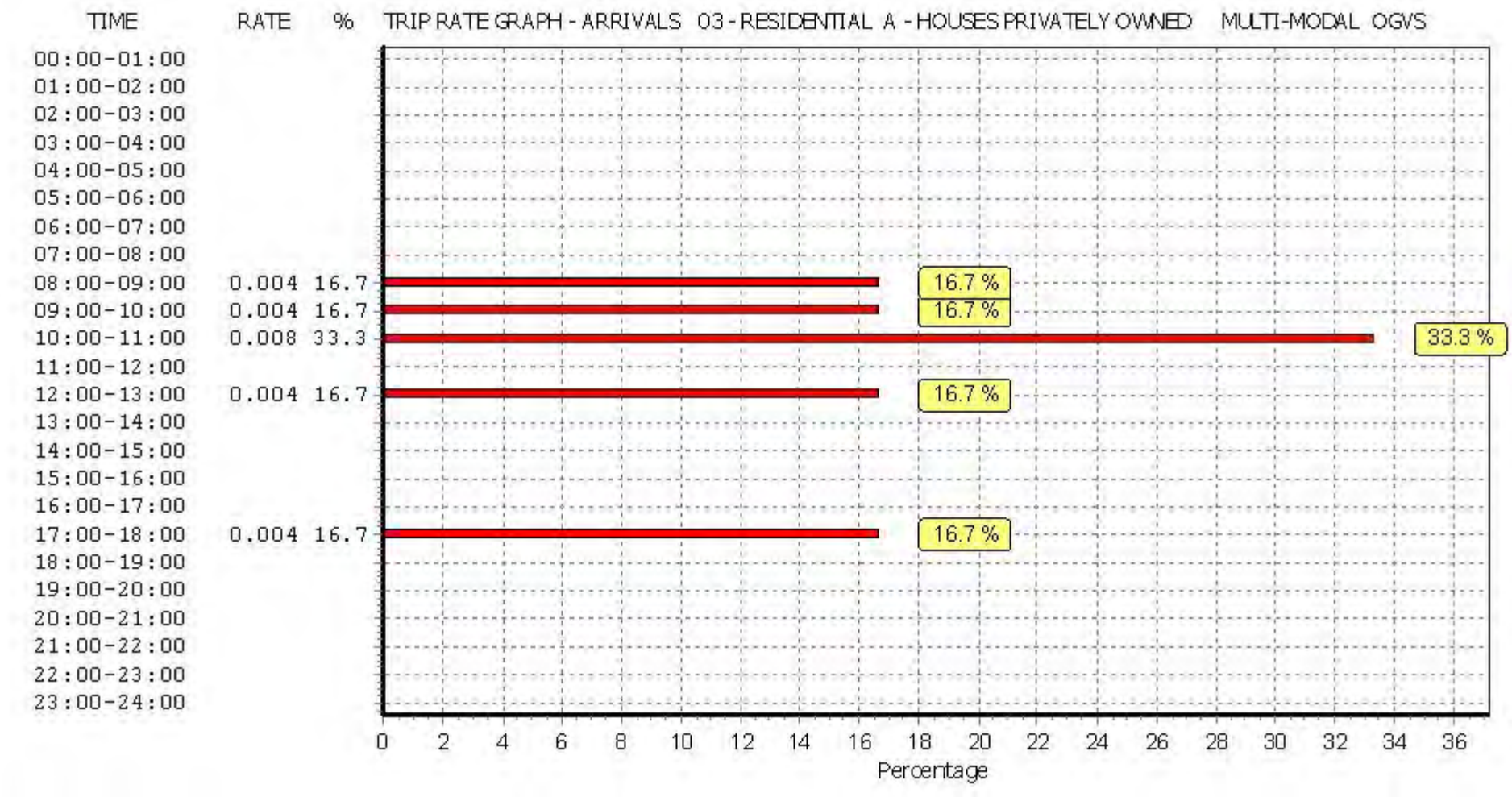
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

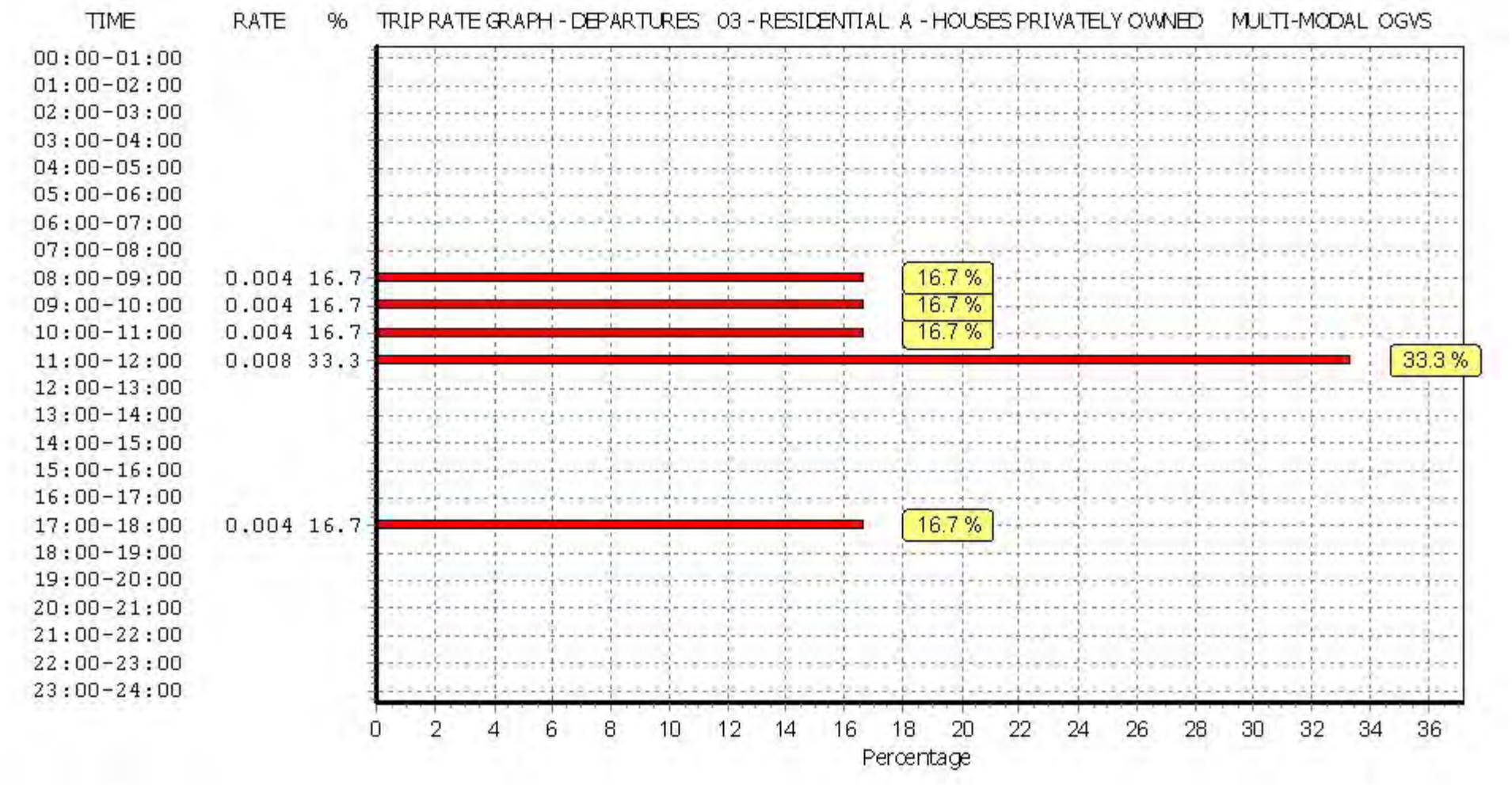
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

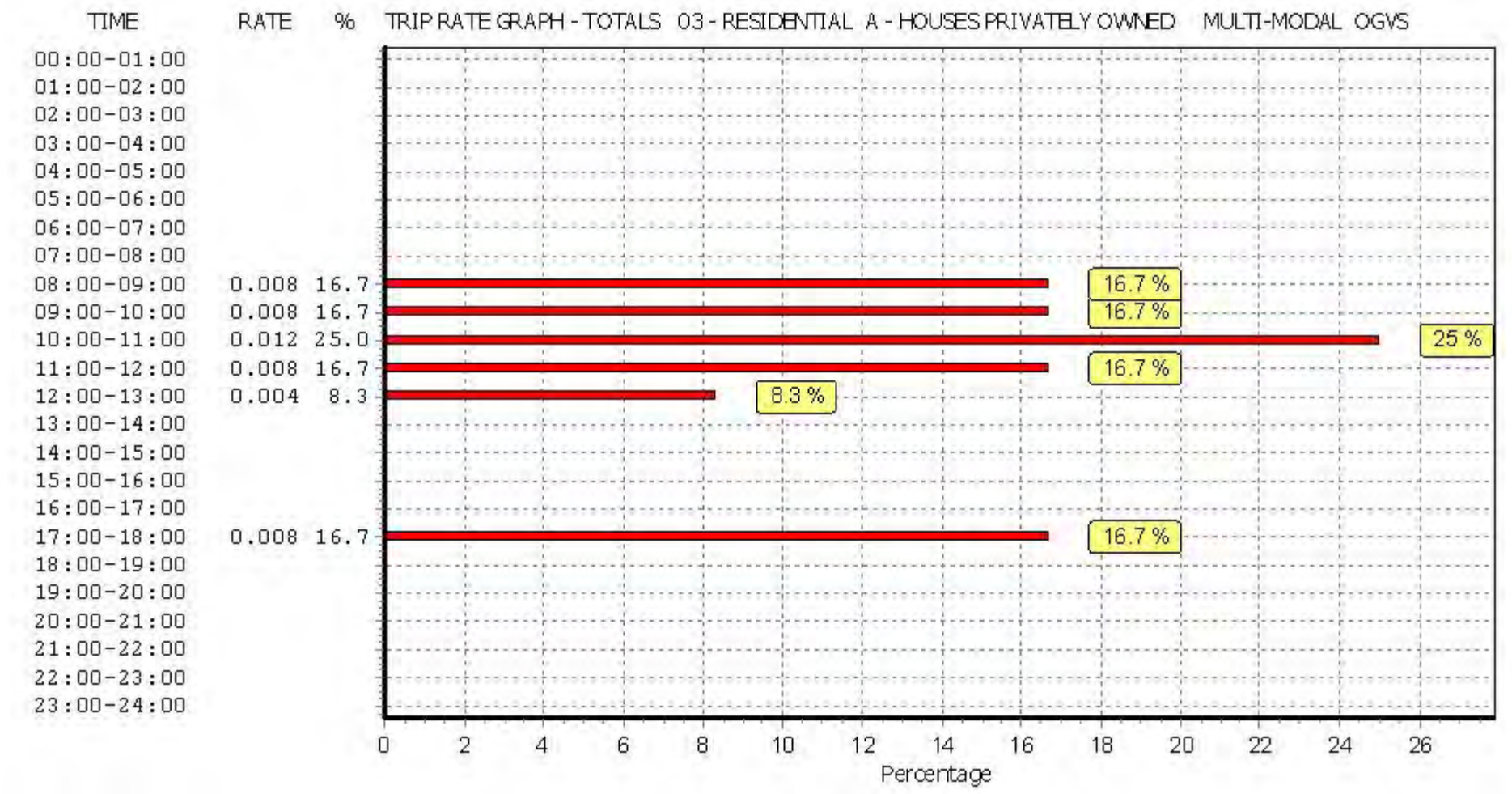
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.000	10	24	0.000	10	24	0.000
08:00 - 09:00	10	24	0.000	10	24	0.000	10	24	0.000
09:00 - 10:00	10	24	0.000	10	24	0.000	10	24	0.000
10:00 - 11:00	10	24	0.000	10	24	0.000	10	24	0.000
11:00 - 12:00	10	24	0.000	10	24	0.000	10	24	0.000
12:00 - 13:00	10	24	0.000	10	24	0.000	10	24	0.000
13:00 - 14:00	10	24	0.000	10	24	0.000	10	24	0.000
14:00 - 15:00	10	24	0.000	10	24	0.000	10	24	0.000
15:00 - 16:00	10	24	0.000	10	24	0.000	10	24	0.000
16:00 - 17:00	10	24	0.000	10	24	0.000	10	24	0.000
17:00 - 18:00	10	24	0.000	10	24	0.000	10	24	0.000
18:00 - 19:00	10	24	0.000	10	24	0.000	10	24	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

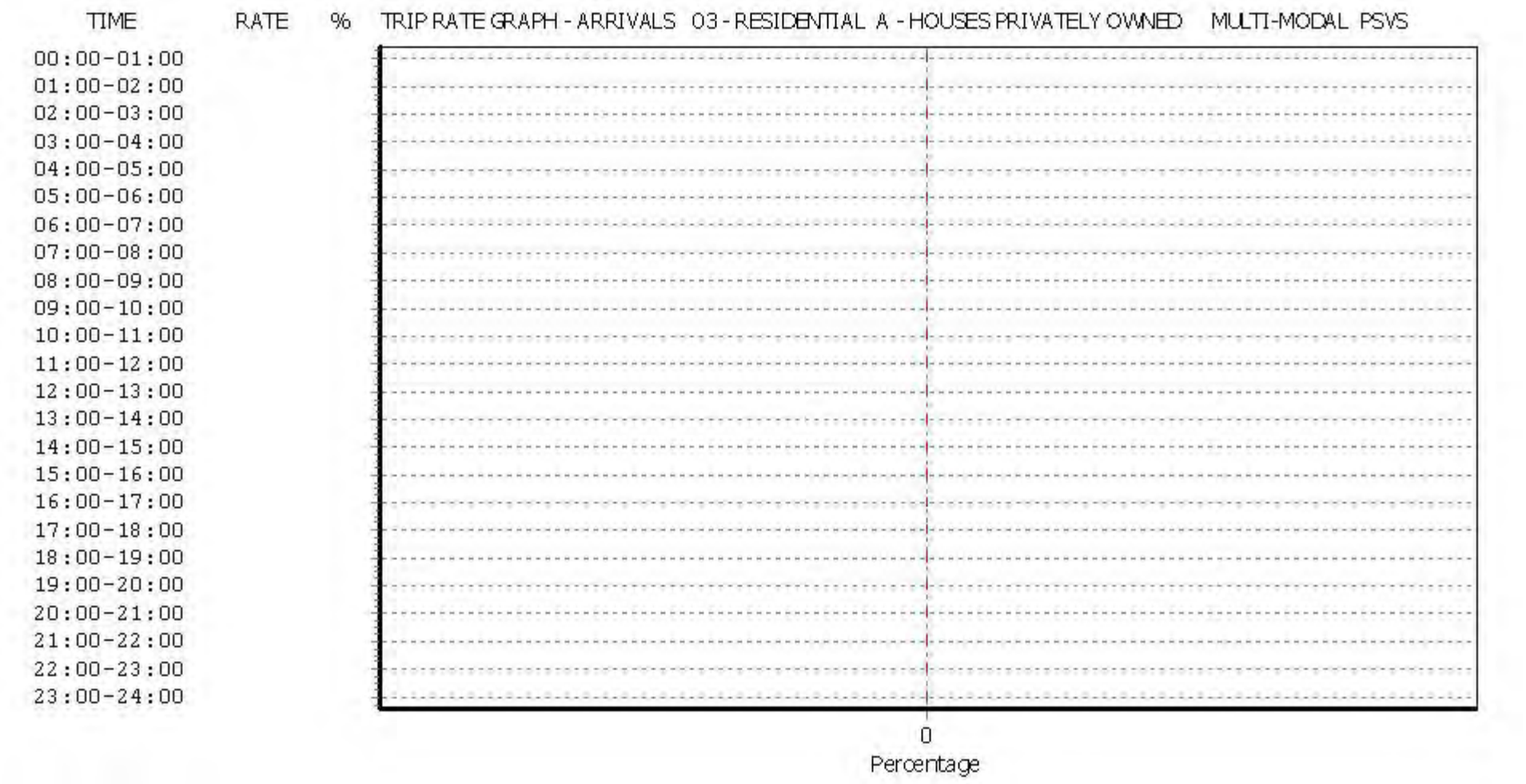
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

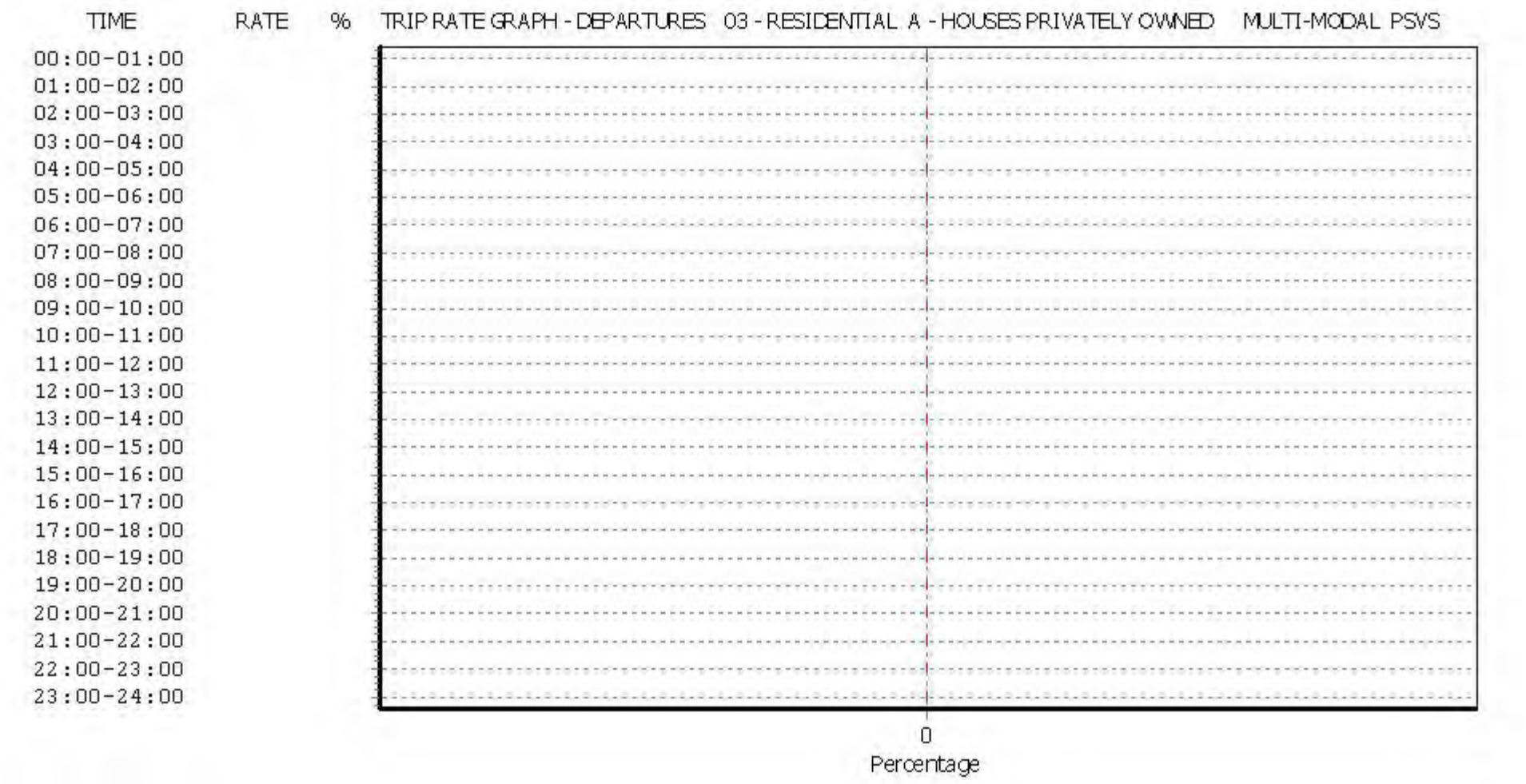
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

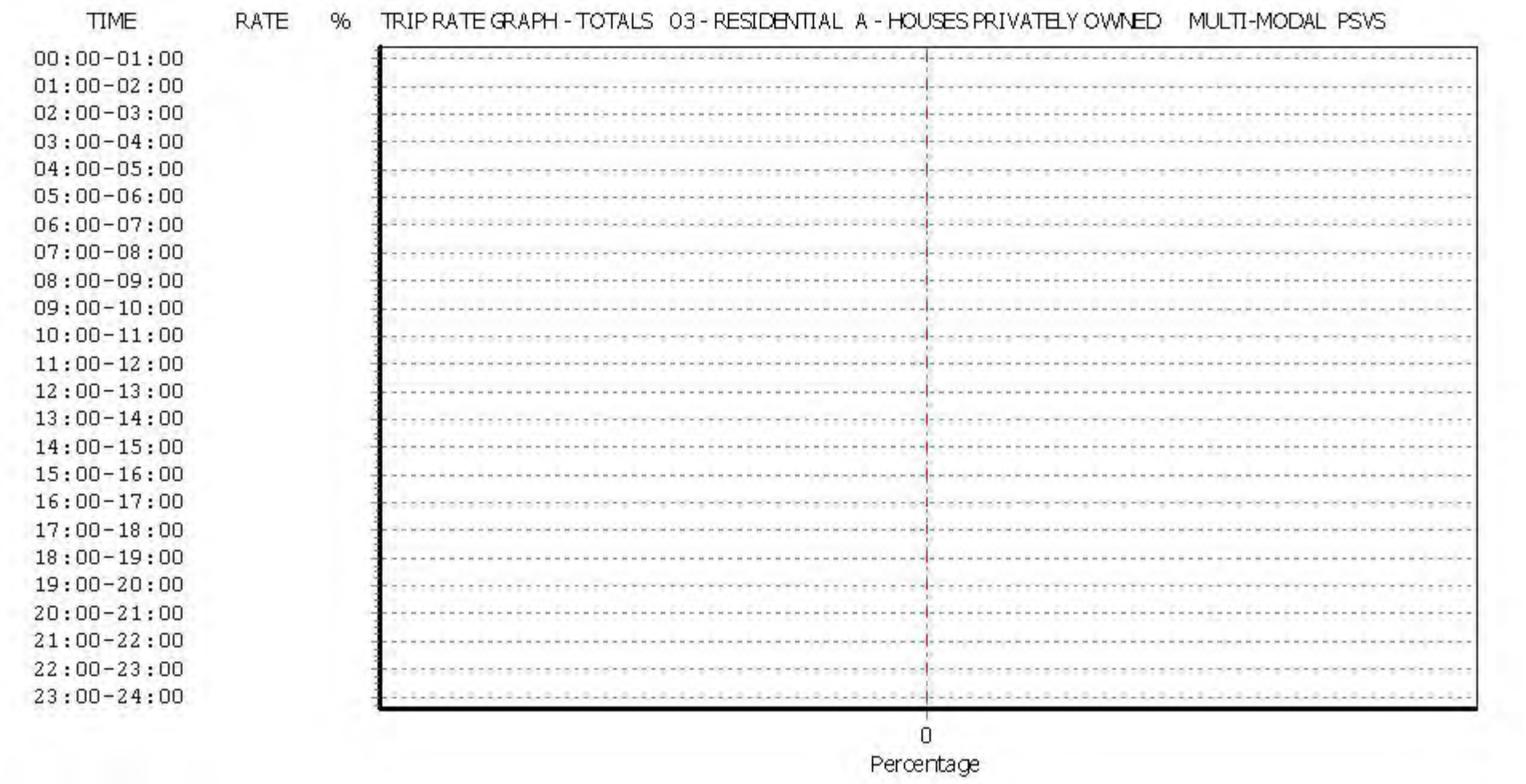
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.004	10	24	0.037	10	24	0.041
08:00 - 09:00	10	24	0.004	10	24	0.033	10	24	0.037
09:00 - 10:00	10	24	0.000	10	24	0.008	10	24	0.008
10:00 - 11:00	10	24	0.004	10	24	0.008	10	24	0.012
11:00 - 12:00	10	24	0.004	10	24	0.008	10	24	0.012
12:00 - 13:00	10	24	0.017	10	24	0.008	10	24	0.025
13:00 - 14:00	10	24	0.017	10	24	0.008	10	24	0.025
14:00 - 15:00	10	24	0.008	10	24	0.004	10	24	0.012
15:00 - 16:00	10	24	0.017	10	24	0.000	10	24	0.017
16:00 - 17:00	10	24	0.012	10	24	0.004	10	24	0.016
17:00 - 18:00	10	24	0.037	10	24	0.008	10	24	0.045
18:00 - 19:00	10	24	0.008	10	24	0.000	10	24	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.126			0.258

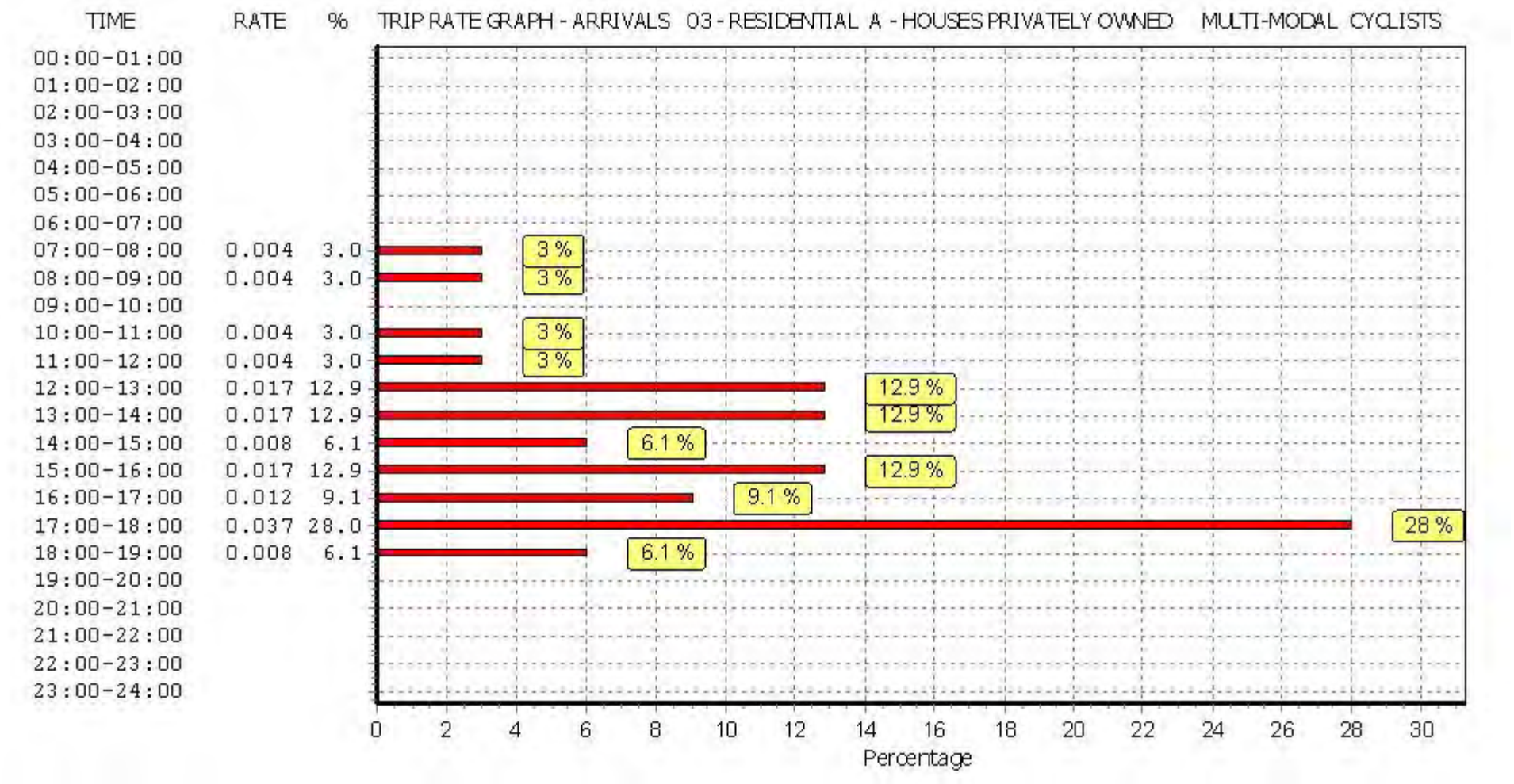
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

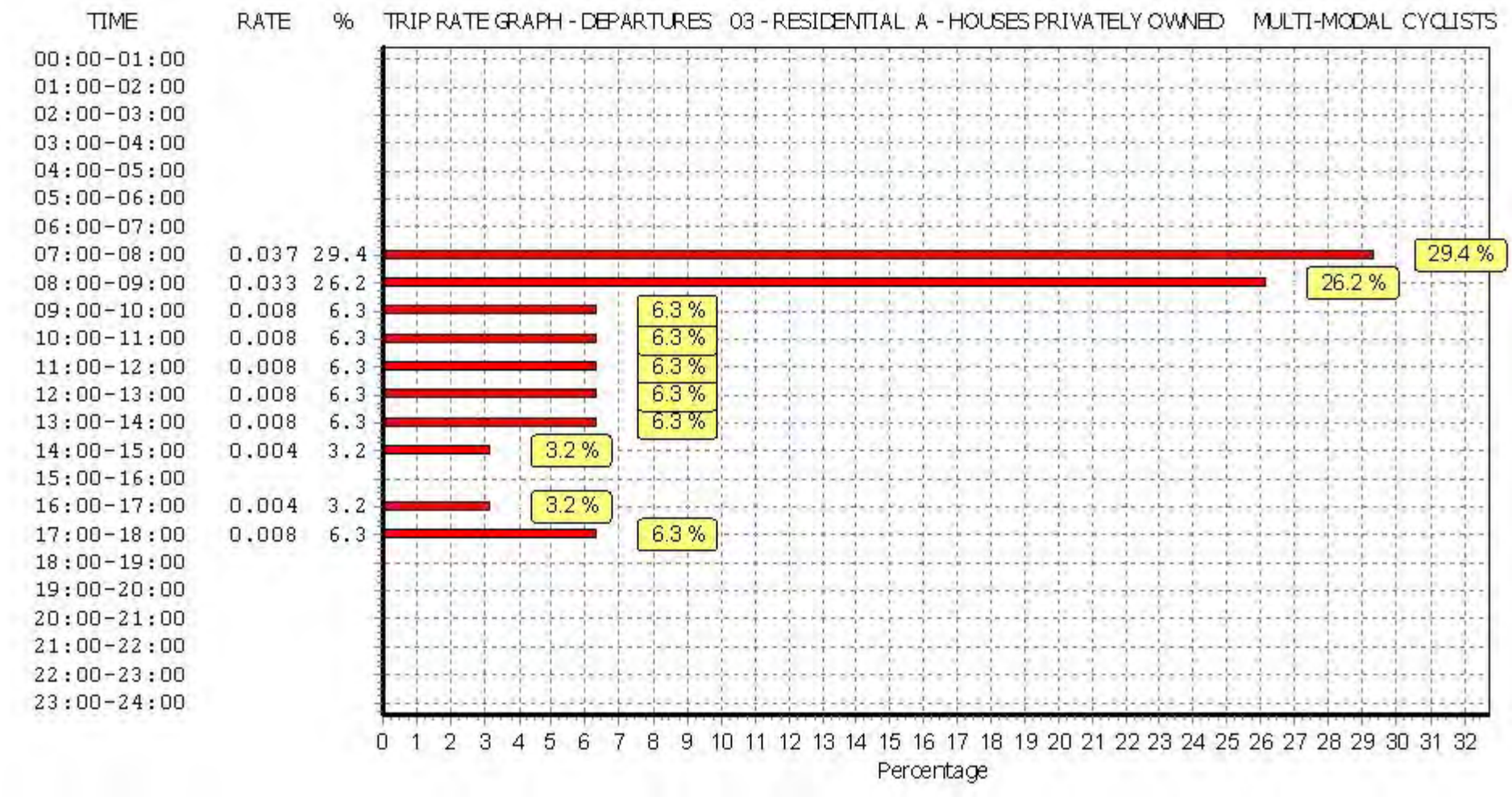
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

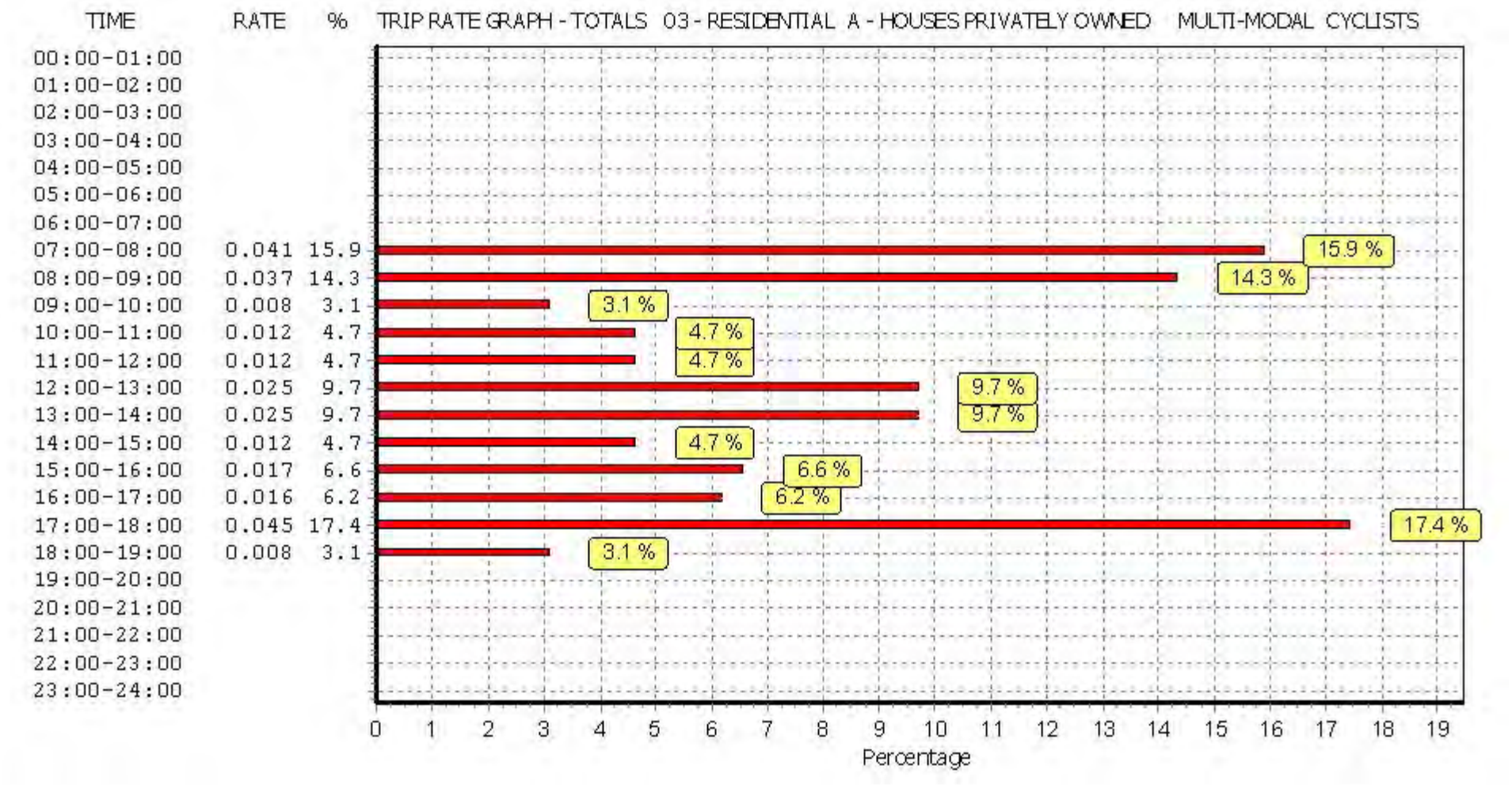
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.095	10	24	0.407	10	24	0.502
08:00 - 09:00	10	24	0.174	10	24	0.710	10	24	0.884
09:00 - 10:00	10	24	0.162	10	24	0.261	10	24	0.423
10:00 - 11:00	10	24	0.158	10	24	0.174	10	24	0.332
11:00 - 12:00	10	24	0.178	10	24	0.220	10	24	0.398
12:00 - 13:00	10	24	0.141	10	24	0.162	10	24	0.303
13:00 - 14:00	10	24	0.149	10	24	0.145	10	24	0.294
14:00 - 15:00	10	24	0.245	10	24	0.191	10	24	0.436
15:00 - 16:00	10	24	0.469	10	24	0.274	10	24	0.743
16:00 - 17:00	10	24	0.481	10	24	0.199	10	24	0.680
17:00 - 18:00	10	24	0.593	10	24	0.232	10	24	0.825
18:00 - 19:00	10	24	0.303	10	24	0.158	10	24	0.461
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.148			3.133			6.281

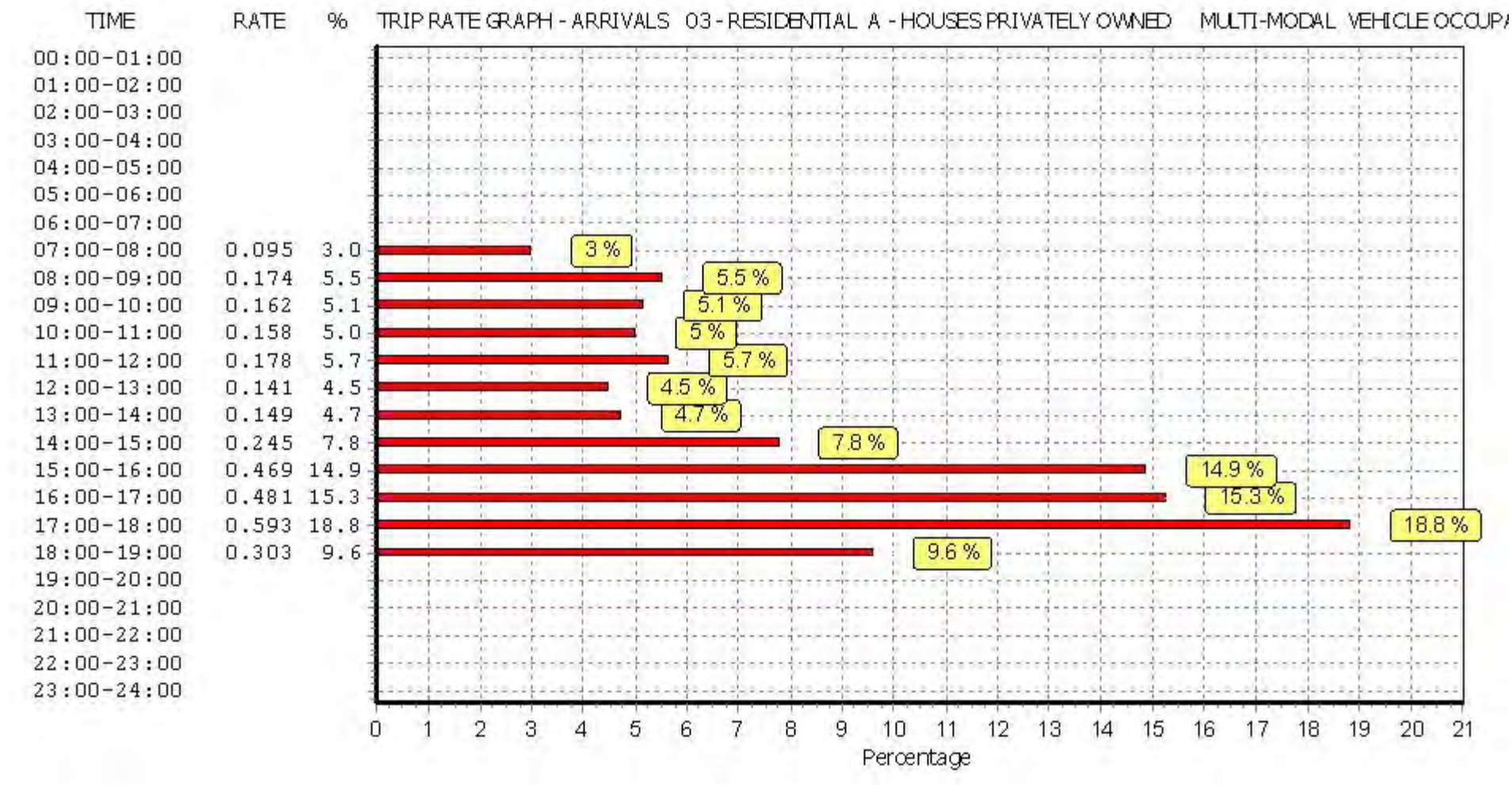
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

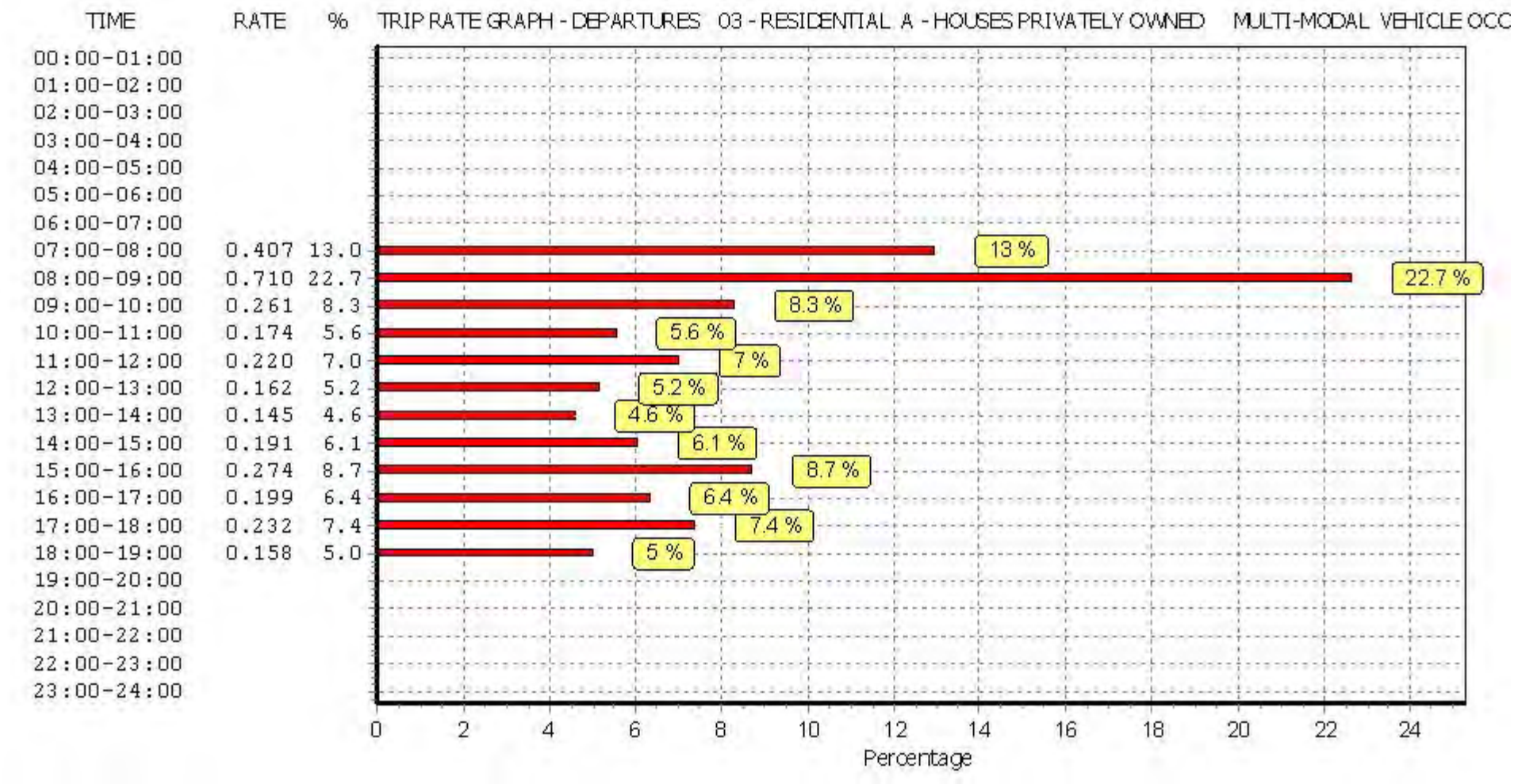
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

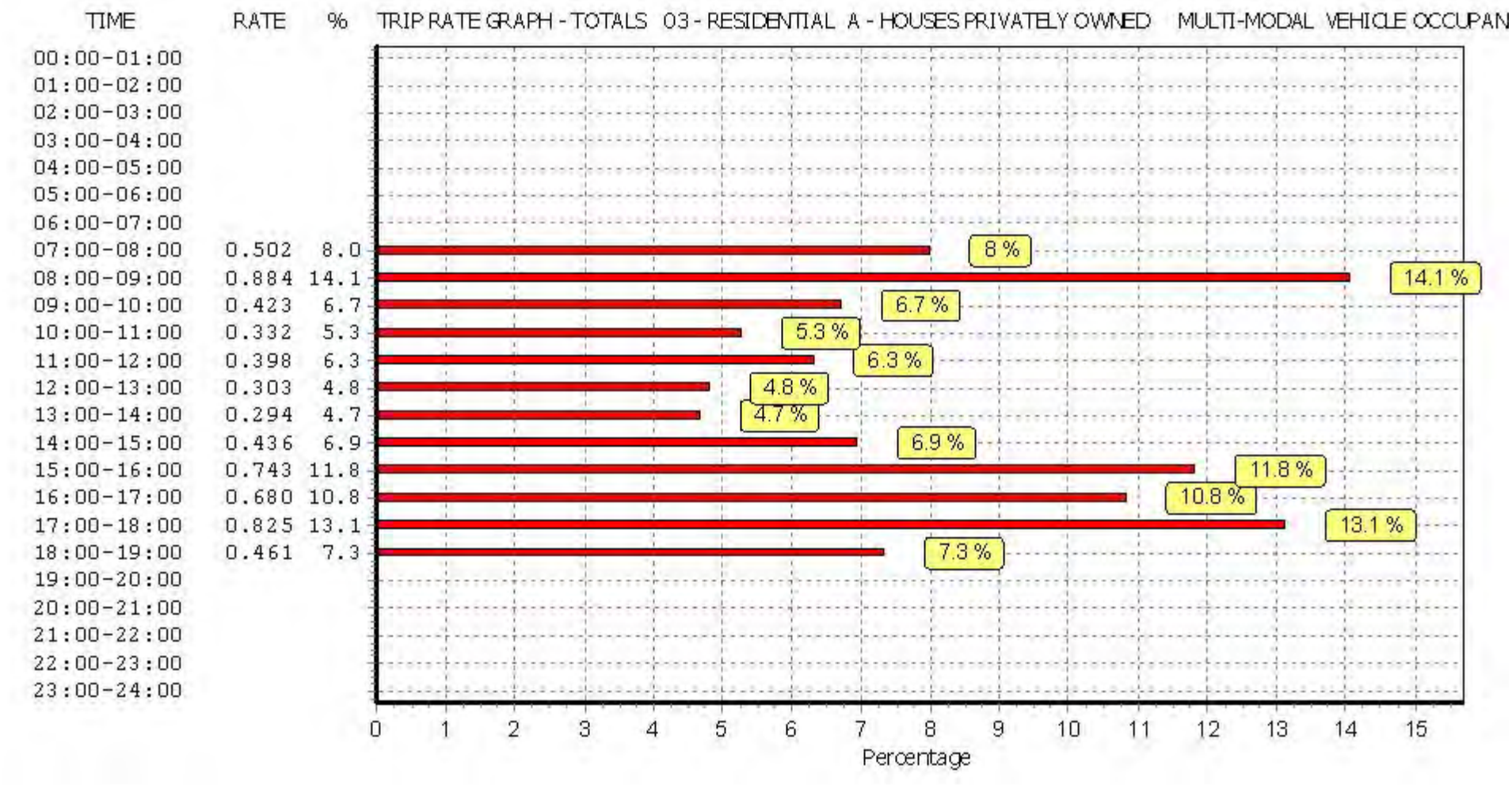
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.021	10	24	0.054	10	24	0.075
08:00 - 09:00	10	24	0.058	10	24	0.212	10	24	0.270
09:00 - 10:00	10	24	0.029	10	24	0.071	10	24	0.100
10:00 - 11:00	10	24	0.058	10	24	0.079	10	24	0.137
11:00 - 12:00	10	24	0.054	10	24	0.050	10	24	0.104
12:00 - 13:00	10	24	0.041	10	24	0.029	10	24	0.070
13:00 - 14:00	10	24	0.062	10	24	0.037	10	24	0.099
14:00 - 15:00	10	24	0.050	10	24	0.062	10	24	0.112
15:00 - 16:00	10	24	0.120	10	24	0.091	10	24	0.211
16:00 - 17:00	10	24	0.071	10	24	0.071	10	24	0.142
17:00 - 18:00	10	24	0.100	10	24	0.037	10	24	0.137
18:00 - 19:00	10	24	0.062	10	24	0.025	10	24	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.726			0.818			1.544

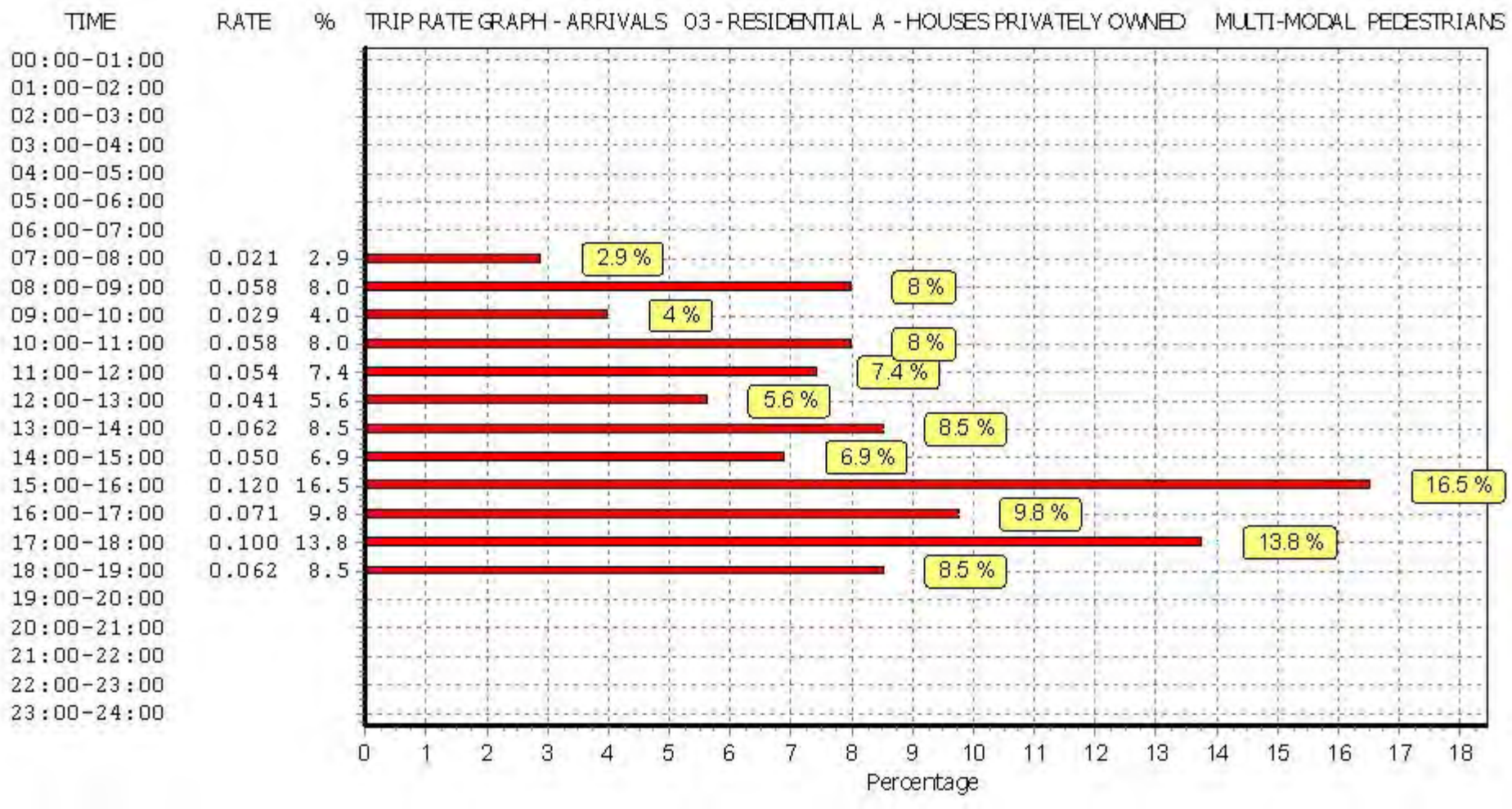
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

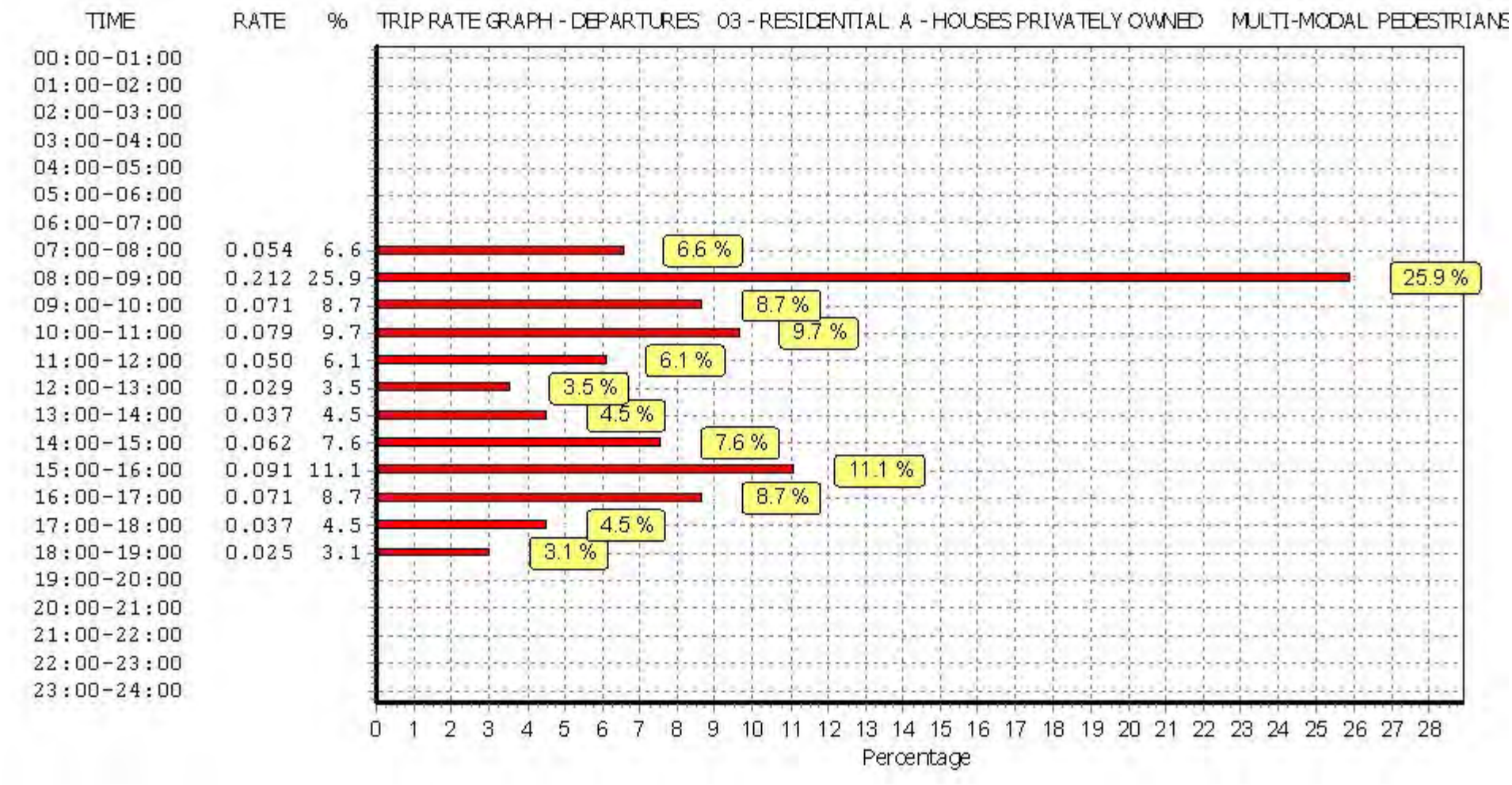
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

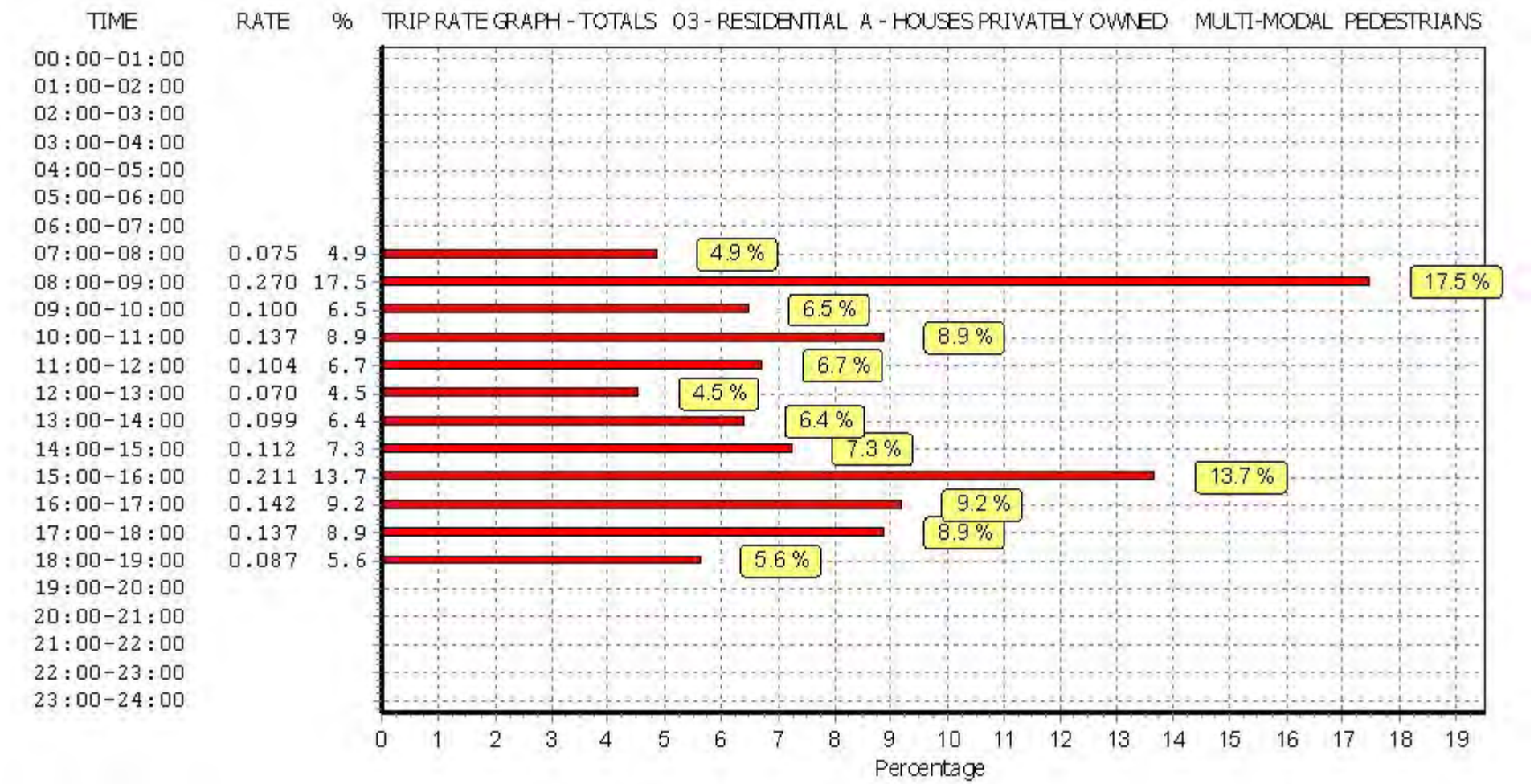
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.000	10	24	0.021	10	24	0.021
08:00 - 09:00	10	24	0.000	10	24	0.004	10	24	0.004
09:00 - 10:00	10	24	0.000	10	24	0.004	10	24	0.004
10:00 - 11:00	10	24	0.000	10	24	0.008	10	24	0.008
11:00 - 12:00	10	24	0.000	10	24	0.000	10	24	0.000
12:00 - 13:00	10	24	0.008	10	24	0.004	10	24	0.012
13:00 - 14:00	10	24	0.000	10	24	0.000	10	24	0.000
14:00 - 15:00	10	24	0.004	10	24	0.000	10	24	0.004
15:00 - 16:00	10	24	0.012	10	24	0.004	10	24	0.016
16:00 - 17:00	10	24	0.017	10	24	0.004	10	24	0.021
17:00 - 18:00	10	24	0.004	10	24	0.000	10	24	0.004
18:00 - 19:00	10	24	0.004	10	24	0.000	10	24	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			0.098

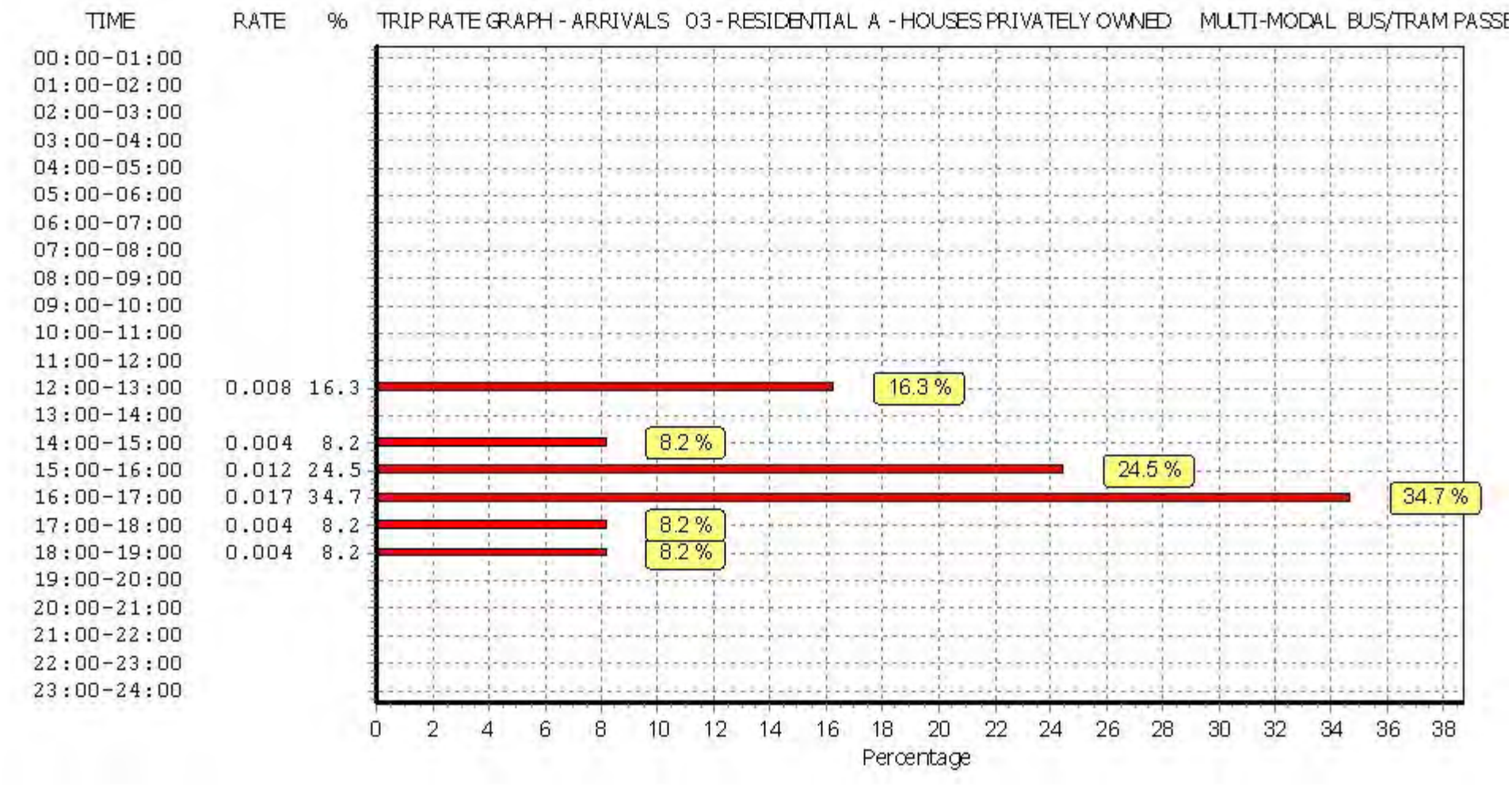
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

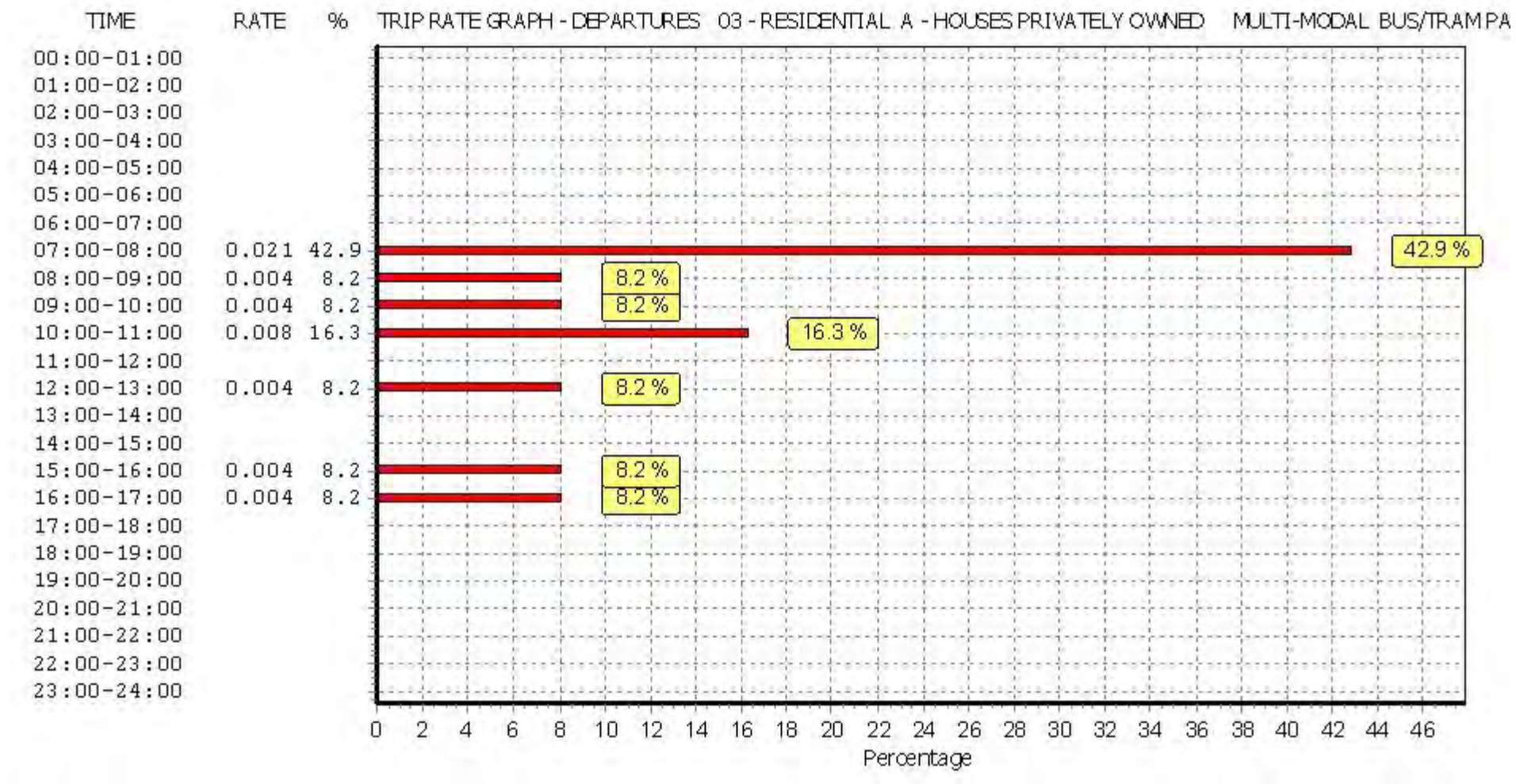
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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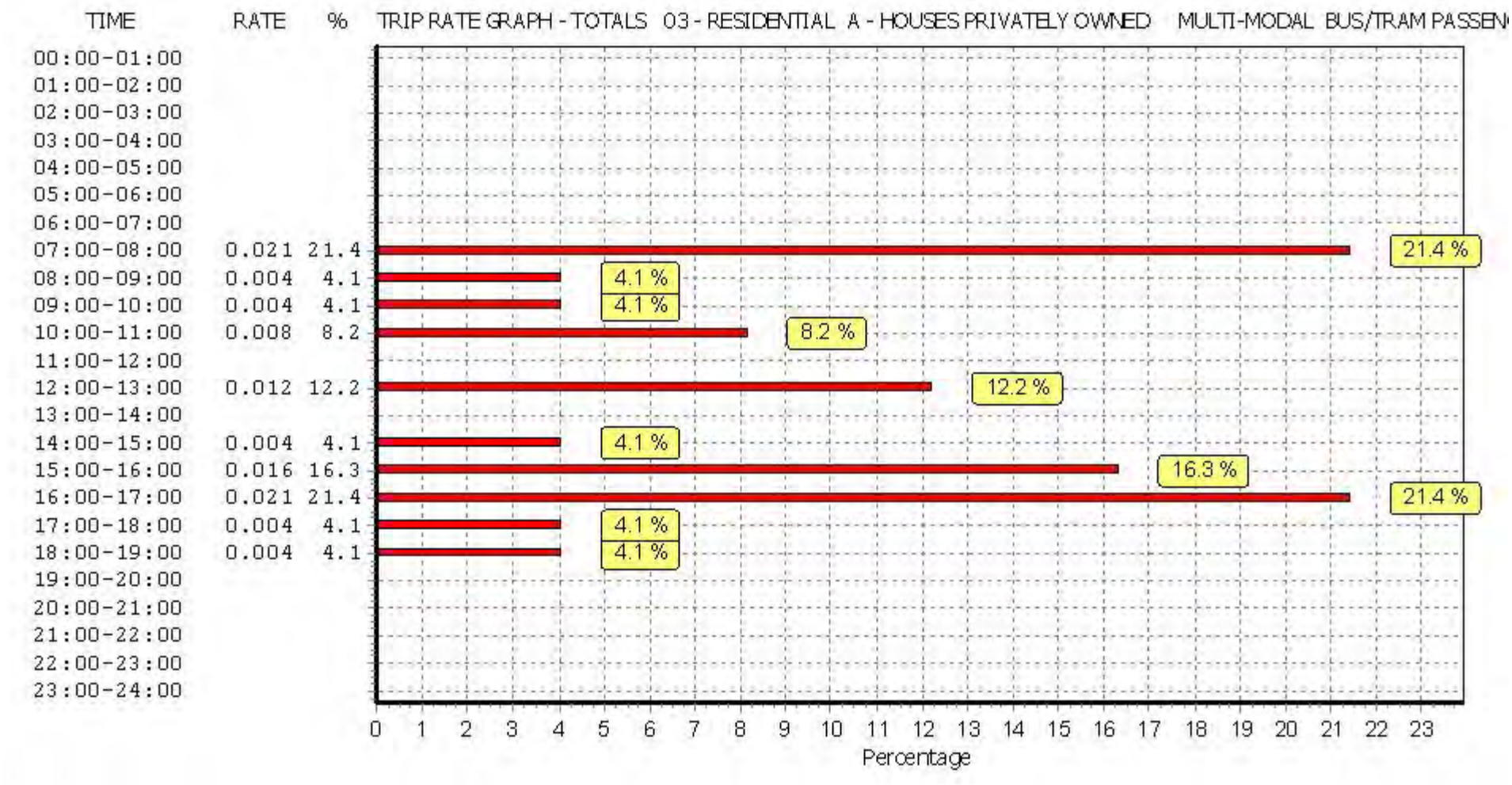


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.000	10	24	0.000	10	24	0.000
08:00 - 09:00	10	24	0.000	10	24	0.004	10	24	0.004
09:00 - 10:00	10	24	0.000	10	24	0.004	10	24	0.004
10:00 - 11:00	10	24	0.000	10	24	0.000	10	24	0.000
11:00 - 12:00	10	24	0.000	10	24	0.000	10	24	0.000
12:00 - 13:00	10	24	0.000	10	24	0.004	10	24	0.004
13:00 - 14:00	10	24	0.000	10	24	0.000	10	24	0.000
14:00 - 15:00	10	24	0.000	10	24	0.000	10	24	0.000
15:00 - 16:00	10	24	0.000	10	24	0.000	10	24	0.000
16:00 - 17:00	10	24	0.000	10	24	0.000	10	24	0.000
17:00 - 18:00	10	24	0.004	10	24	0.000	10	24	0.004
18:00 - 19:00	10	24	0.004	10	24	0.000	10	24	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.012			0.020

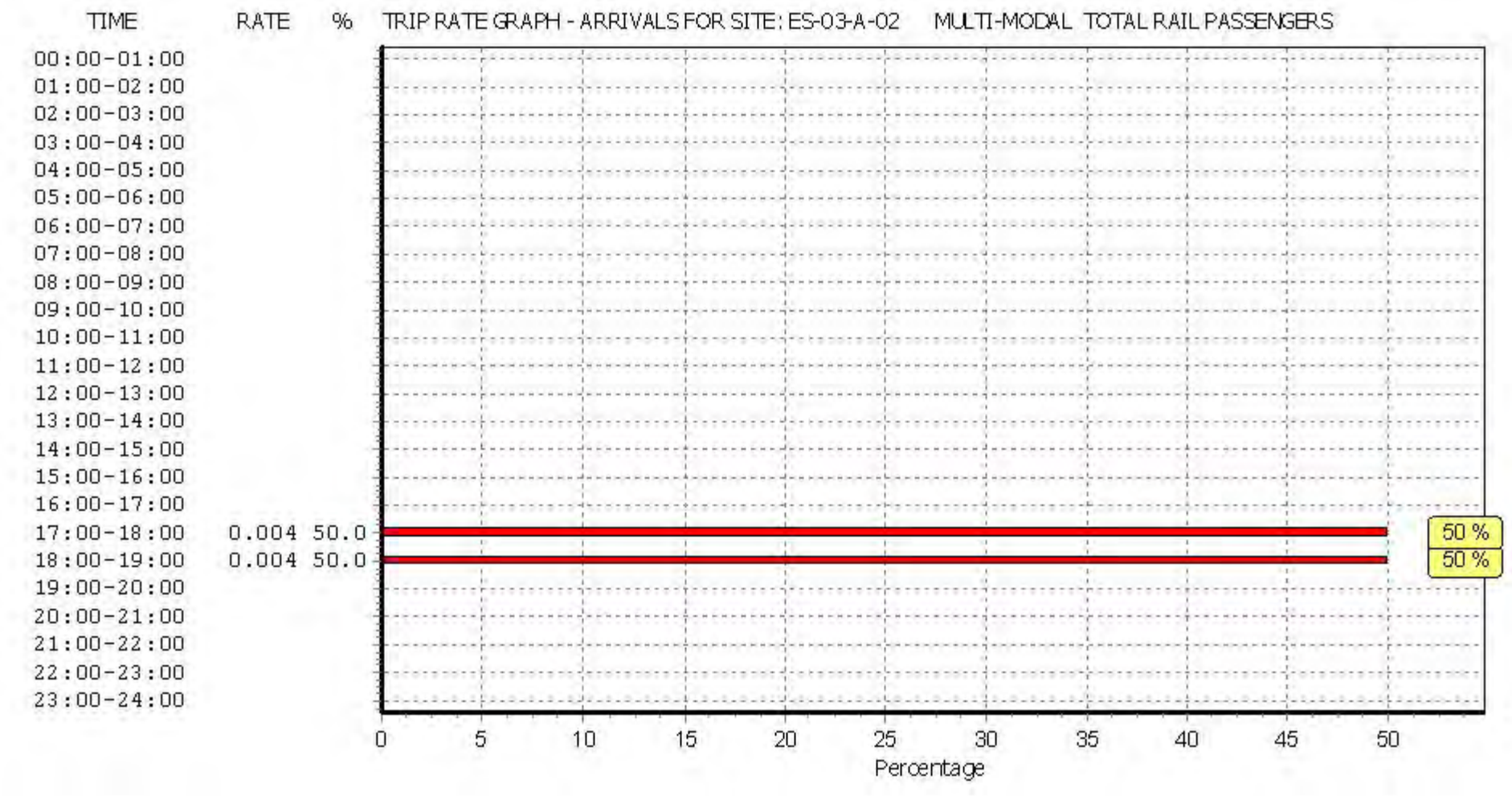
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

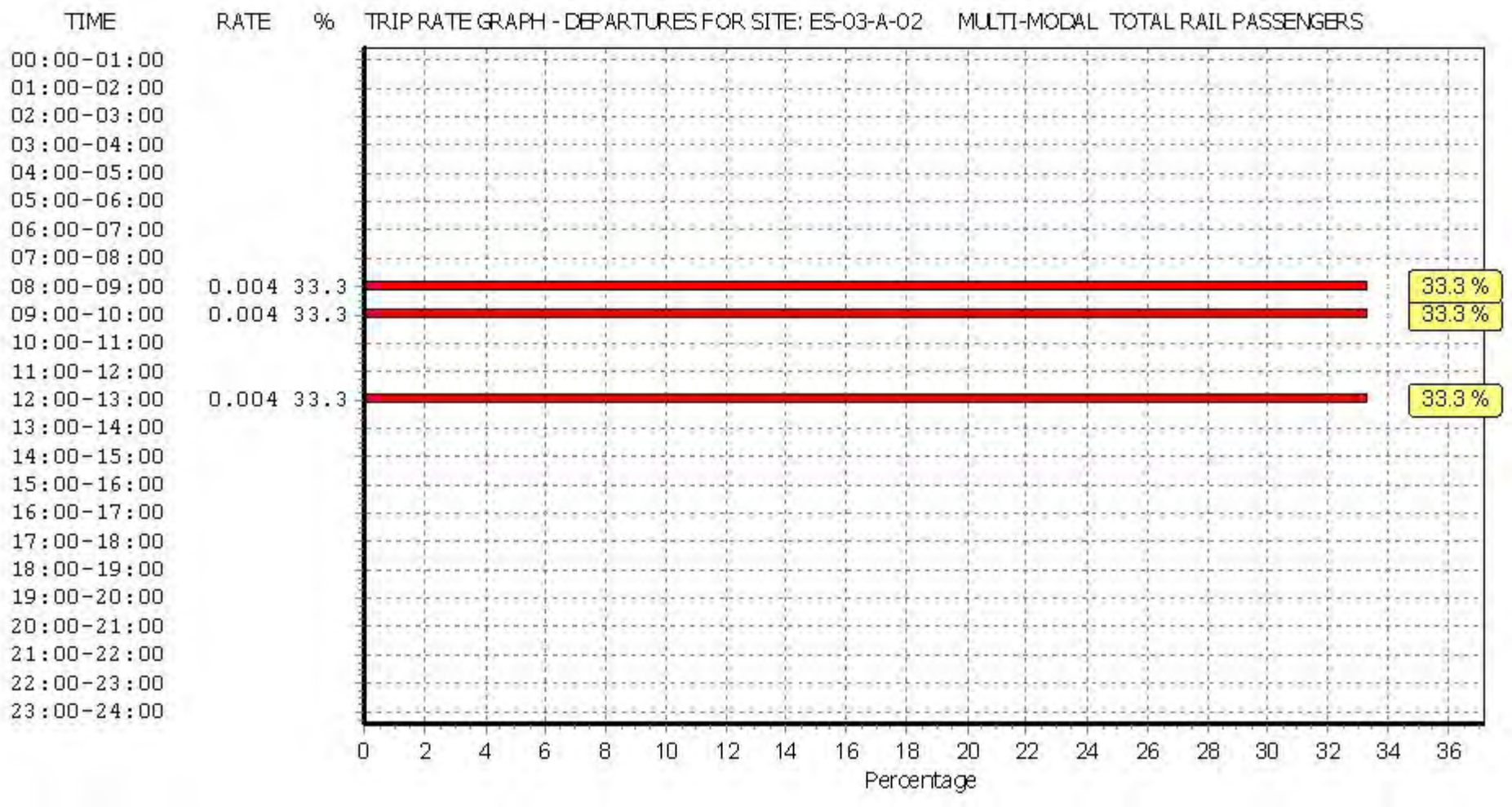
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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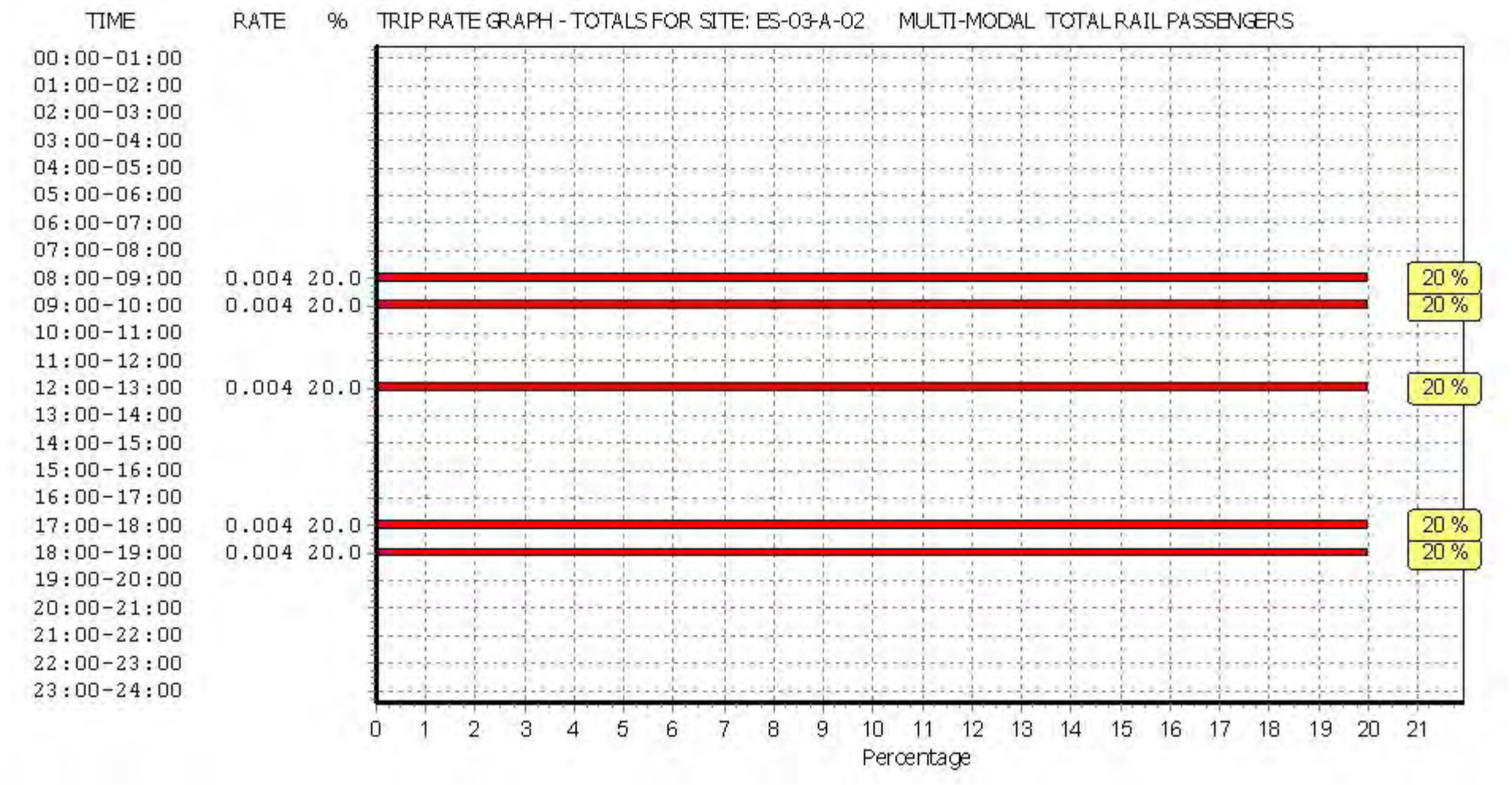

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.000	10	24	0.000	10	24	0.000
08:00 - 09:00	10	24	0.000	10	24	0.000	10	24	0.000
09:00 - 10:00	10	24	0.000	10	24	0.000	10	24	0.000
10:00 - 11:00	10	24	0.000	10	24	0.000	10	24	0.000
11:00 - 12:00	10	24	0.000	10	24	0.000	10	24	0.000
12:00 - 13:00	10	24	0.000	10	24	0.000	10	24	0.000
13:00 - 14:00	10	24	0.000	10	24	0.000	10	24	0.000
14:00 - 15:00	10	24	0.000	10	24	0.000	10	24	0.000
15:00 - 16:00	10	24	0.000	10	24	0.000	10	24	0.000
16:00 - 17:00	10	24	0.000	10	24	0.000	10	24	0.000
17:00 - 18:00	10	24	0.000	10	24	0.000	10	24	0.000
18:00 - 19:00	10	24	0.000	10	24	0.000	10	24	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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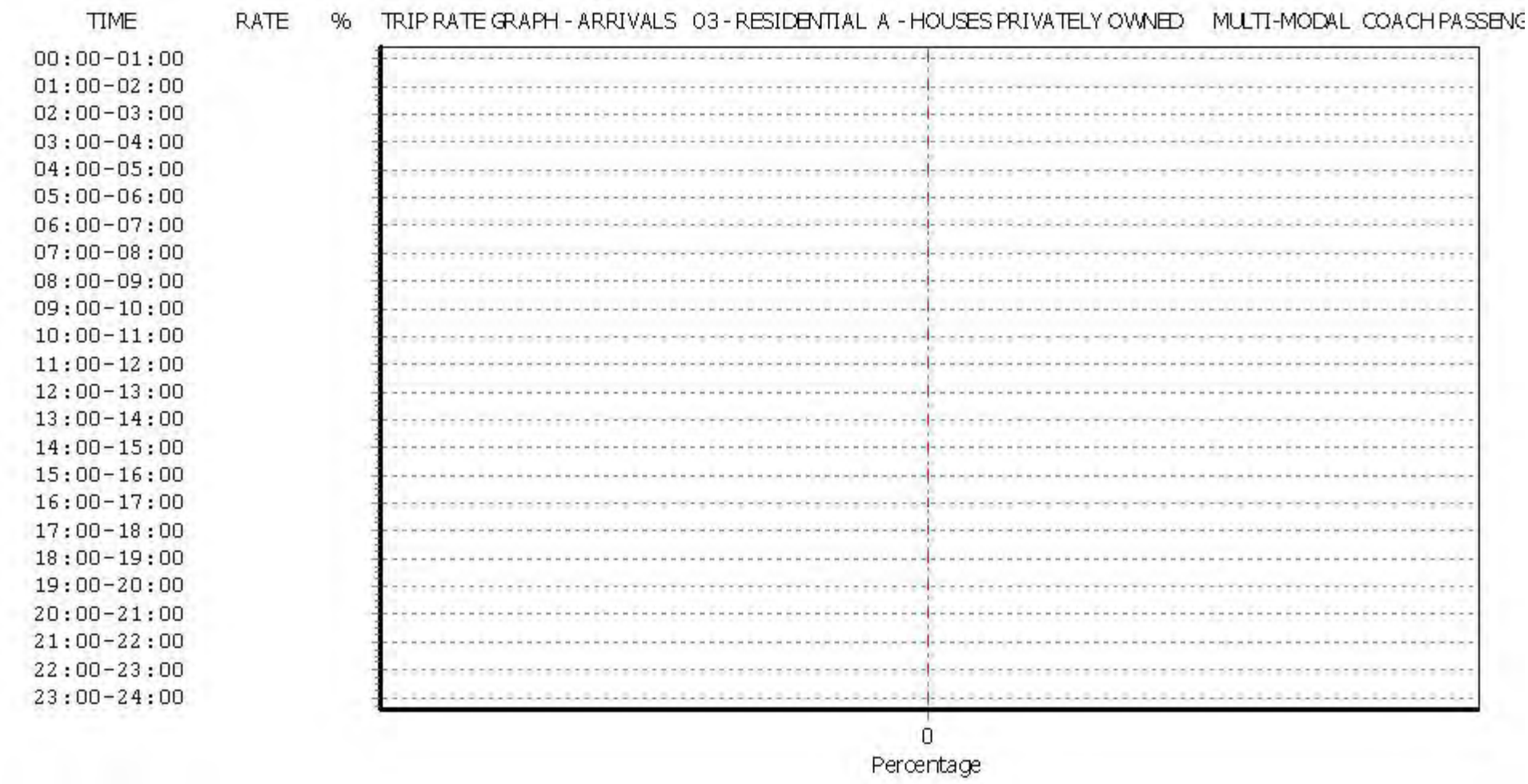
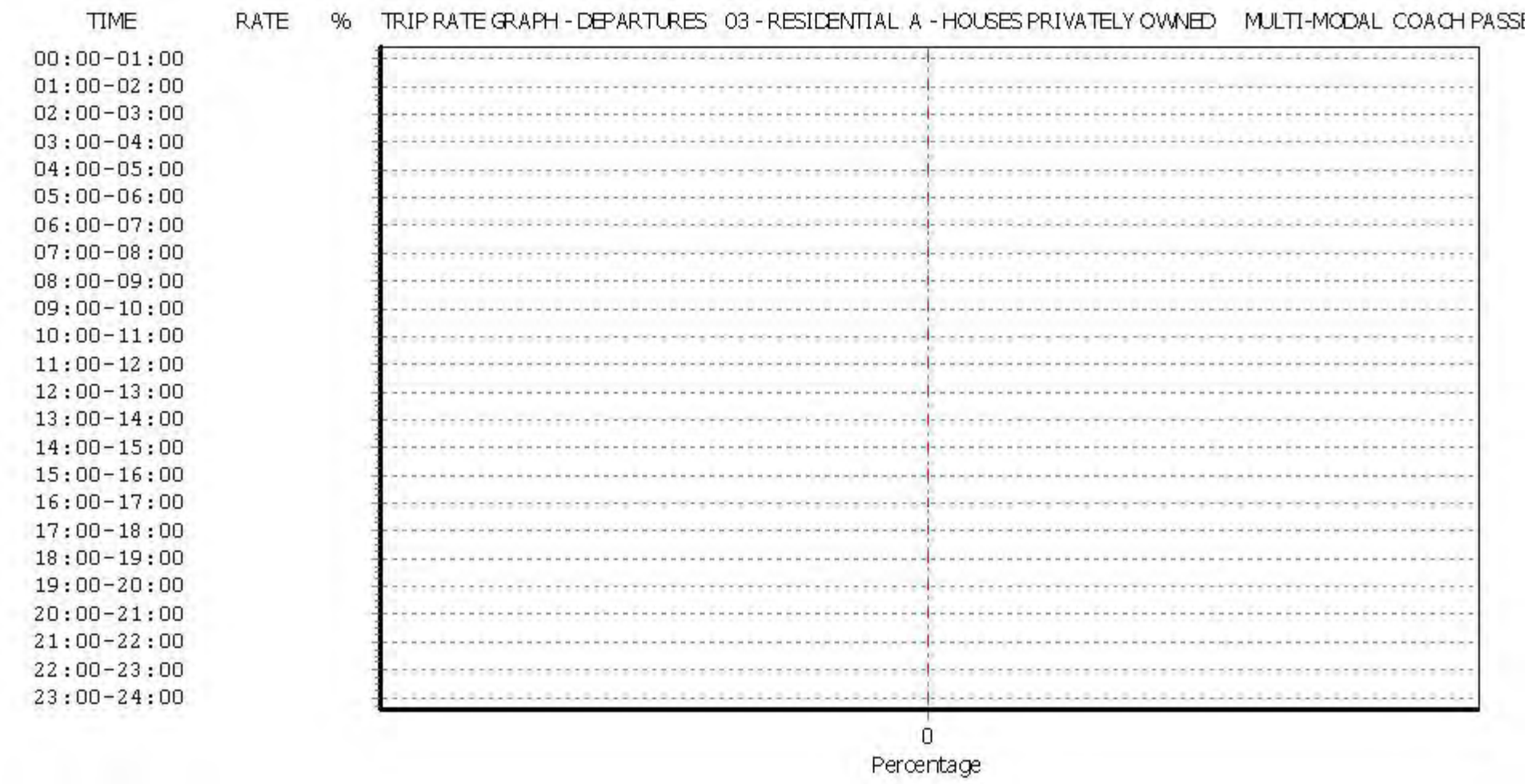
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

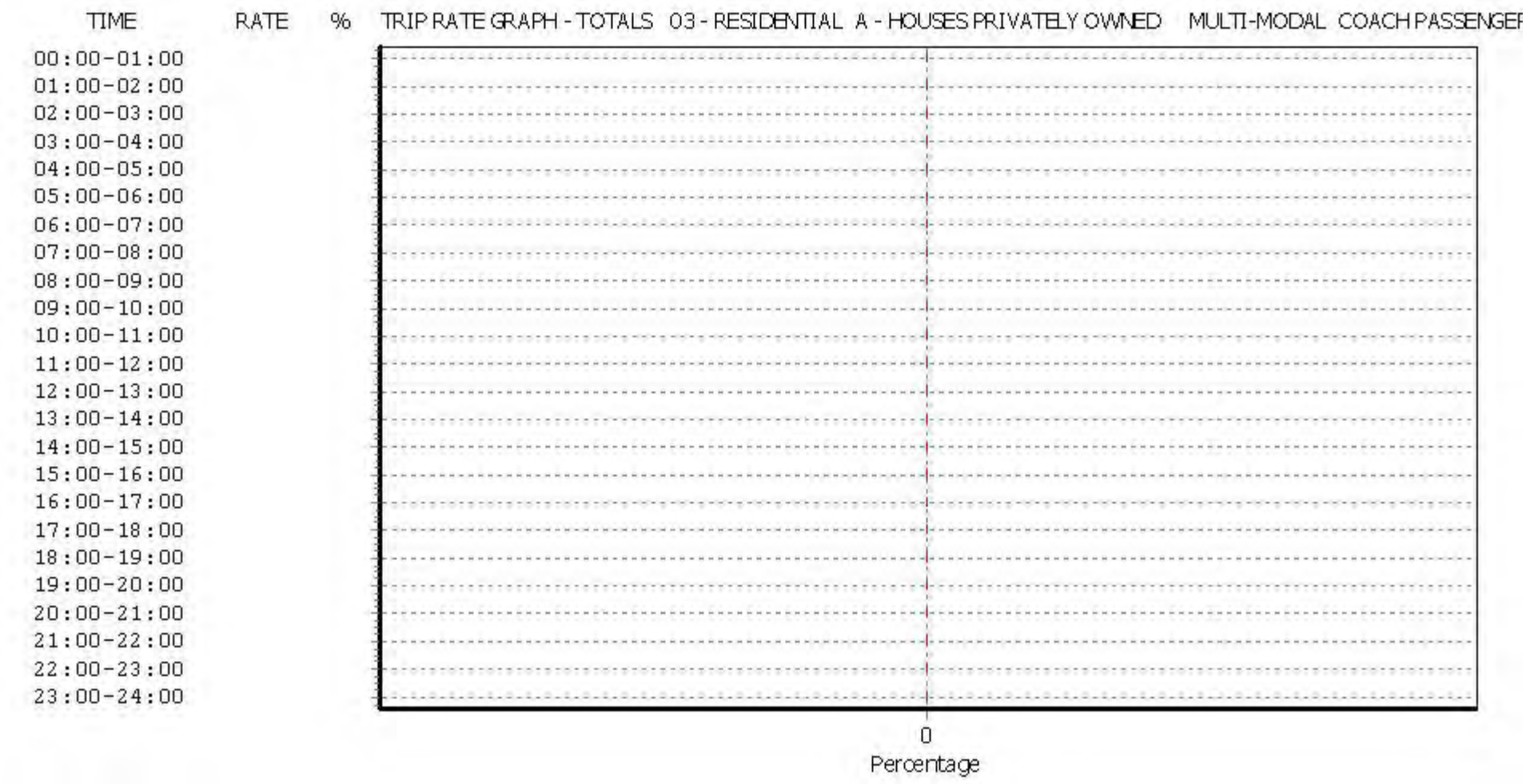
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.000	10	24	0.021	10	24	0.021
08:00 - 09:00	10	24	0.000	10	24	0.008	10	24	0.008
09:00 - 10:00	10	24	0.000	10	24	0.008	10	24	0.008
10:00 - 11:00	10	24	0.000	10	24	0.008	10	24	0.008
11:00 - 12:00	10	24	0.000	10	24	0.000	10	24	0.000
12:00 - 13:00	10	24	0.008	10	24	0.008	10	24	0.016
13:00 - 14:00	10	24	0.000	10	24	0.000	10	24	0.000
14:00 - 15:00	10	24	0.004	10	24	0.000	10	24	0.004
15:00 - 16:00	10	24	0.012	10	24	0.004	10	24	0.016
16:00 - 17:00	10	24	0.017	10	24	0.004	10	24	0.021
17:00 - 18:00	10	24	0.008	10	24	0.000	10	24	0.008
18:00 - 19:00	10	24	0.008	10	24	0.000	10	24	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.061			0.118

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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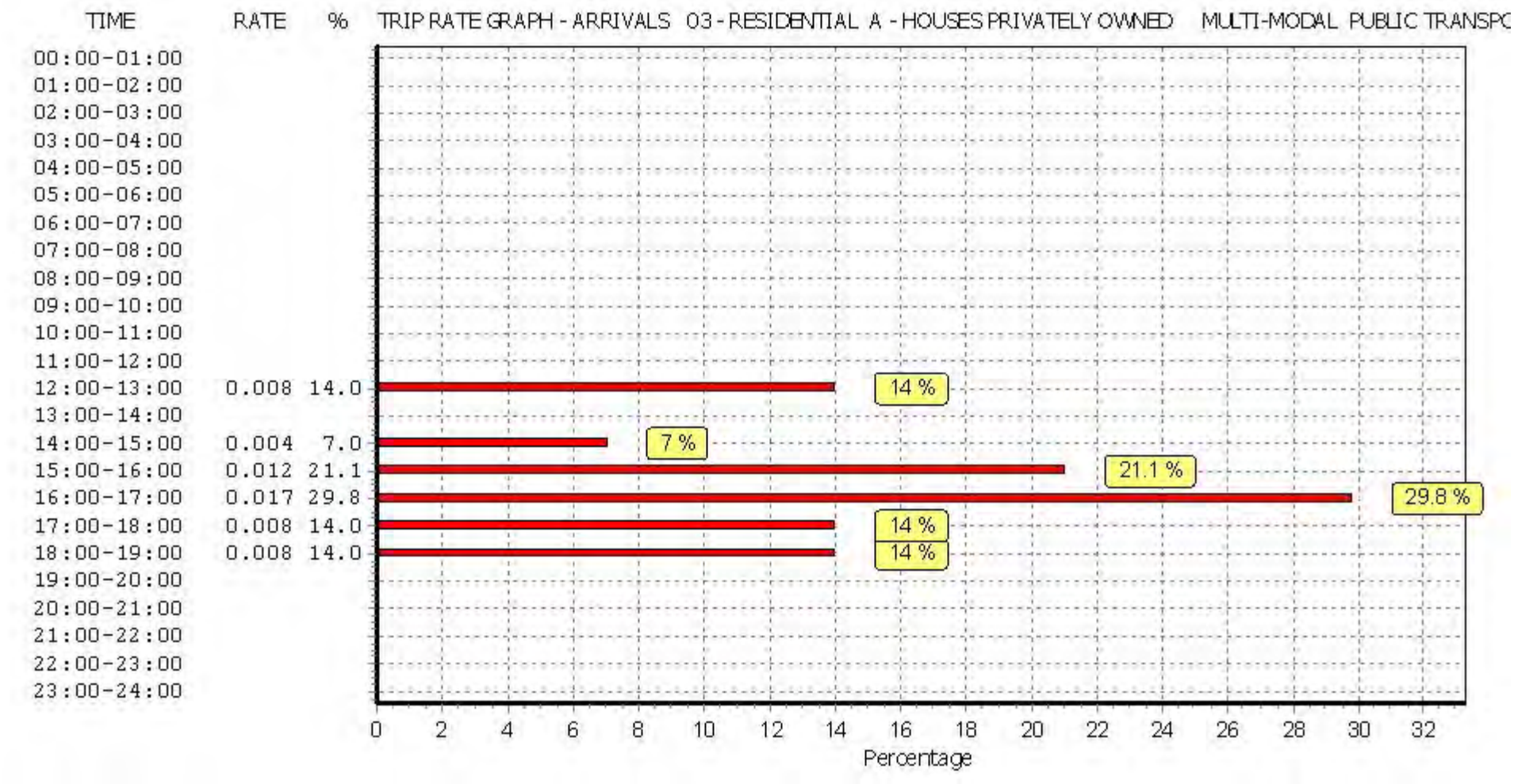
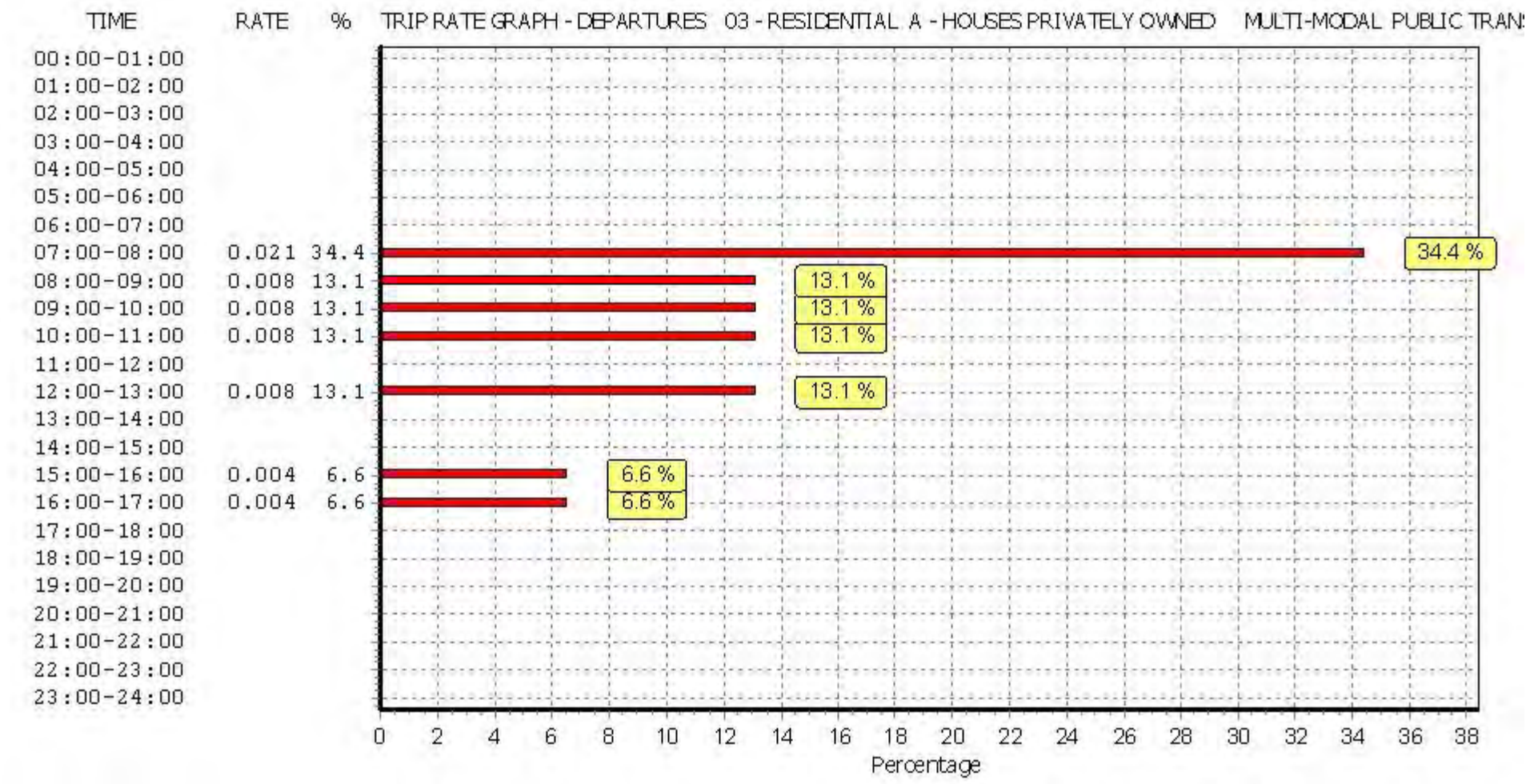
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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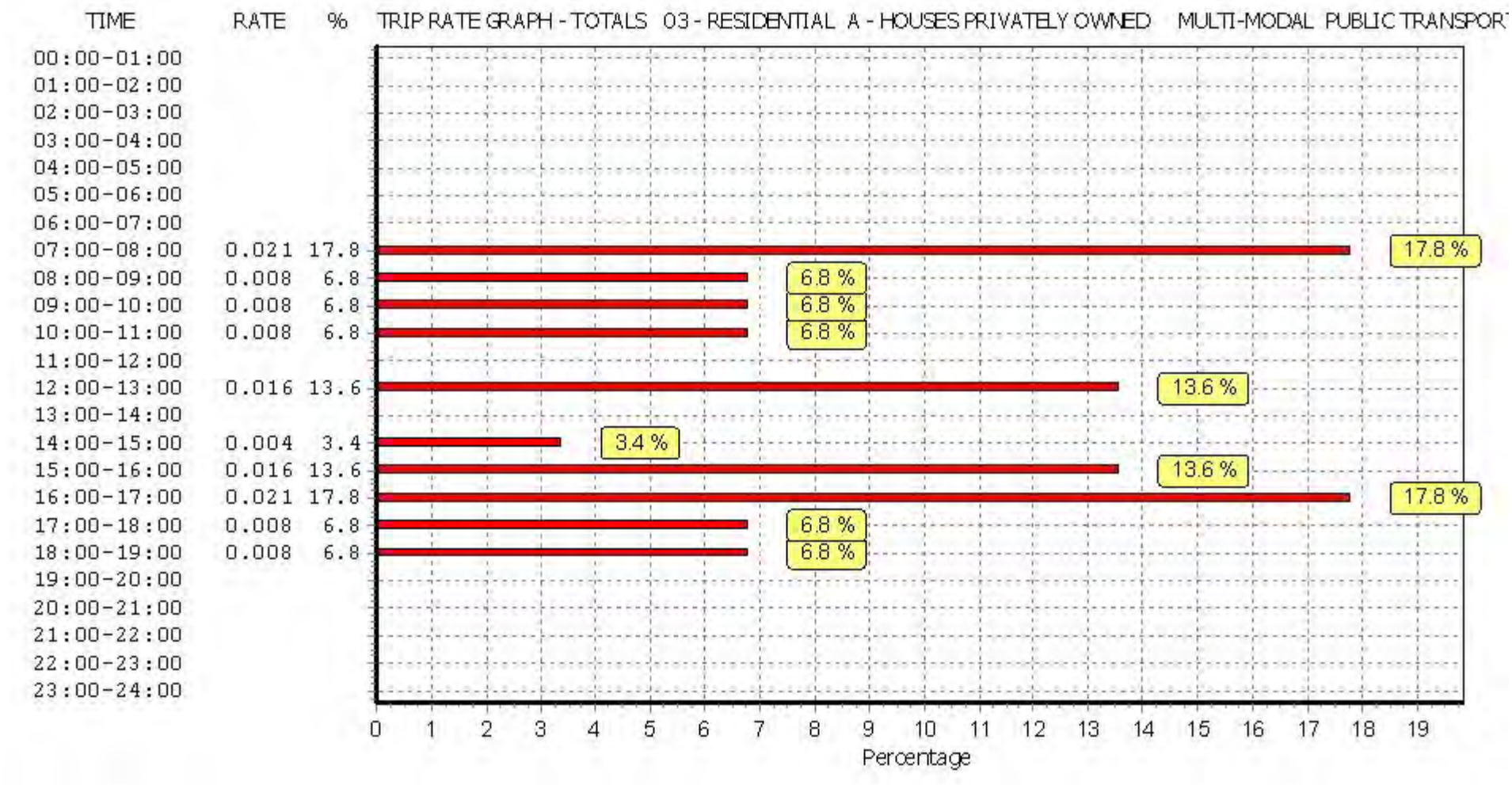

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	24	0.120	10	24	0.519	10	24	0.639
08:00 - 09:00	10	24	0.237	10	24	0.963	10	24	1.200
09:00 - 10:00	10	24	0.191	10	24	0.349	10	24	0.540
10:00 - 11:00	10	24	0.220	10	24	0.270	10	24	0.490
11:00 - 12:00	10	24	0.237	10	24	0.278	10	24	0.515
12:00 - 13:00	10	24	0.207	10	24	0.207	10	24	0.414
13:00 - 14:00	10	24	0.228	10	24	0.191	10	24	0.419
14:00 - 15:00	10	24	0.307	10	24	0.257	10	24	0.564
15:00 - 16:00	10	24	0.618	10	24	0.369	10	24	0.987
16:00 - 17:00	10	24	0.581	10	24	0.278	10	24	0.859
17:00 - 18:00	10	24	0.739	10	24	0.278	10	24	1.017
18:00 - 19:00	10	24	0.382	10	24	0.183	10	24	0.565
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.067			4.142			8.209

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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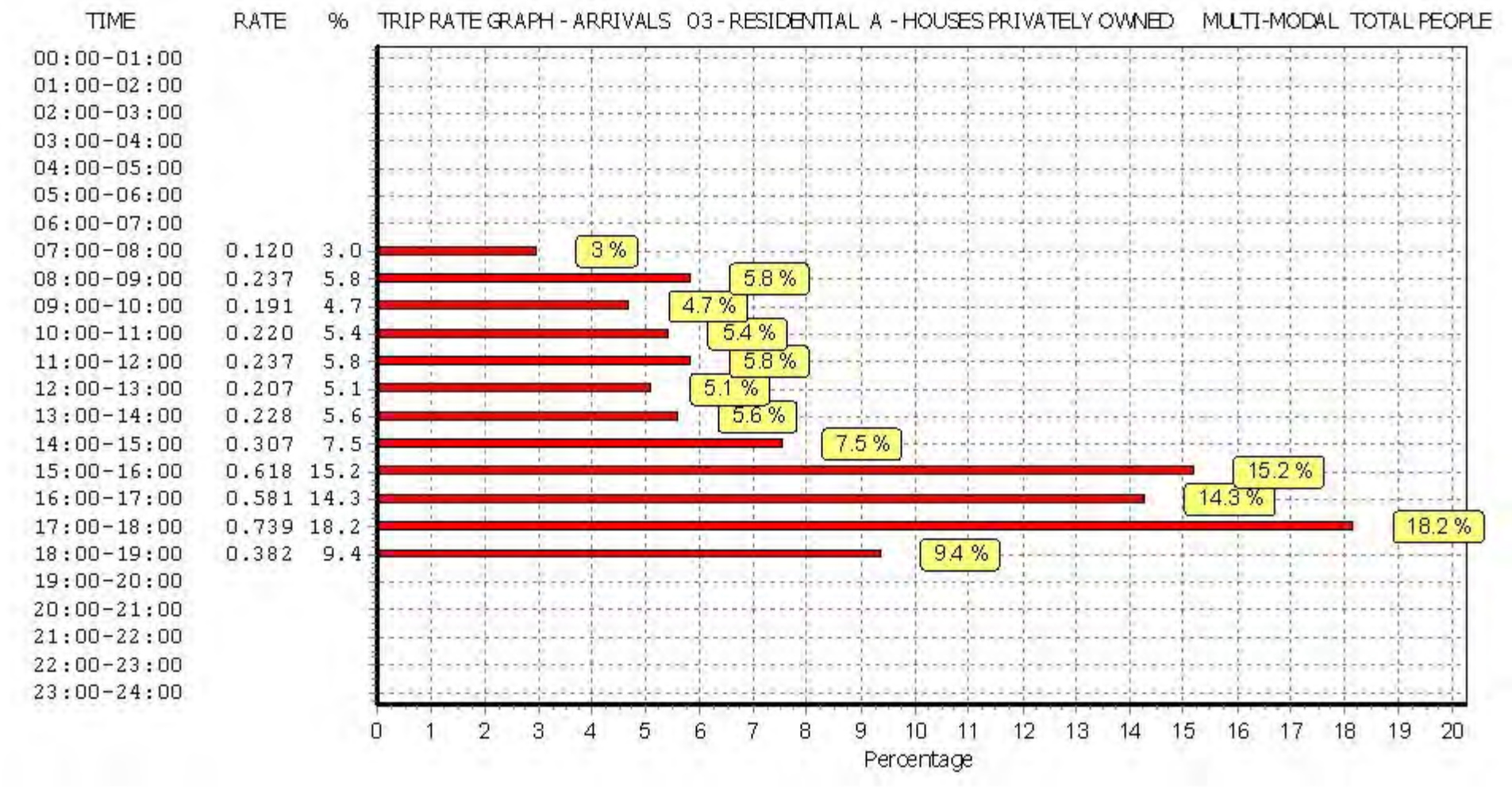
Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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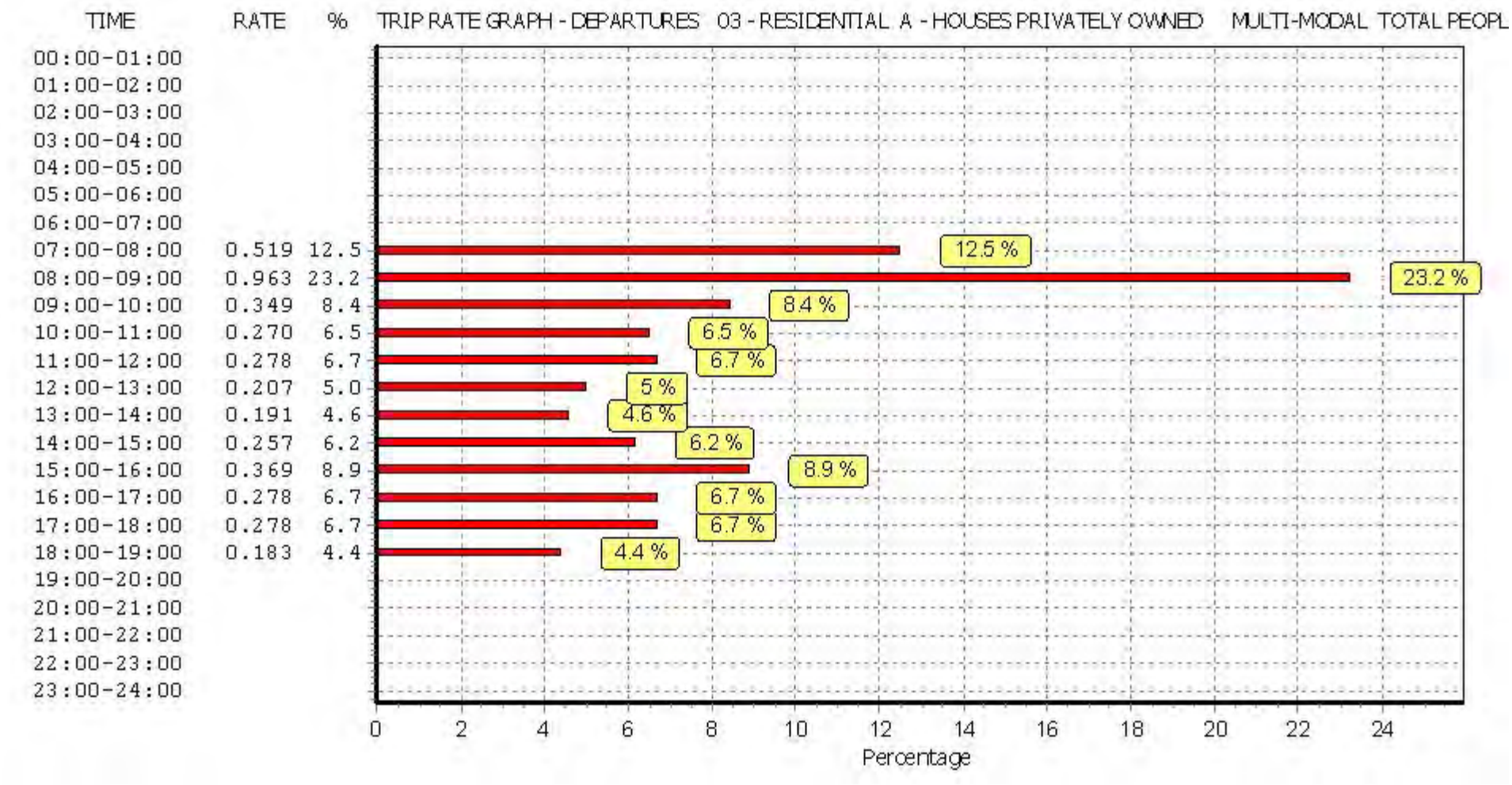

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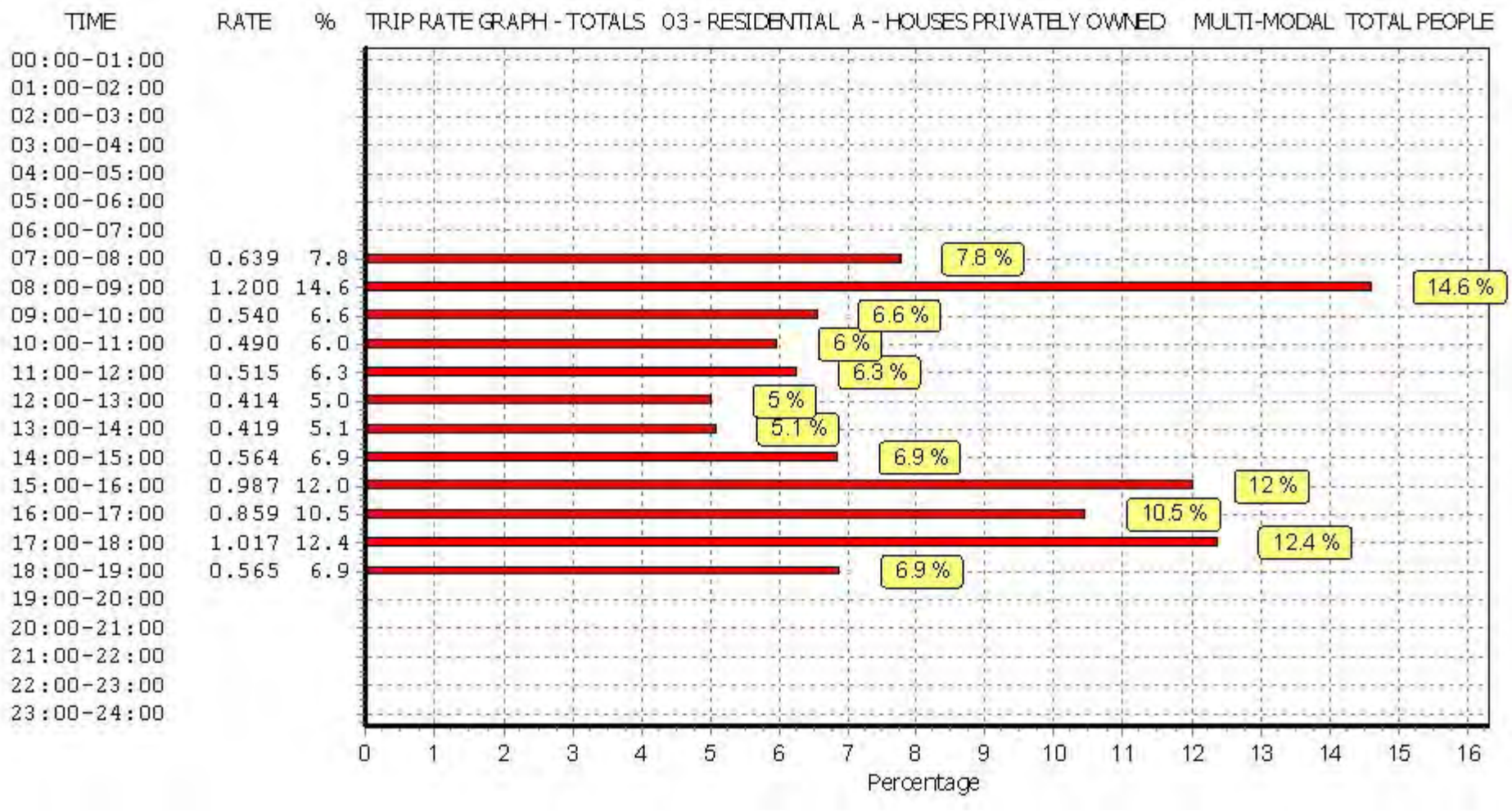

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Calculation Reference: AUDIT-100314-170327-0333

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
09	NORTH		
	CB	CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 2950 to 4700 (units: sqm)
Range Selected by User: 387 to 5000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 09/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-02-F-01	DOMINO'S PIZZA		CUMBRIA
	COWPER ROAD			
	GILWILLY IND. ESTATE			
	PENRITH			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		2950 sqm	
	Survey date: TUESDAY		10/06/14	Survey Type: MANUAL
2	SF-02-F-03	ROAD HAULAGE		SUFFOLK
	CENTRAL AVENUE			
	WARREN HEATH			
	IPSWICH			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		4700 sqm	
	Survey date: FRIDAY		18/09/15	Survey Type: MANUAL
3	WM-02-F-02	LOGISTICS FIRM		WEST MIDLANDS
	SOVEREIGN ROAD			
	KINGS NORTON			
	BIRMINGHAM			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:		3625 sqm	
	Survey date: MONDAY		09/11/15	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.102	1	2950	0.034	1	2950	0.136
07:00 - 07:30	3	3758	0.080	3	3758	0.035	3	3758	0.115
07:30 - 08:00	3	3758	0.169	3	3758	0.044	3	3758	0.213
08:00 - 08:30	3	3758	0.177	3	3758	0.089	3	3758	0.266
08:30 - 09:00	3	3758	0.275	3	3758	0.089	3	3758	0.364
09:00 - 09:30	3	3758	0.115	3	3758	0.044	3	3758	0.159
09:30 - 10:00	3	3758	0.080	3	3758	0.053	3	3758	0.133
10:00 - 10:30	3	3758	0.115	3	3758	0.115	3	3758	0.230
10:30 - 11:00	3	3758	0.106	3	3758	0.106	3	3758	0.212
11:00 - 11:30	3	3758	0.106	3	3758	0.115	3	3758	0.221
11:30 - 12:00	3	3758	0.089	3	3758	0.071	3	3758	0.160
12:00 - 12:30	3	3758	0.098	3	3758	0.053	3	3758	0.151
12:30 - 13:00	3	3758	0.080	3	3758	0.098	3	3758	0.178
13:00 - 13:30	3	3758	0.124	3	3758	0.142	3	3758	0.266
13:30 - 14:00	3	3758	0.142	3	3758	0.080	3	3758	0.222
14:00 - 14:30	3	3758	0.098	3	3758	0.053	3	3758	0.151
14:30 - 15:00	3	3758	0.080	3	3758	0.080	3	3758	0.160
15:00 - 15:30	3	3758	0.080	3	3758	0.115	3	3758	0.195
15:30 - 16:00	3	3758	0.044	3	3758	0.124	3	3758	0.168
16:00 - 16:30	3	3758	0.062	3	3758	0.106	3	3758	0.168
16:30 - 17:00	3	3758	0.027	3	3758	0.151	3	3758	0.178
17:00 - 17:30	3	3758	0.044	3	3758	0.204	3	3758	0.248
17:30 - 18:00	3	3758	0.035	3	3758	0.142	3	3758	0.177
18:00 - 18:30	3	3758	0.053	3	3758	0.177	3	3758	0.230
18:30 - 19:00	3	3758	0.044	3	3758	0.071	3	3758	0.115
19:00 - 19:30	1	2950	0.169	1	2950	0.102	1	2950	0.271
19:30 - 20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136
20:00 - 20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068
20:30 - 21:00	1	2950	0.068	1	2950	0.102	1	2950	0.170
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.866			2.731			5.597

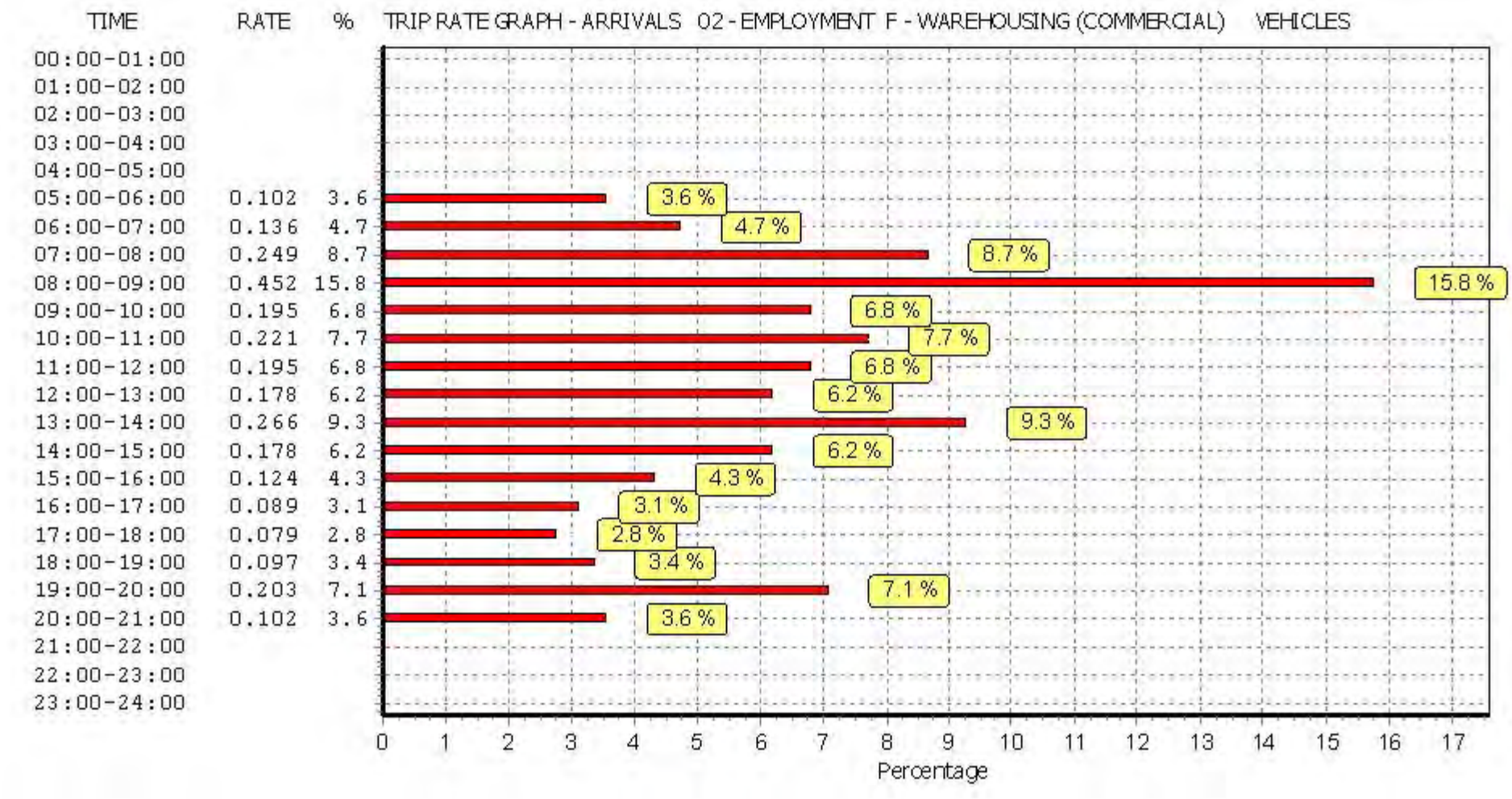
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

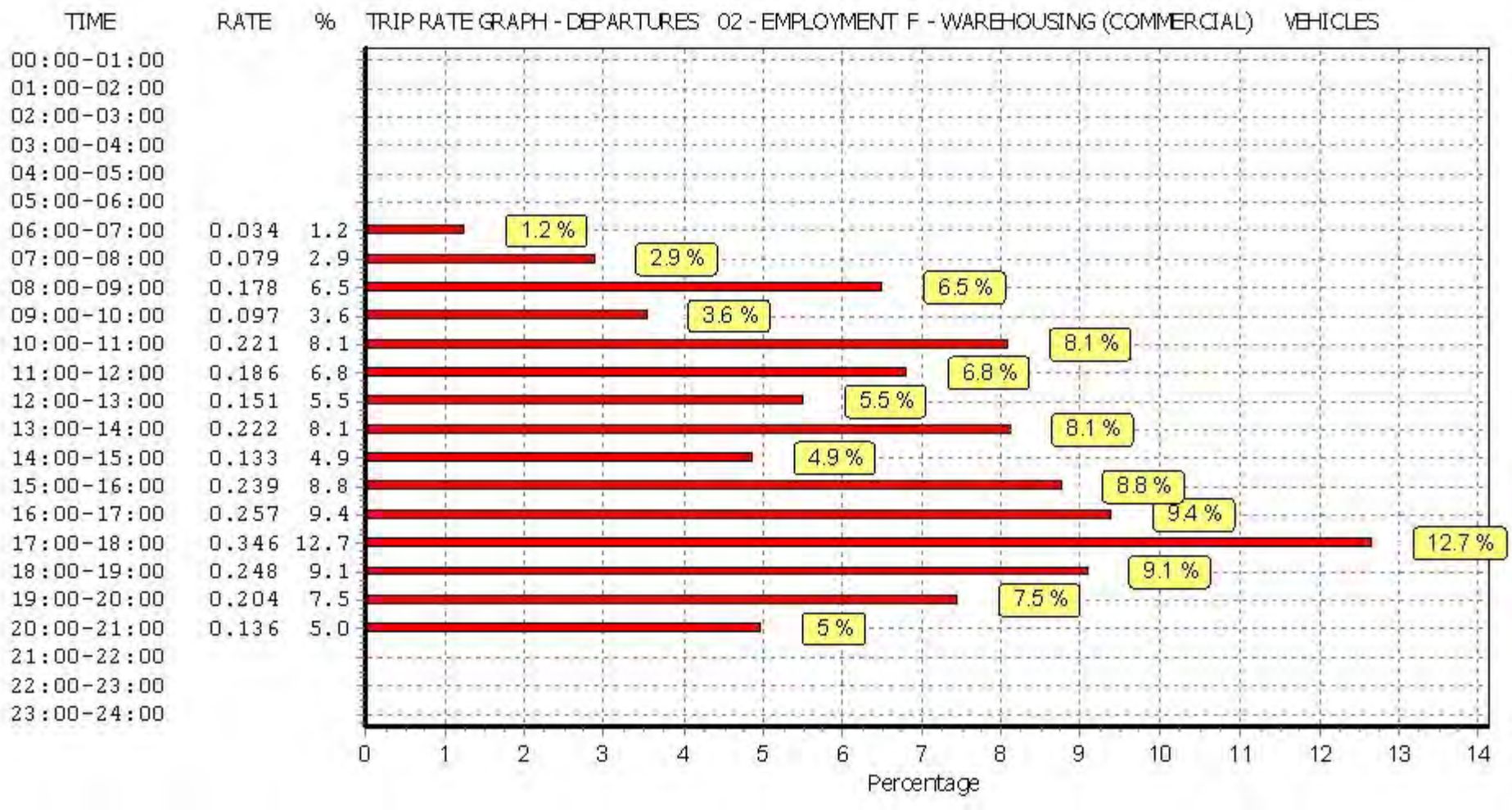
Parameter summary

Trip rate parameter range selected:	2950 - 4700 (units: sqm)
Survey date date range:	01/01/08 - 09/11/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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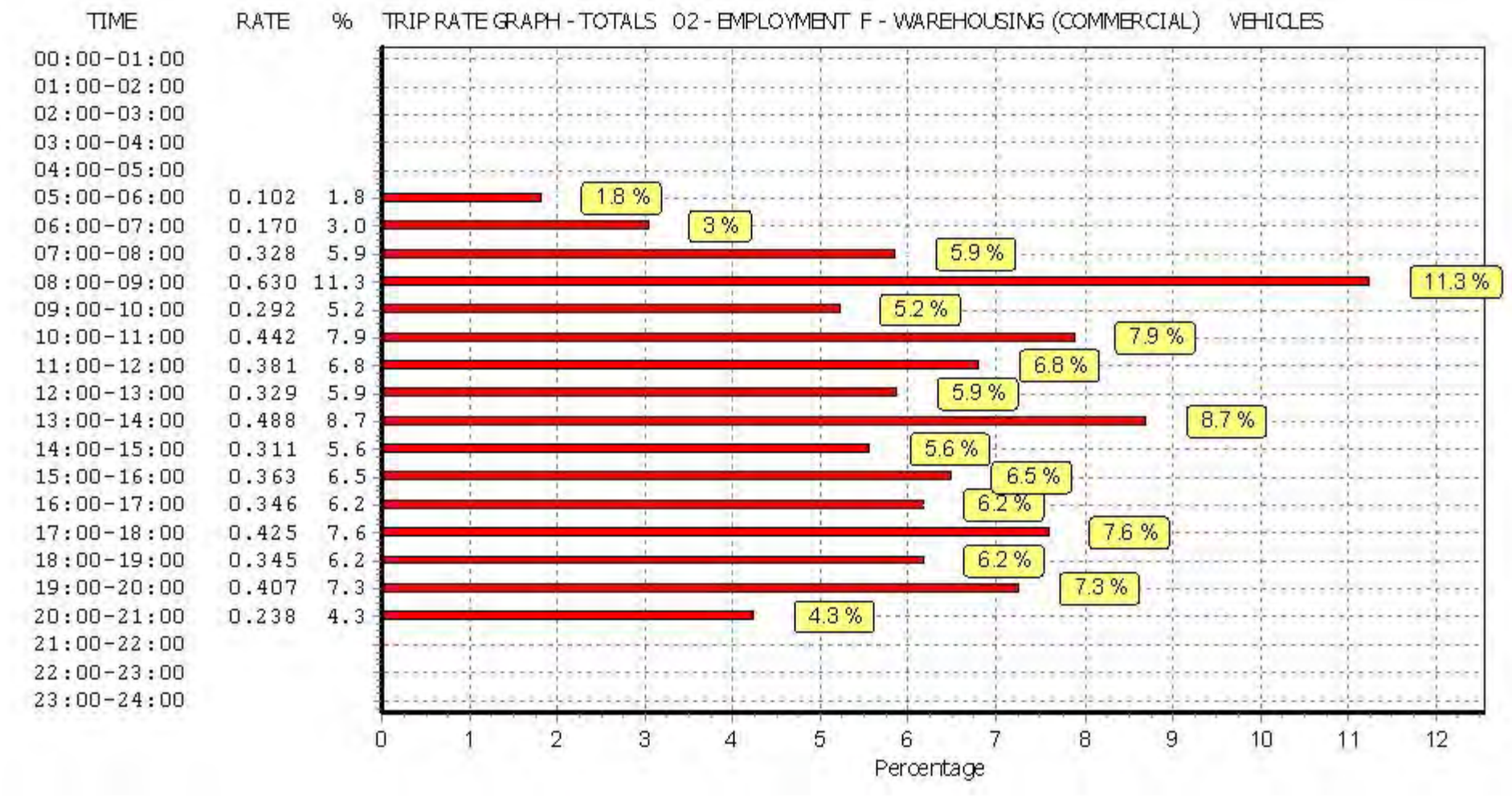

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 07:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
07:30 - 08:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
08:00 - 08:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
08:30 - 09:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
09:00 - 09:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
09:30 - 10:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
10:00 - 10:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
10:30 - 11:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
11:00 - 11:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
11:30 - 12:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
12:00 - 12:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
12:30 - 13:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
13:00 - 13:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
13:30 - 14:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
14:00 - 14:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
14:30 - 15:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
15:00 - 15:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
15:30 - 16:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
16:00 - 16:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
16:30 - 17:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
17:00 - 17:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
17:30 - 18:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
18:00 - 18:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
18:30 - 19:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
19:00 - 19:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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Parameter summary

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Survey date date range:	01/01/08 - 09/11/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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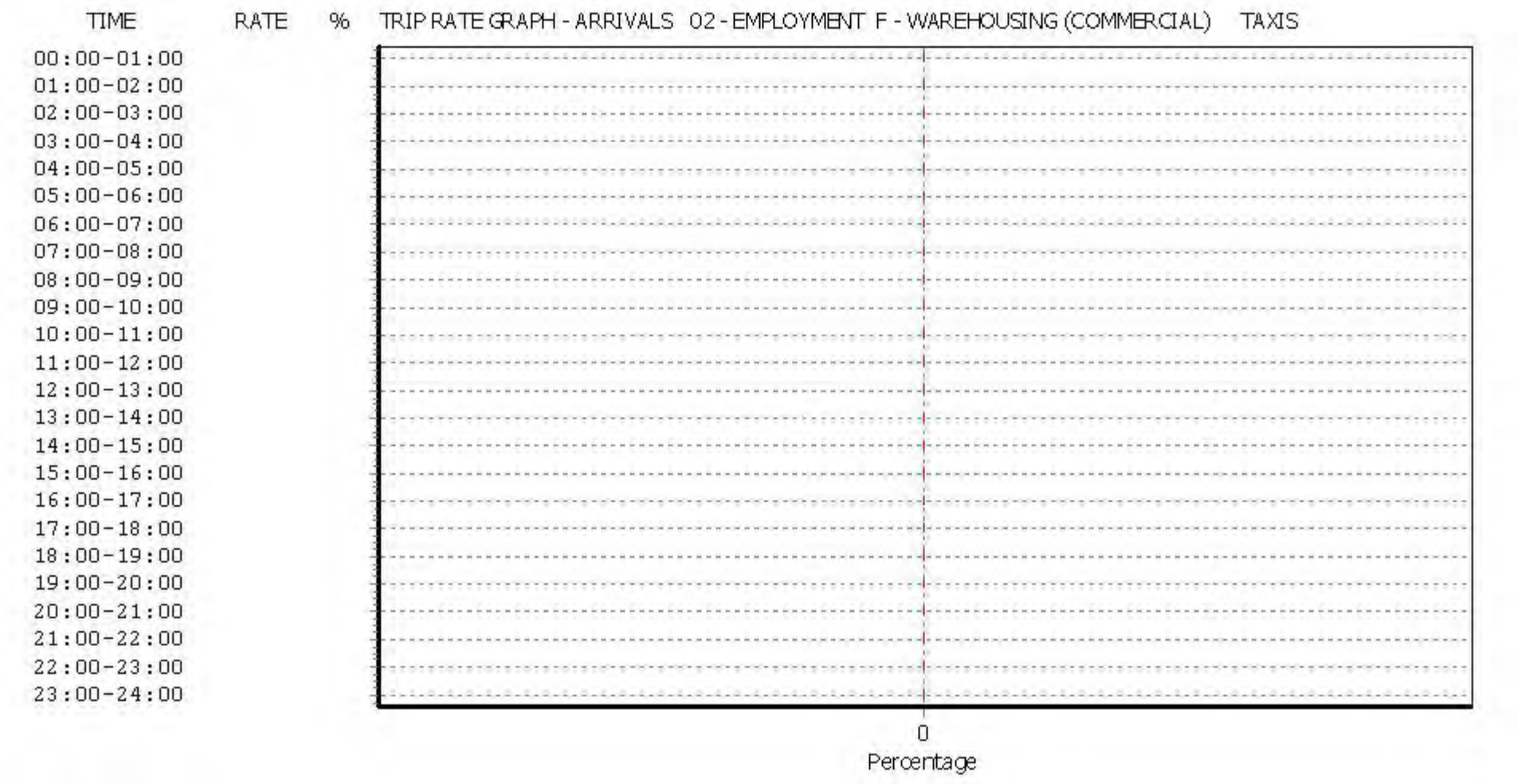

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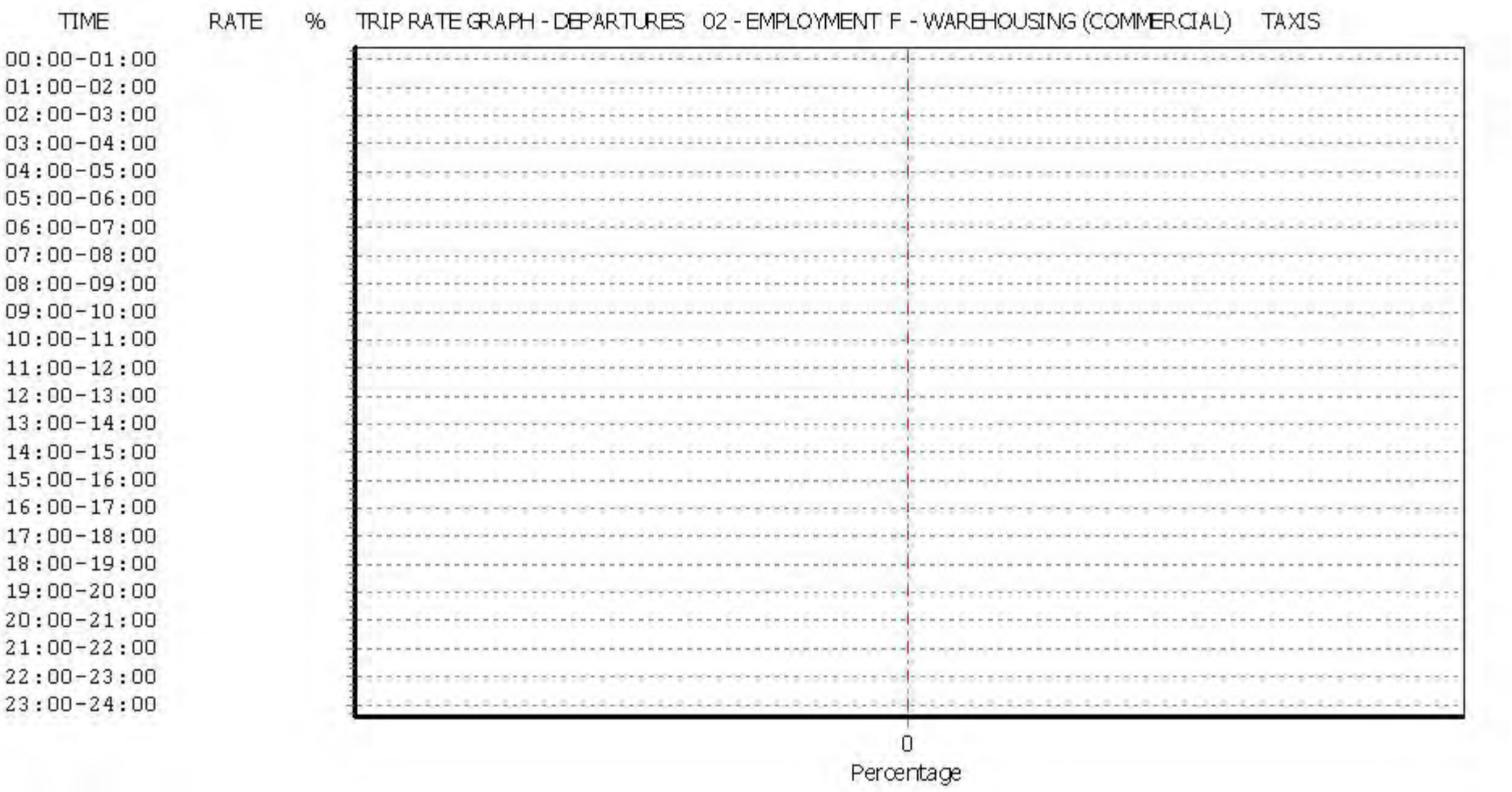

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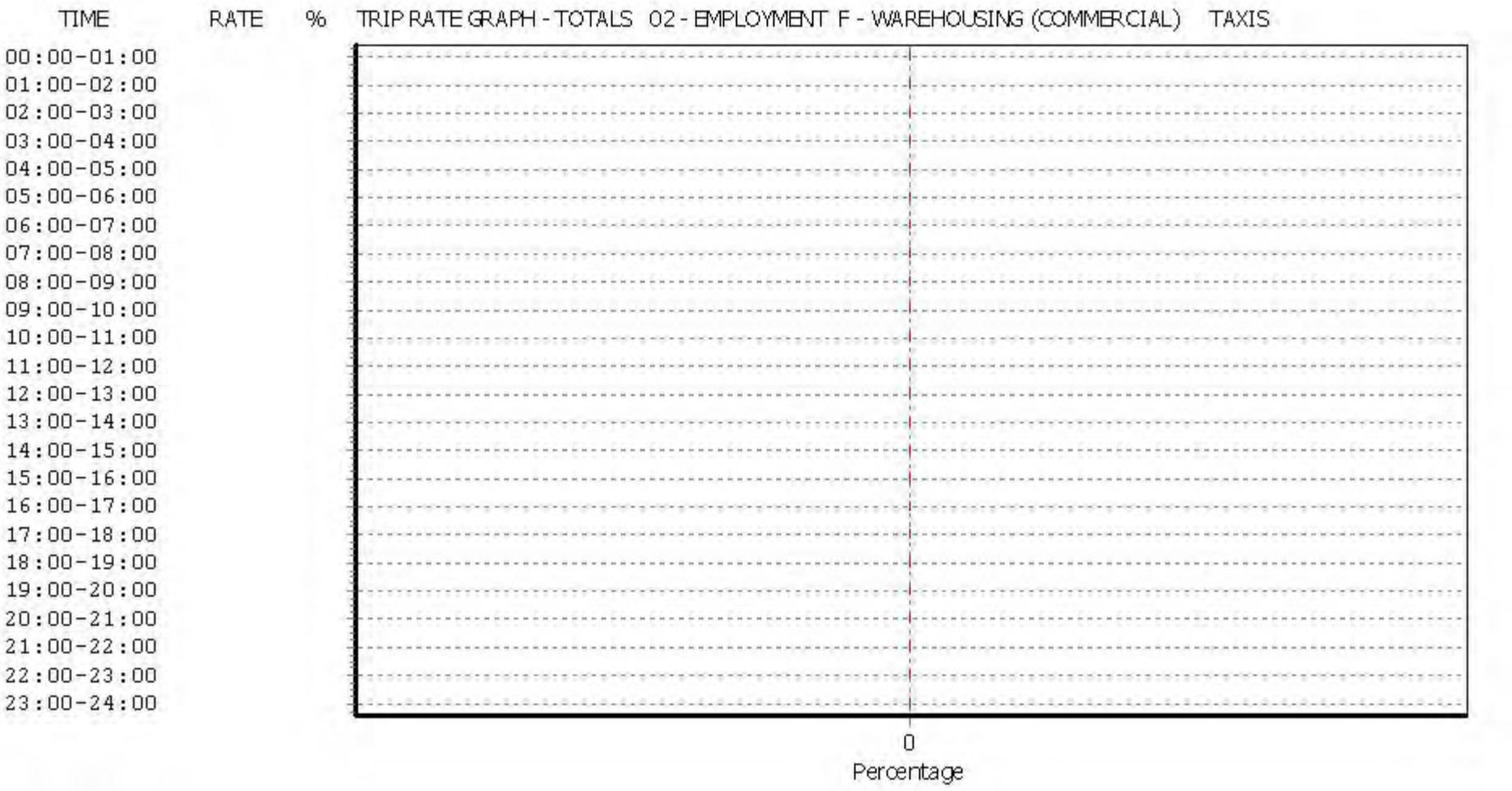

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 07:30	3	3758	0.027	3	3758	0.035	3	3758	0.062
07:30 - 08:00	3	3758	0.027	3	3758	0.035	3	3758	0.062
08:00 - 08:30	3	3758	0.035	3	3758	0.027	3	3758	0.062
08:30 - 09:00	3	3758	0.080	3	3758	0.044	3	3758	0.124
09:00 - 09:30	3	3758	0.027	3	3758	0.018	3	3758	0.045
09:30 - 10:00	3	3758	0.044	3	3758	0.027	3	3758	0.071
10:00 - 10:30	3	3758	0.044	3	3758	0.035	3	3758	0.079
10:30 - 11:00	3	3758	0.053	3	3758	0.071	3	3758	0.124
11:00 - 11:30	3	3758	0.089	3	3758	0.080	3	3758	0.169
11:30 - 12:00	3	3758	0.035	3	3758	0.035	3	3758	0.070
12:00 - 12:30	3	3758	0.044	3	3758	0.009	3	3758	0.053
12:30 - 13:00	3	3758	0.062	3	3758	0.035	3	3758	0.097
13:00 - 13:30	3	3758	0.062	3	3758	0.044	3	3758	0.106
13:30 - 14:00	3	3758	0.062	3	3758	0.027	3	3758	0.089
14:00 - 14:30	3	3758	0.044	3	3758	0.018	3	3758	0.062
14:30 - 15:00	3	3758	0.053	3	3758	0.018	3	3758	0.071
15:00 - 15:30	3	3758	0.062	3	3758	0.053	3	3758	0.115
15:30 - 16:00	3	3758	0.027	3	3758	0.018	3	3758	0.045
16:00 - 16:30	3	3758	0.035	3	3758	0.053	3	3758	0.088
16:30 - 17:00	3	3758	0.009	3	3758	0.009	3	3758	0.018
17:00 - 17:30	3	3758	0.009	3	3758	0.035	3	3758	0.044
17:30 - 18:00	3	3758	0.009	3	3758	0.053	3	3758	0.062
18:00 - 18:30	3	3758	0.000	3	3758	0.027	3	3758	0.027
18:30 - 19:00	3	3758	0.018	3	3758	0.027	3	3758	0.045
19:00 - 19:30	1	2950	0.000	1	2950	0.102	1	2950	0.102
19:30 - 20:00	1	2950	0.000	1	2950	0.102	1	2950	0.102
20:00 - 20:30	1	2950	0.000	1	2950	0.034	1	2950	0.034
20:30 - 21:00	1	2950	0.000	1	2950	0.068	1	2950	0.068
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.025			1.139			2.164

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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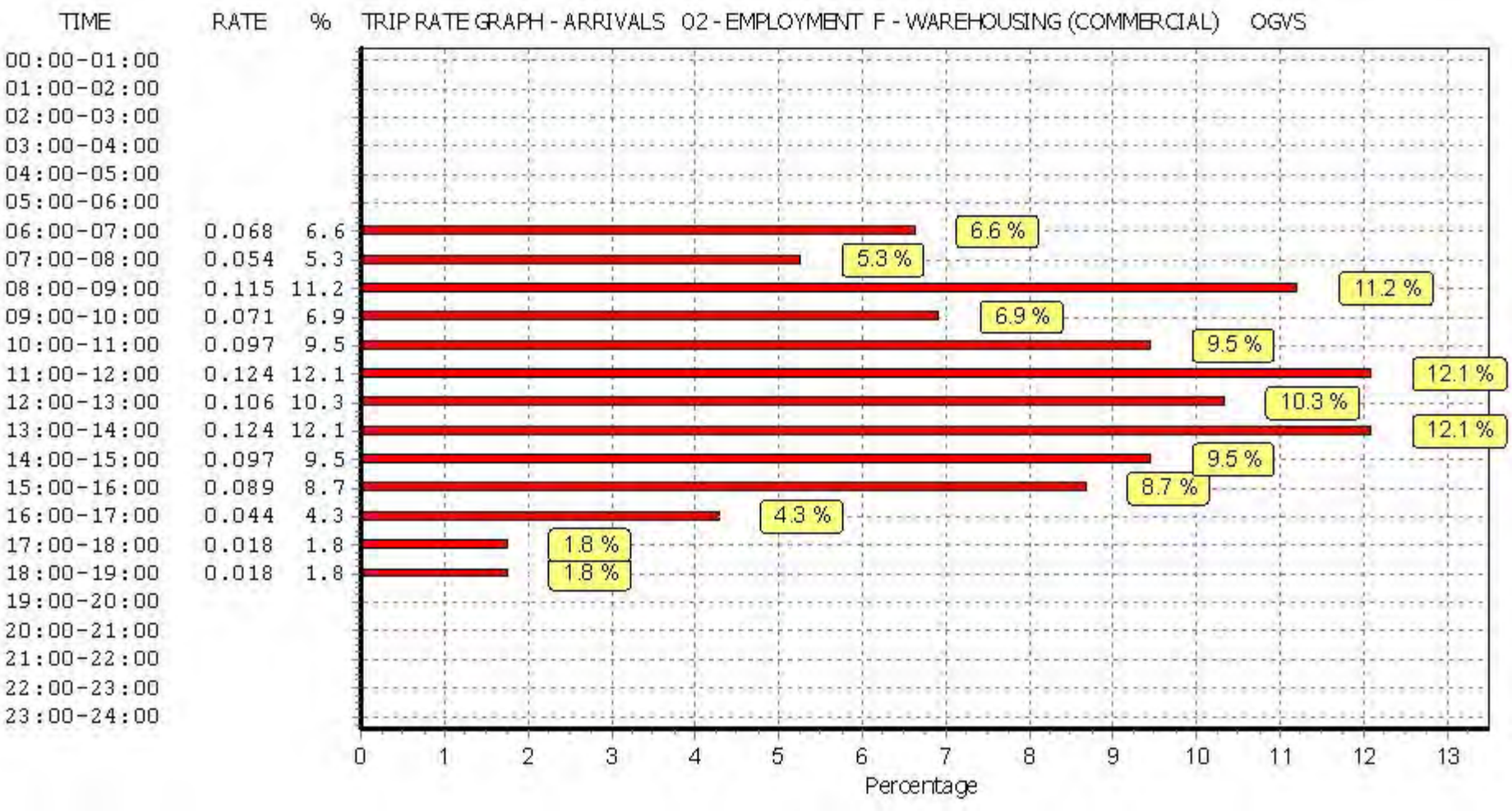
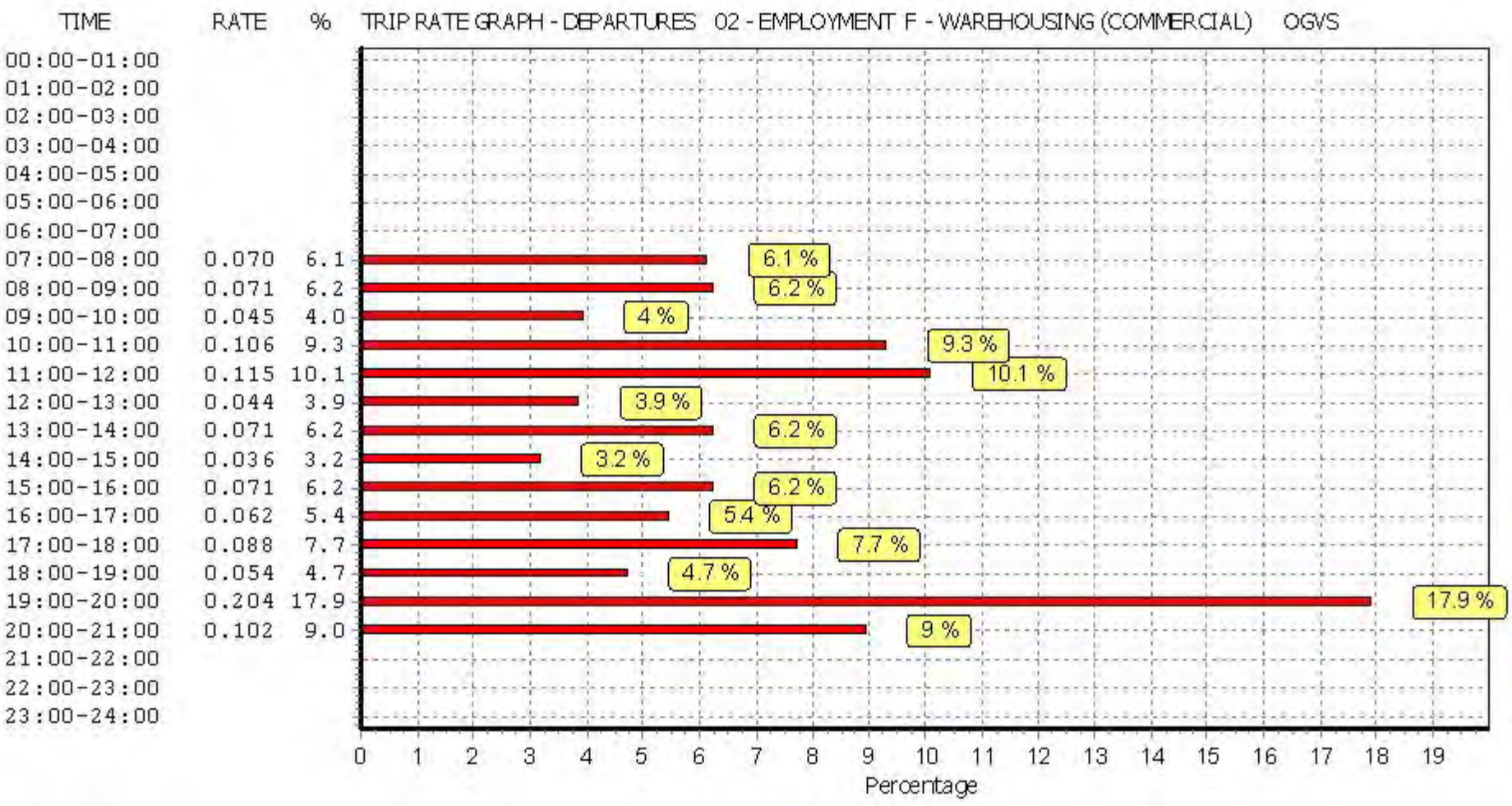
Parameter summary

Trip rate parameter range selected:	2950 - 4700 (units: sqm)
Survey date date range:	01/01/08 - 09/11/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

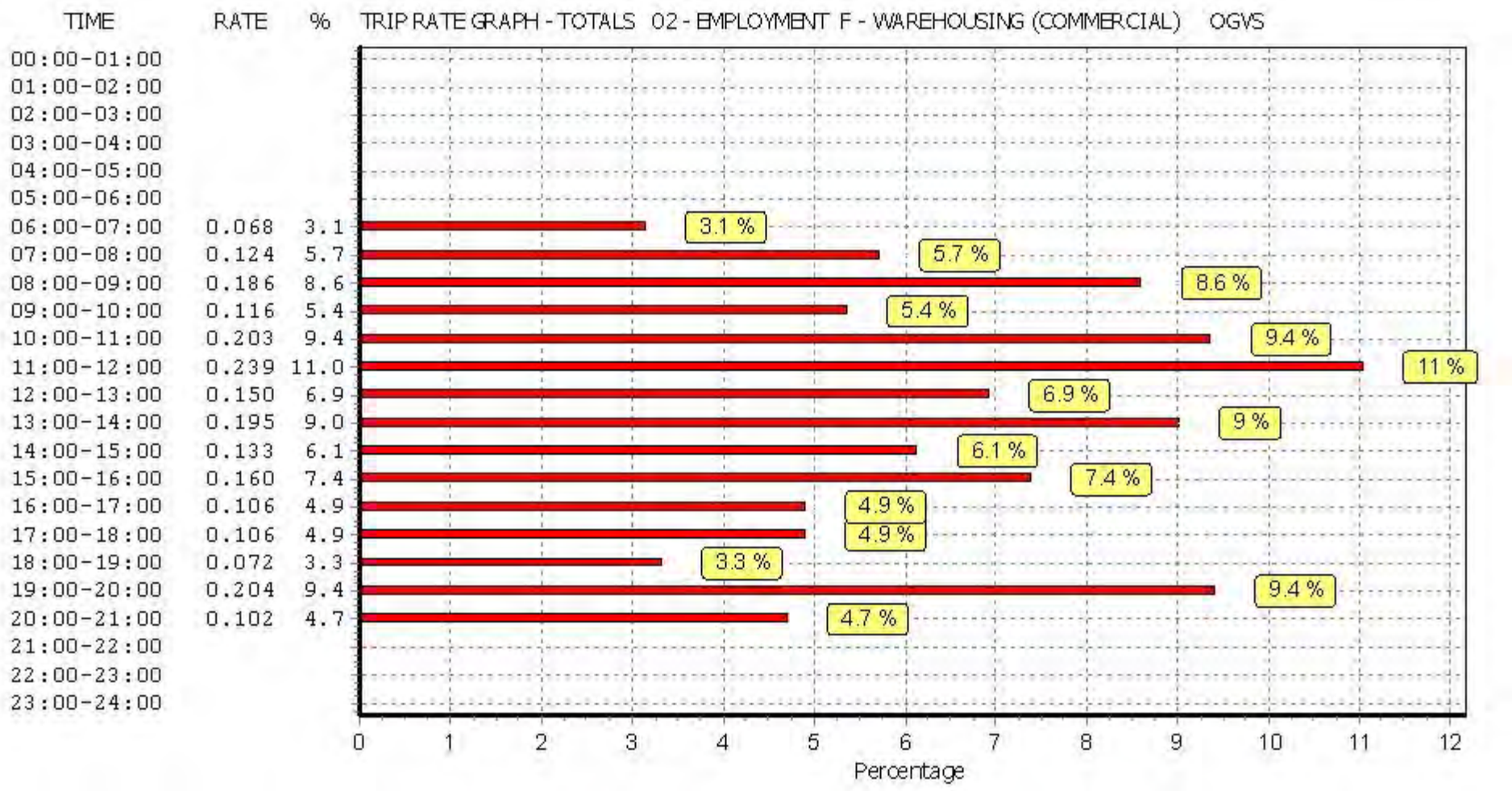
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 07:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
07:30 - 08:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
08:00 - 08:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
08:30 - 09:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
09:00 - 09:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
09:30 - 10:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
10:00 - 10:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
10:30 - 11:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
11:00 - 11:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
11:30 - 12:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
12:00 - 12:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
12:30 - 13:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
13:00 - 13:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
13:30 - 14:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
14:00 - 14:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
14:30 - 15:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
15:00 - 15:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
15:30 - 16:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
16:00 - 16:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
16:30 - 17:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
17:00 - 17:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
17:30 - 18:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
18:00 - 18:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
18:30 - 19:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
19:00 - 19:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

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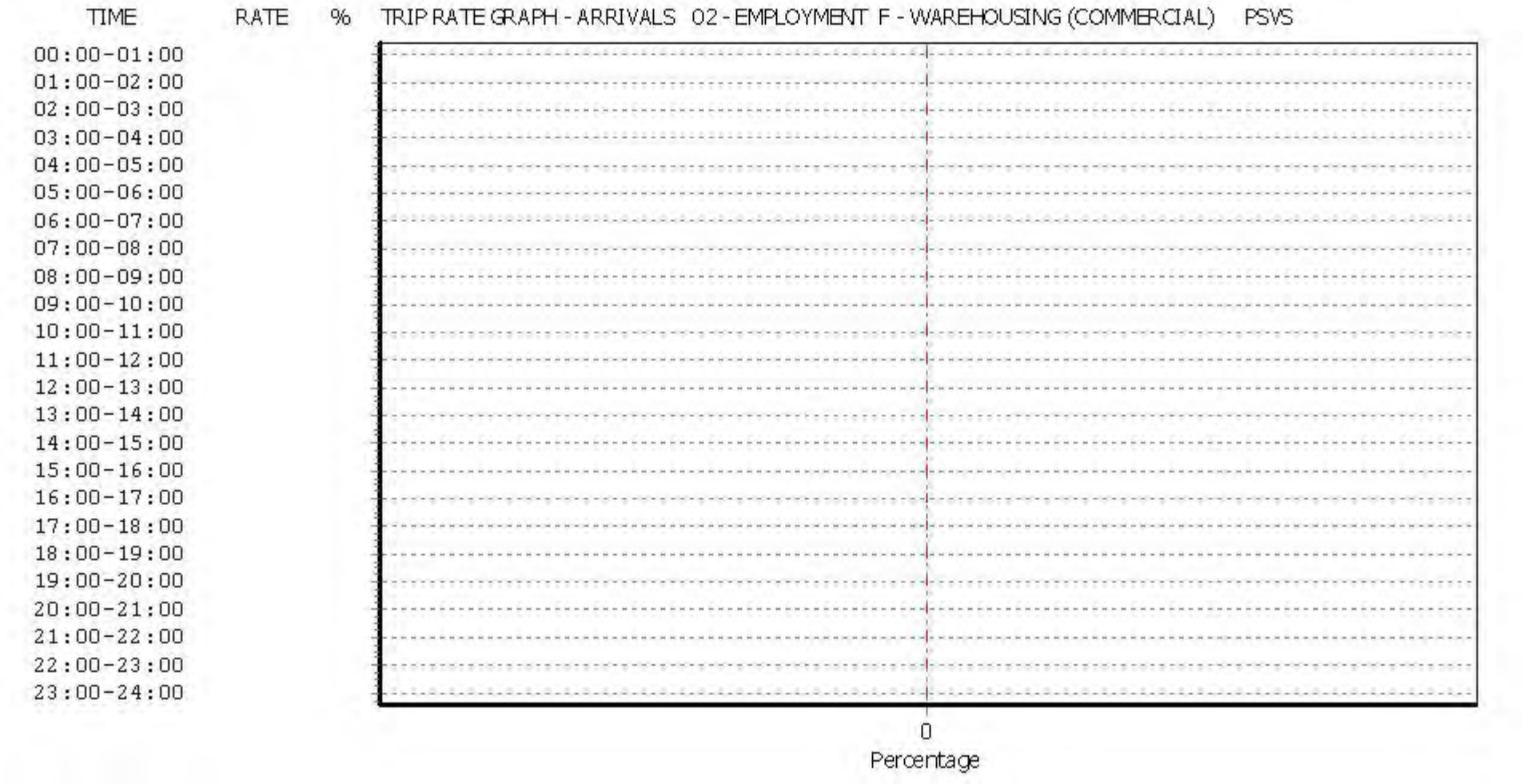
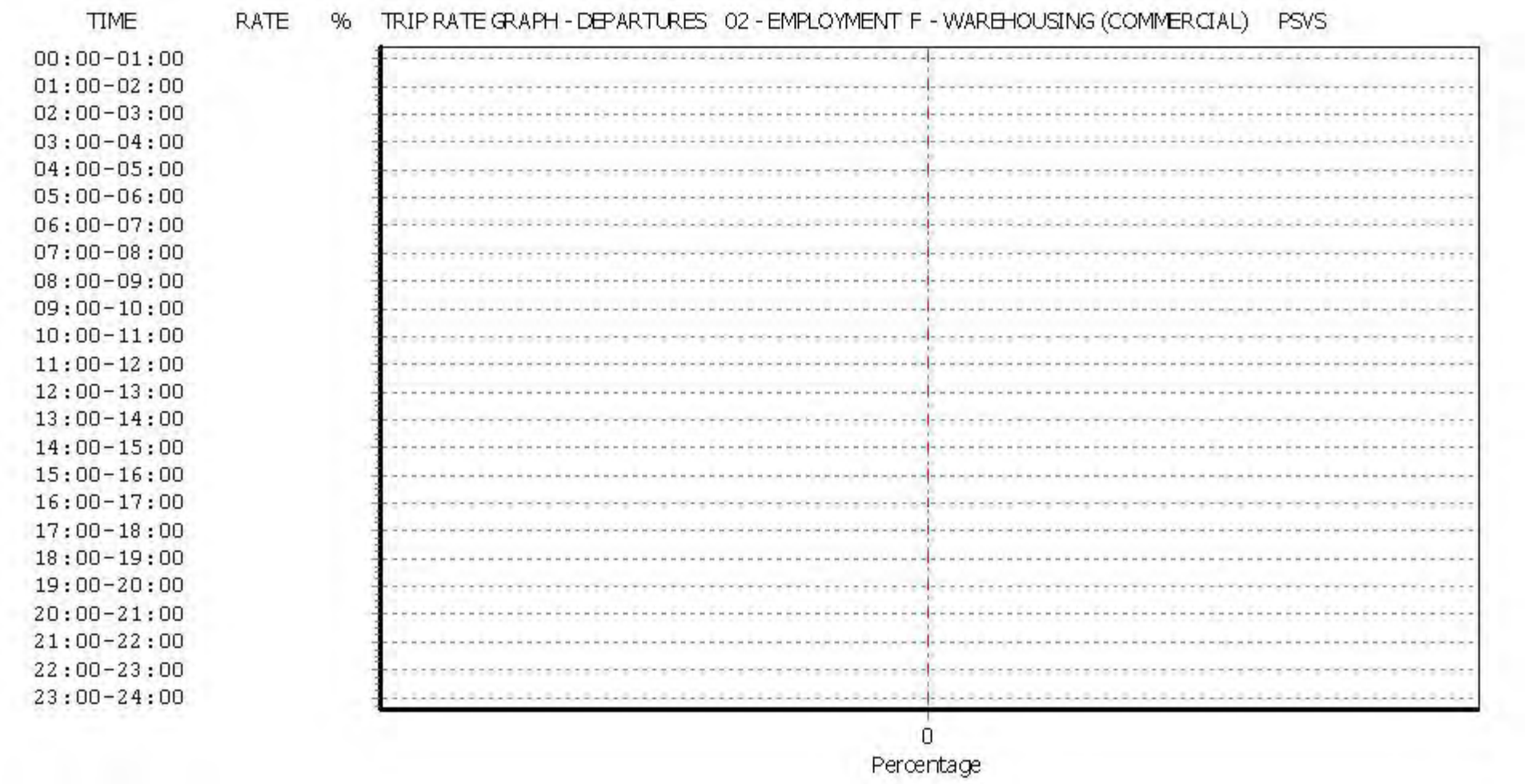
Survey date date range:	01/01/08 - 09/11/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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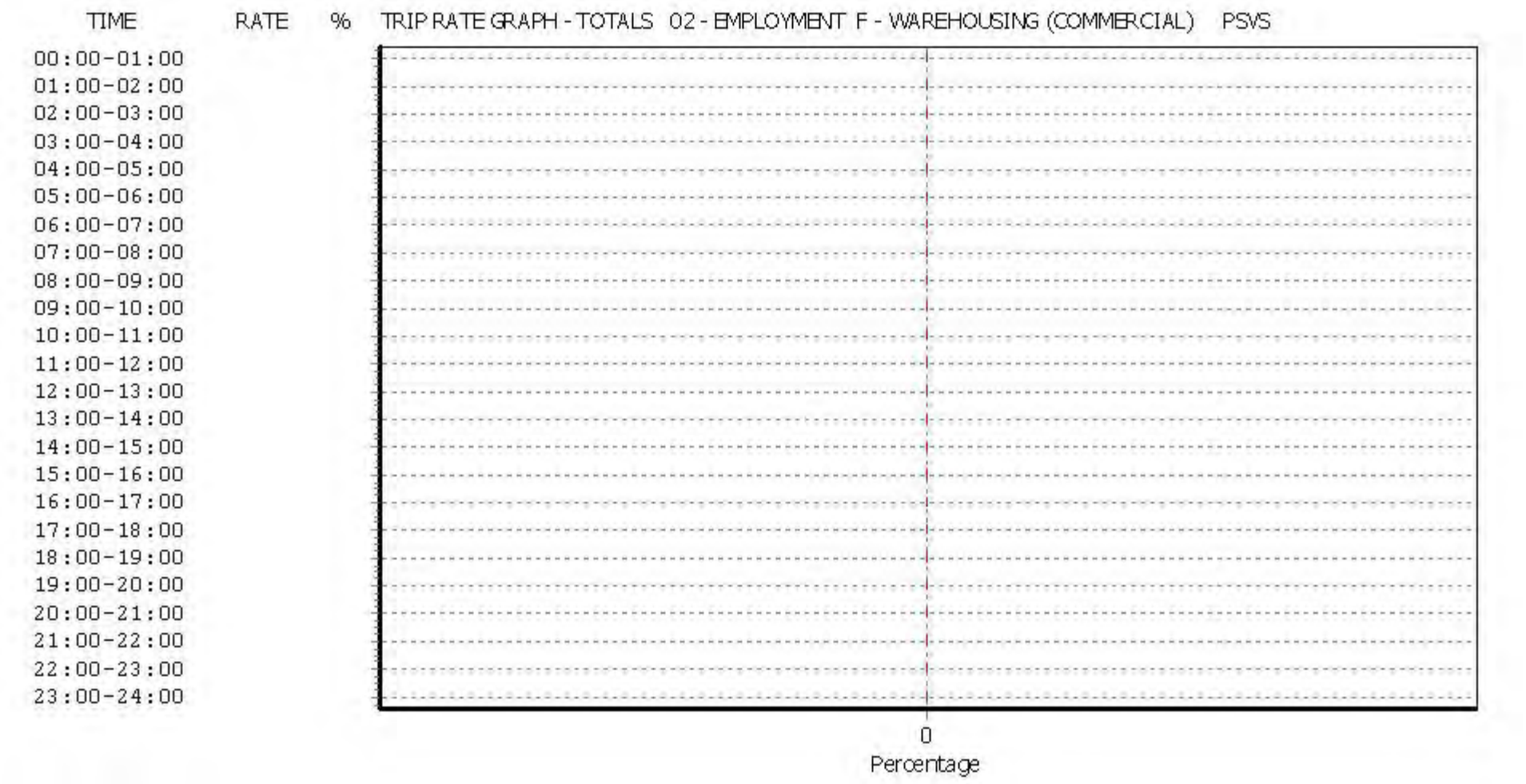

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 07:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
07:30 - 08:00	3	3758	0.009	3	3758	0.000	3	3758	0.009
08:00 - 08:30	3	3758	0.018	3	3758	0.000	3	3758	0.018
08:30 - 09:00	3	3758	0.009	3	3758	0.000	3	3758	0.009
09:00 - 09:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
09:30 - 10:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
10:00 - 10:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
10:30 - 11:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
11:00 - 11:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
11:30 - 12:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
12:00 - 12:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
12:30 - 13:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
13:00 - 13:30	3	3758	0.000	3	3758	0.009	3	3758	0.009
13:30 - 14:00	3	3758	0.009	3	3758	0.000	3	3758	0.009
14:00 - 14:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
14:30 - 15:00	3	3758	0.000	3	3758	0.009	3	3758	0.009
15:00 - 15:30	3	3758	0.000	3	3758	0.009	3	3758	0.009
15:30 - 16:00	3	3758	0.000	3	3758	0.009	3	3758	0.009
16:00 - 16:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
16:30 - 17:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
17:00 - 17:30	3	3758	0.000	3	3758	0.018	3	3758	0.018
17:30 - 18:00	3	3758	0.000	3	3758	0.000	3	3758	0.000
18:00 - 18:30	3	3758	0.000	3	3758	0.000	3	3758	0.000
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19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.079			0.054			0.133

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Number of Sundays:	0
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Surveys manually removed from selection:	0

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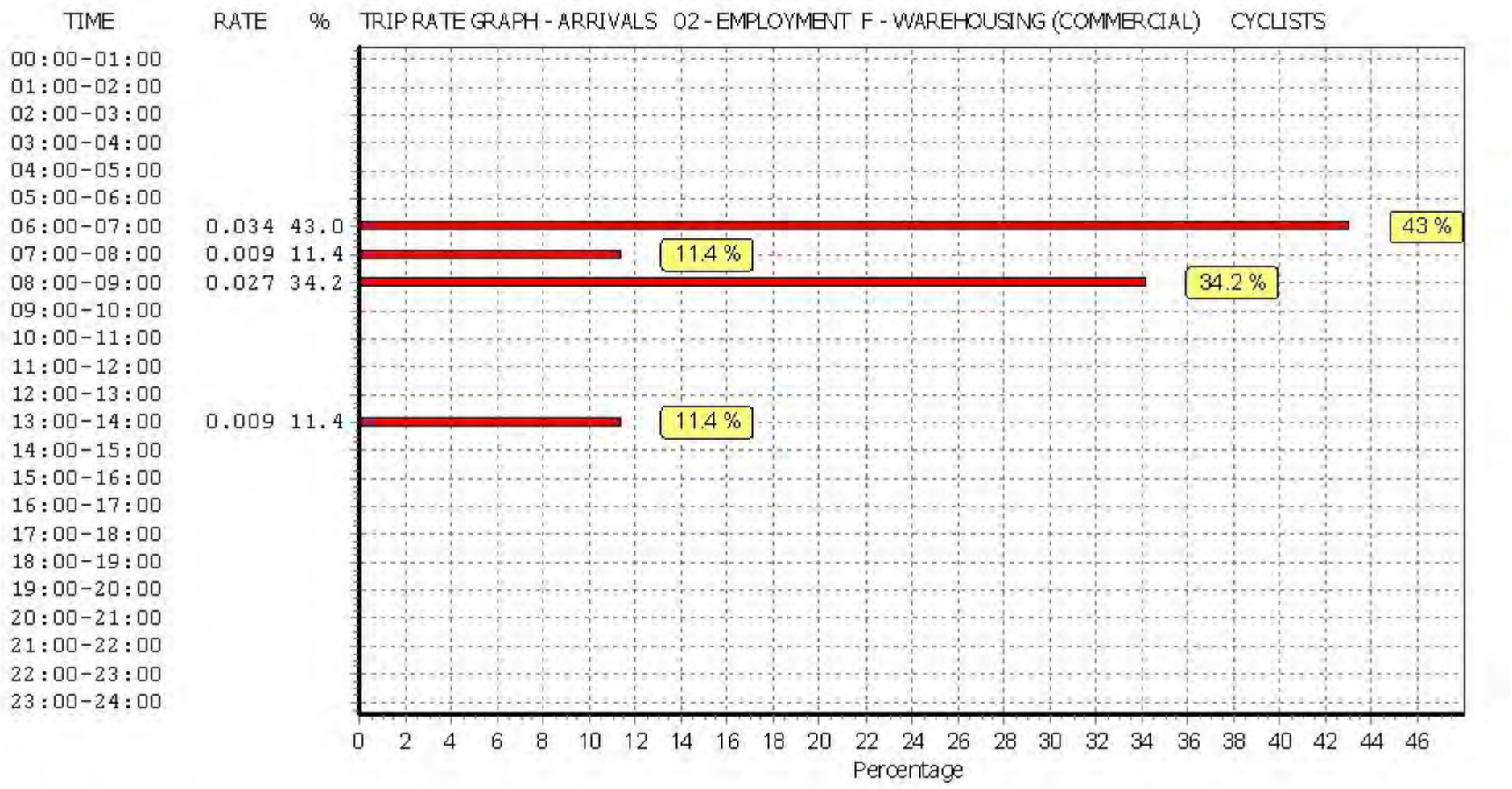

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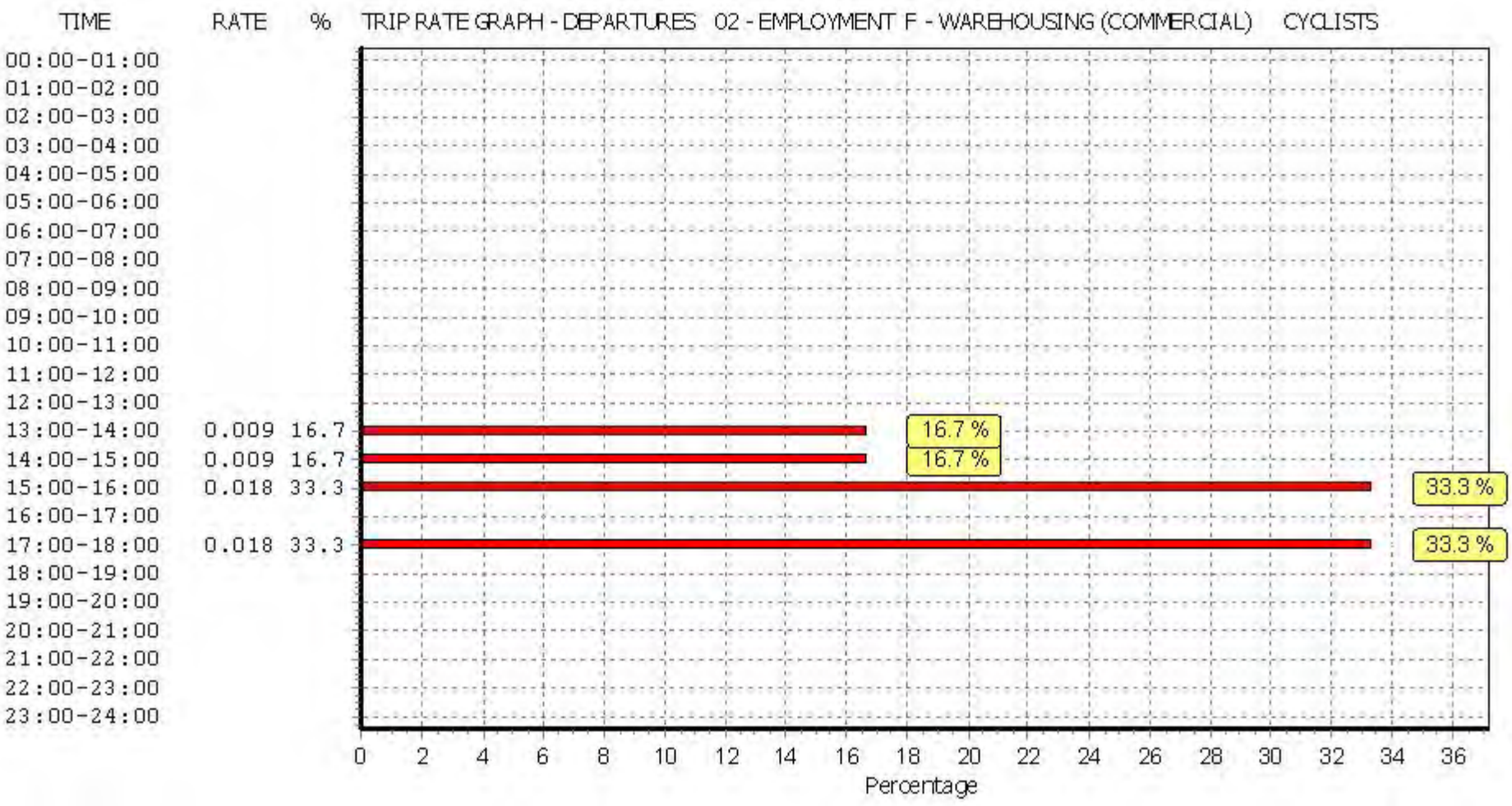

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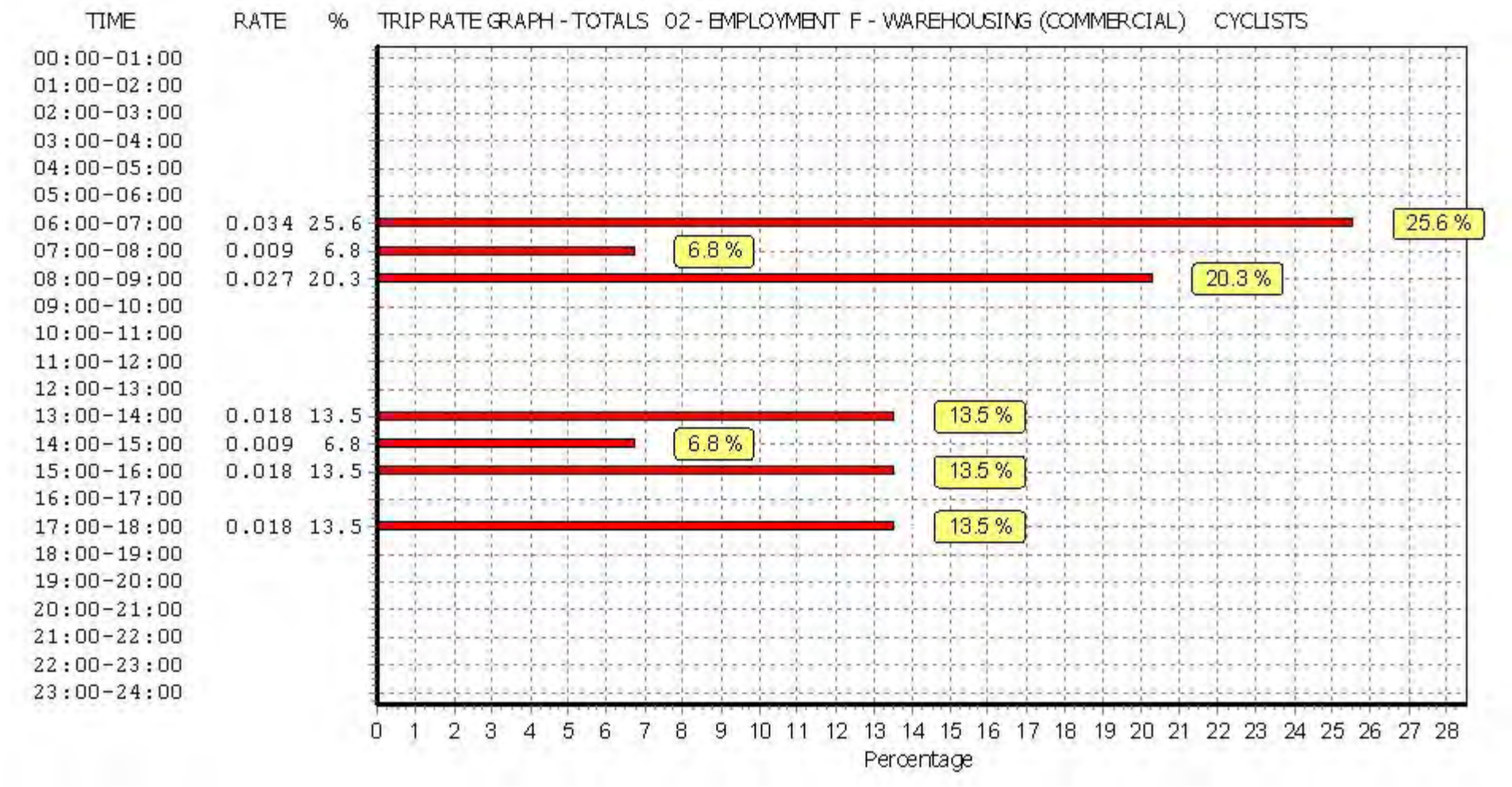

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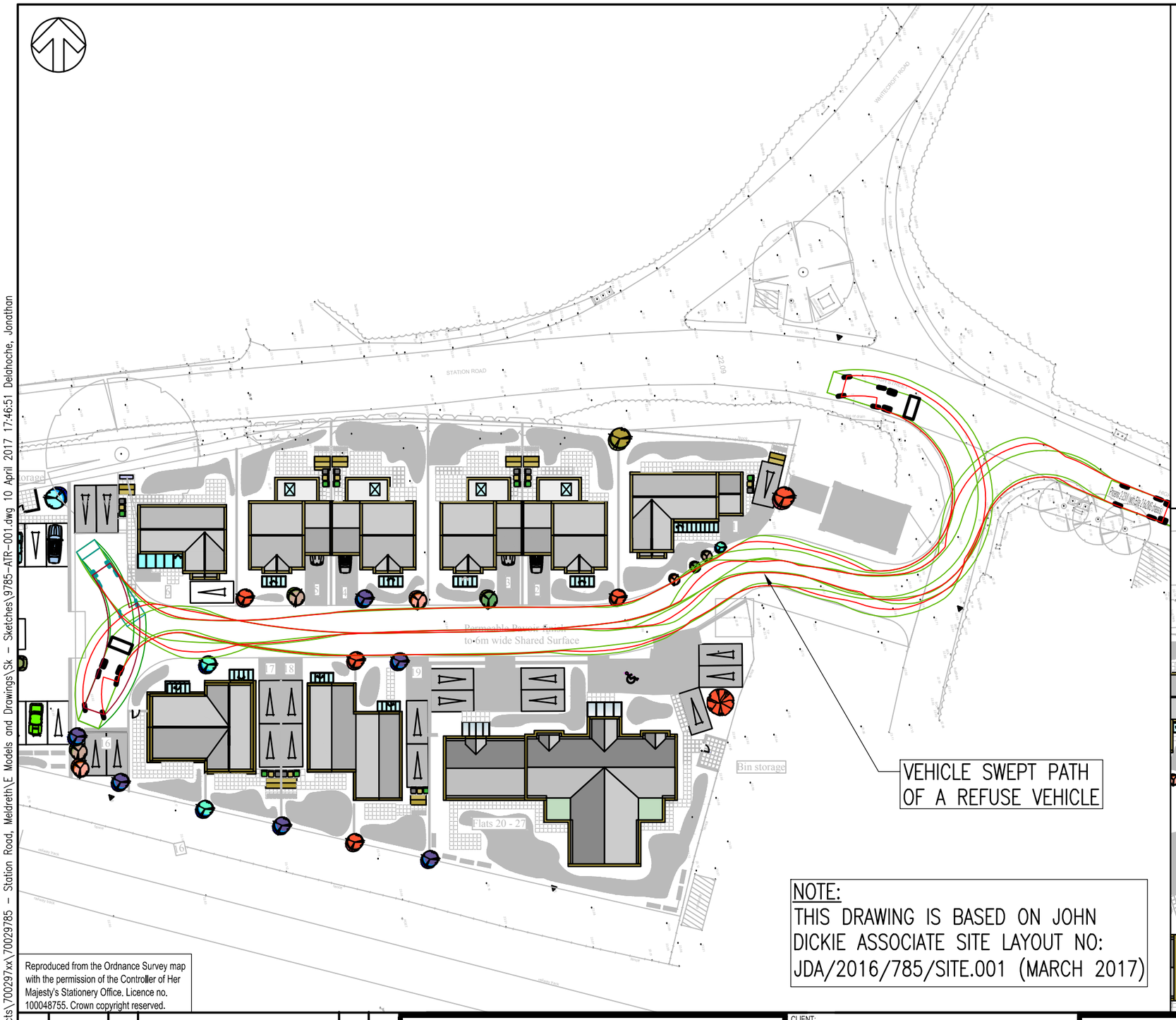
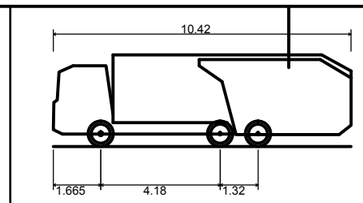
Appendix G

VEHICLE TRACKING ASSESSMENT OF INTERNAL SITE LAYOUT

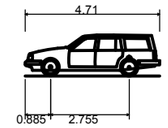




DO NOT SCALE

Phoenix 2-23W (with Elite 2 6x2MS chassis)

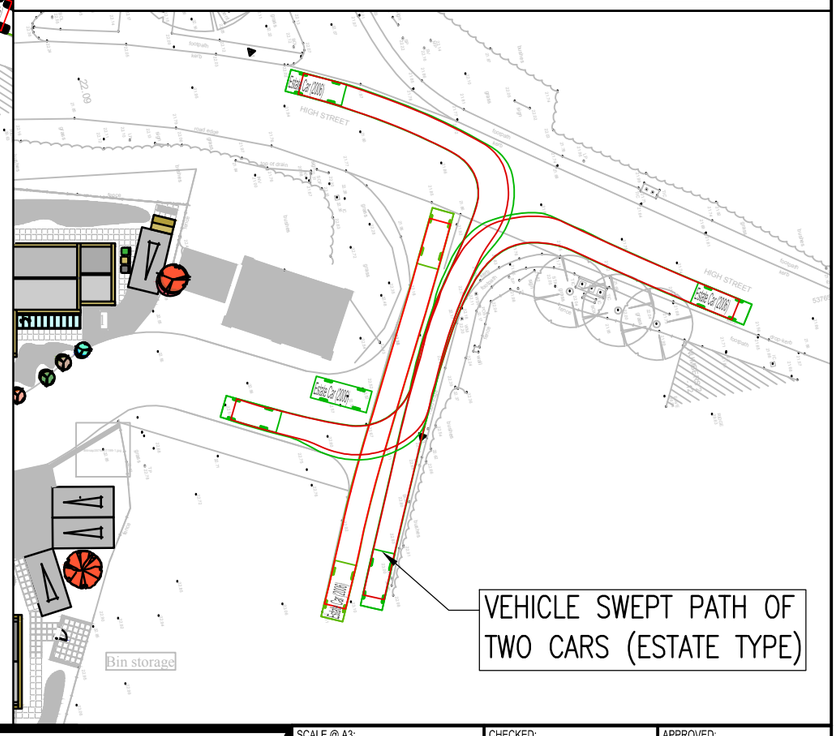
Overall Length	10.420m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	11.150m



Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.950m

VEHICLE SIZE AND TYPE (not to scale)



VEHICLE SWEPT PATH OF TWO CARS (ESTATE TYPE)

NOTE:
THIS DRAWING IS BASED ON JOHN DICKIE ASSOCIATE SITE LAYOUT NO: JDA/2016/785/SITE.001 (MARCH 2017)

REV	DATE	BY	DESCRIPTION	CHK	APD
A	07/04/2017	JFD	FIRST ISSUE	ES	NE

DRAWING STATUS: FOR INFORMATION ONLY

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66-68 Hills Road, Cambridge CB2 1LA
Tel: +44 (0)1223 558 050 Fax: +44 (0)1223 558 051
www.wspgroup.com www.pbworld.com

CLIENT: PARTNERS IN PLANNING

ARCHITECT: JOHN DICKIE ASSOCIATE

PROJECT: LAND AT STATION ROAD, MELDRETH

TITLE: VEHICLE SWEPT PATHS

SCALE @ A3:	CHECKED:	APPROVED:
1:500	E SHORTRIGDE	N EGGAR
CAD FILE:	DESIGN-DRAWN:	DATE:
9785-ATR-001.DWG	JF DELAHOCHE	April 17

PROJECT No:	DRAWING No:	REV:
70029785	9785-ATR-001	A

LAND AT STATION ROAD, MELDRETH

RESIDENTIAL TRAVEL PLAN

Station Yard Meldreth Ltd.

Type of document (version)
Public

Project no: 70029785
Date: May 2017

WSP | Parsons Brinckerhoff
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CB2 1LA

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Fax: +44 (0) 1223 558 051
www.wsp-pb.com

WSP | PARSONS BRINCKERHOFF

QUALITY MANAGEMENT

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3
Remarks	DRAFT	FINAL		
Date	May 2017	May 2017		
Prepared by	E Shortridge	E Shortridge		
Signature				
Checked by	Nigel Eggar	Nigel Eggar		
Signature				
Authorised by	Nigel Eggar	Nigel Eggar		
Signature				
Project number				
Report number				
File reference	"\\uk.wspgroup.com\central data\Projects\700297xx\70029785 - Station Road, Meldreth\C Documents\Travel Plan\Travel Plan v2 Draft 5.5.2017.docx"	"\\uk.wspgroup.com\central data\Projects\700297xx\70029785 - Station Road, Meldreth\C Documents\Travel Plan\Travel Plan 9.5.2017.docx"		

TABLE OF CONTENTS

TABLES

FIGURES

1 INTRODUCTION

1.1 BACKGROUND

1.1.1 WSP Parsons Brinkerhoff has been commissioned by Station Yard Meldreth Ltd to provide a Residential Travel Plan to support a planning application for a residential development Station Yard, Meldreth, South Cambridgeshire.

1.1.2 The proposed development is for 27 residential dwellings. This would replace an existing warehouse, goods yard and associated buildings of approximately 5,000m^2.

1.2 SITE LOCATION

1.2.1 The site is located at the south eastern edge of the village of Meldreth, and is bounded by Station Road to the south west, the access road leading to Meldreth Railway Station Car Park to the north, and the mainline railway connecting Cambridge and London King's Cross to the south east.

1.2.2 A plan showing the location of the site is provided in Figure 1.1 below.

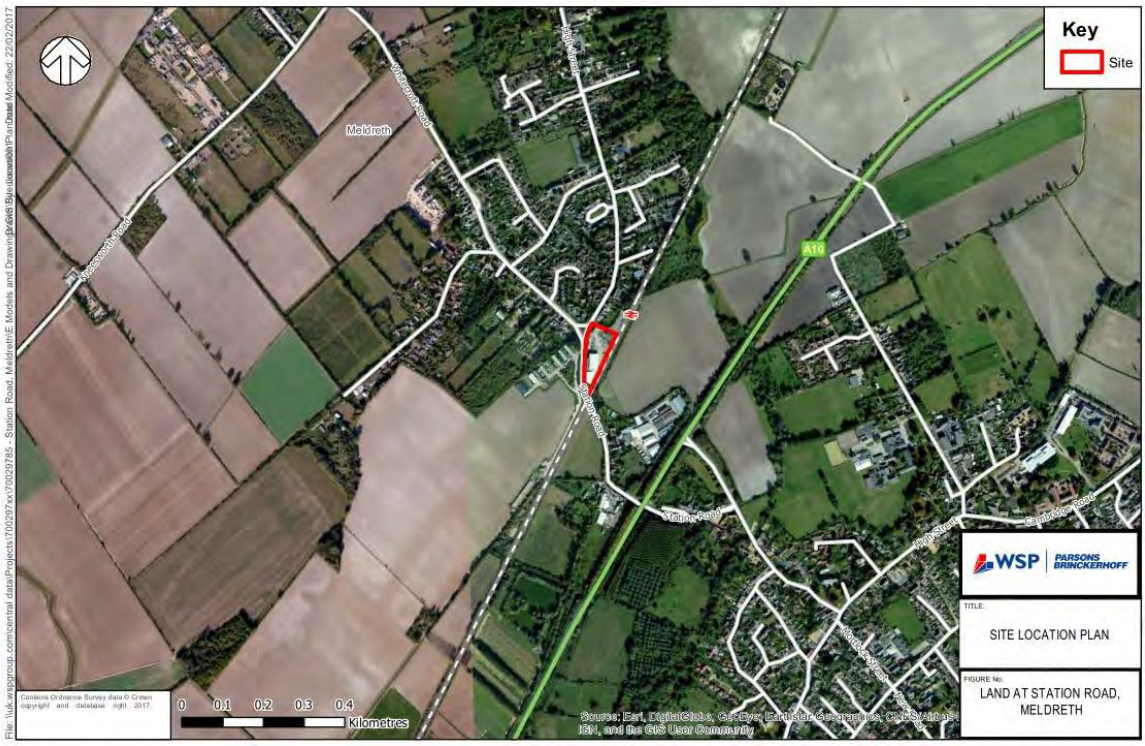

Figure 1.1: Site Location Plan

1.3 PURPOSE OF THE RESIDENTIAL TRAVEL PLAN

1.3.1 In line with existing policy and guidance, this Residential Travel Plan seeks to provide a long-term strategy to encourage residents of the development, to travel by sustainable modes of transport and reduce their reliance on the private car. This involves consideration of travel opportunities associated with the development and then introducing a package of measures aimed at promoting sustainable travel amongst occupiers. The Residential Travel Plan will be reviewed on a regular basis by an appointed Residential Travel Plan Coordinator and modified if the targets are not being met within the plan.

1.4 BENEFITS OF A RESIDENTIAL TRAVEL PLAN

1.4.1 Residential Travel Plans are important travel management tools which make it possible to achieve modal shift away from private vehicles towards more sustainable forms of travel.

1.4.2 A Residential Travel Plan can be provided as part of a development proposal to reduce private car-based travel to the site in question. A number of benefits can arise from the introduction of a successful Residential Travel Plan. Examples of some of these benefits are illustrated in Figure 1.2 below.

Figure 1.2: Benefits of a Residential Travel Plan

1.5 TRANSPORT POLICIES

NATIONAL PLANNING POLICY FRAMEWORK (2012)

1.5.1 Paragraph 36 of the National Planning Policy Framework (NPPF) sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan. Within the NPPF, the definition of a Travel Plan is as follows:

- 'A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.'

GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (2009)

1.5.2 DfT guidance note 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' states that a Travel Plan should comprise the following key elements (Chapter 5):

1.5.3 The travel plan should take the form of a single integrated document containing all key information:

- Each site is unique, so will be each travel plan: it needs to reflect the activity and its location;
- Different travel plans are needed for different types of development;
- Establish clear agreed objectives and outcomes specific to the site through early discussions on the travel plan;
- Link the measures proposed and the targets to the outcomes required;
- The travel plan should contain 'hard' and 'soft' measures together in a complementary way where explicit measures are included;
- All parties need to ensure that the outcomes are stretching but realistic and the measures are deliverable;
- The travel plan should consider both 'stick and carrot' measures;
- All parties should ensure that the implementation, monitoring and management aspects are fully addressed in the travel plan.

CAMBRIDGESHIRE COUNTY COUNCIL LOCAL TRANSPORT PLAN 3

1.5.4 Challenge 2 of the Local Transport Plan makes reference to Travel Planning; CCC confirms therein that the Authority will focus on securing Travel Plans to support and encourage smarter travel choices and help to reduce the need to travel by private vehicle.

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL LOCAL DEVELOPMENT FRAMEWORK DEVELOPMENT CONTROL POLICIES (2007)

1.5.5 Policy TR/3 Mitigating Travel Impact states that new development will be required to mitigate their travel impact. For residential development of 20 or more dwellings SCDC require a Transport Assessment and Travel Plan to be prepared

1.6 STRUCTURE OF REPORT

1.6.1 The remainder of this report is structured as follows:

- Section 2 identifies the aims and objectives of this Residential Travel Plan;
- Section 3 summarises the sustainable travel opportunities available from the site;
- Section 4 details the development proposals;
- Section 5 sets out the measures proposed as a part of this Residential Travel Plan;

- Section 6 provides information on the management of the Residential Travel Plan;
- Section 7 identifies an action plan and provides information on how the Residential Travel Plan will be funded; and
- Section 8: Sets out how the Residential Travel Plan will be monitored and identifies targets for the Residential Travel Plan.

2 RESIDENTIAL TRAVEL PLAN AIMS AND OBJECTIVES

2.1 RESIDENTIAL TRAVEL PLAN AIM

2.1.1 The Residential Travel Plan's overarching aim is:

"To reduce the demand for travel by single occupancy private car by residents and visitors of the proposed development by 10% from the baseline situation and to promote the use of non-car alternatives"

2.1.2 The above aim will be achieved by introducing a package of measures that focus on promoting travel to and from the site by non-car modes of transport.

2.2 RESIDENTIAL TRAVEL PLAN OBJECTIVES

2.2.1 This vision will be achieved by delivering against the following objectives:

- Promoting sustainable travel options;
- Encourage active travel and emphasise the health benefits of walking and cycling to the future residents;
- Promote financial benefits of sustainable methods of travel;
- Promote the social benefits of car sharing;
- Reducing the impact of the development on the local highway network; and
- Reducing the need for travel by private car, especially single occupancy vehicle.

2.2.2 The measures which enable achievement are discussed in Section 6.

3 SUSTAINABLE TRAVEL OPPORTUNITIES

3.1 PREAMBLE

3.1.1 The following section provides an overview of the local sustainable travel opportunities from the site.

3.2 WALKING AND CYCLING ACCESSIBILITY

3.2.1 Figure 3.1 below shows a 25 minute walking catchment from the site, which demonstrates that the majority of Meldreth and significant areas of Melbourn are accessible on foot.

Figure 3.1: Walking Accessibility

3.2.2 Pedestrian access to the site is via an unnamed access road leading to Meldreth Station. Along the north side of the unnamed access road there is a footway of a width fluctuating between 1.2m and 1.5m.

3.2.3 There is a footway of around 1.2m width on both sides of High Street, north of the site access road, and a footway of about 1.2m in along the west side of Station Road, south of the unnamed access road leading to Meldreth Station. There is no footway provision along the east side of Station Road. Pedestrian footways connect the site with the existing bus stops on the east and west sides of Station Road.

3.2.4 A pedestrian footpath extends from Meldreth Station to Station Road in Melbourn. The footpath is accessible using the pedestrian footbridge at Meldreth Station. The footpath passes beneath the A10 at an underpass immediately to the north of the A10 / Station Road priority junction.

3.2.5 There are no formal pedestrian crossing facilities along Station Road or High Street.

3.2.6 The cycling accessibility of the site is shown in Figure 3.2 below.

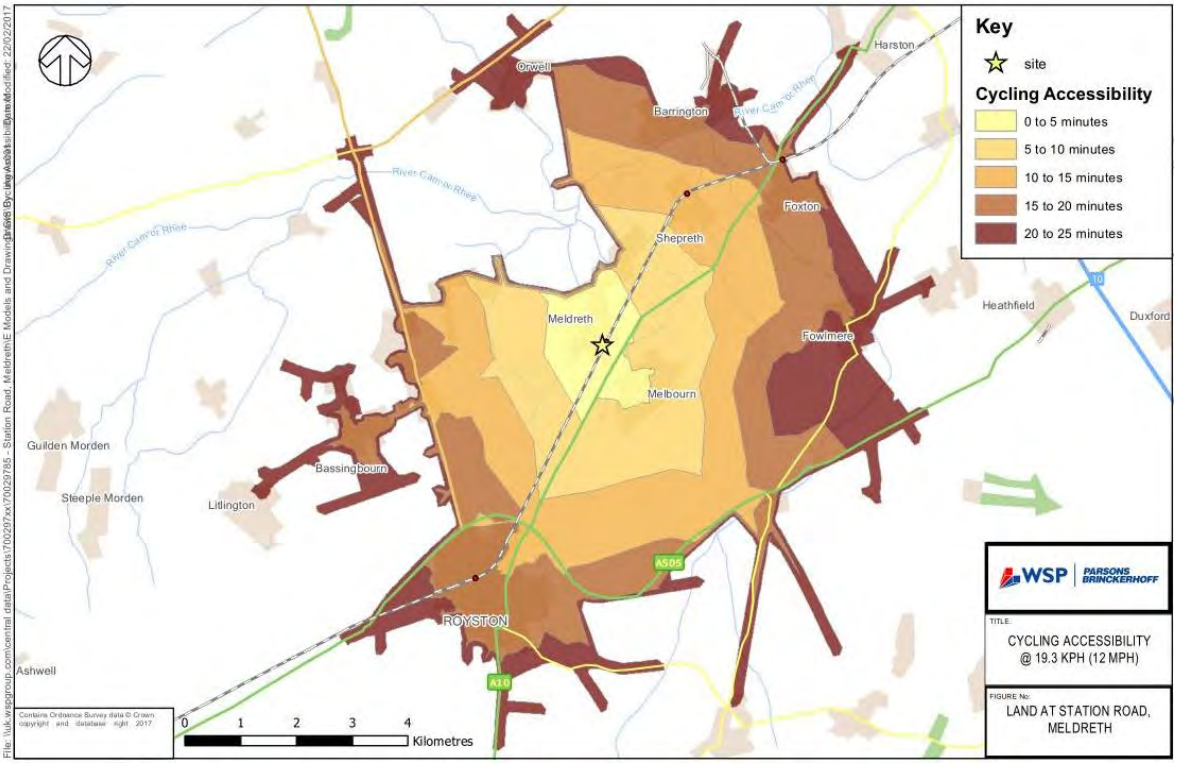

Figure 3.2: Cycling Accessibility

3.2.7 Figure 3.2 above shows all of Meldreth and the majority of Melbourn to be accessible within a 5 minute cycle. Royston to the south of Meldreth is accessible within a 15 to 20 minute cycle ride.

3.2.8 Whilst there are no formal cycle routes within Meldreth, the local street including High Street and Station Road are considered suitable for cycling, being subject to a speed limit of 30mph.

3.3 LOCAL FACILITIES

3.3.1 Table 3.1 summarises the key local facilities located within walking and cycling distance of the site, together with the approximate journey times for the respective modes of travel.

Table 3.1: Local facilities

Local Facility	Distance	Waking	Cycling
One-Stop Convenience Store and Post Office	600m	5 to 10 minutes	Less than 5 minutes
Meldreth Primary School	450m	5 minutes	Less than 5 minutes
Co-Op, Melborn	1000m	10 to 15 minutes	Less than 5 minutes
Melbourn Village College (Secondary School)	1700m	20 to 25 minutes	5 to 10 minutes

3.3.2 The above table shows there to be a range of everyday amenities and services to be accessible within a 25 minute walk and cycle of the proposed development.

3.4 PUBLIC TRANSPORT

3.4.1 The nearest bus stops to the site are on Station Road and High Street, opposite and adjacent to Station Road. The stops are served by services 128, 27 and 15. Service 128 is a twice daily circular bus service via Royston and Meldreth. Service 27 is a school service and Service 15 is a twice Wednesday service between Haslingfield and Royston via Meldreth.

3.4.2 Whilst no regular bus service serves the village, Meldreth Railway Station is situated immediately to the north of the proposed development offering direct rail connections to Royston, Cambridge and London King's Cross.

3.4.3 The Station is part of the Foxton, Shepreth and Meldreth Community Rail Partnership (CRP). The CRP is an agreement between Network Rail, Govia, the Meldreth, Shepreth and Foxton Rail User Group with the aim of promoting local rail services, involving community groups and promoting rail as a sustainable form of transport.

3.4.4 Typical off peak frequencies and journey times of train services from Meldreth Railway Station is summarised in Table 3.2 below.

Table 3.2: Train Times from Meldreth Railway Station

Destination	Typical off-peak frequency	Journey Time	First and Last Train Time (departure) (Mon to Fri)
Towards Cambridge			
Shepreth	Hourly	3 minutes	First: 06:34 Last: 01:22
Foxton	Hourly	6 minutes	First: 06:34 Last: 01:22

Cambridge	Hourly	18 minutes	First: 06:34 Last: 01:22
Towards London			
Royston	Hourly	4 minutes	First: 05:50 Last: 23:39
Hitchen	Hourly	23 minutes	First: 05:50 Last: 23:39
Stevenage	Hourly	29 minutes	First: 05:50 Last: 23:39
Welwyn Garden City	Hourly	42 minutes	First: 05:50 Last: 23:39
London King's Cross	Hourly	1 hour 10 minutes	First: 05:50 Last: 23:39

3.5 Table 3.2 above shows there is a good train service from Meldreth Station with hourly connections to Cambridge and London King's Cross off-peak. At peak times there is typically a half hour frequency of trains to the destinations listed in Table 3.2 above.

3.6 Given the proximity of the station to the site, the train is likely to be an attractive mode of transport for journey to work in Cambridge and London, reflected in the existing mode share. The opening of Cambridge North Station in 2017 is likely to increase the attractiveness of train as a mode of transport, especially amongst residents working to the north of Cambridge.

4 PROPOSED DEVELOPMENT

4.1.1 The proposed development will replace the existing warehouse, goods yard and associated buildings with 27 residential dwellings.

4.1.2 The proposed development will be comprised of a mix of 1 x 4 bed, 5 x 3-bed and 21 x 2-bed dwellings, with associated access road.

4.1.3 Access will be gained via the existing vehicular access to the established commercial use on the site, directly from the private access road serving Meldreth Railway Station.

4.1.4 Pedestrian and cycle access to the site will remain unchanged and be via the existing footway along the north site of the access road leading to Meldreth Station.

4.1.5 Car and cycle parking will be provided in accordance with the parking standards set South Cambridgeshire District Council's Local Development Framework Development Control Policies.

5 RESIDENTIAL TRAVEL PLAN MEASURES

5.1 RESIDENTIAL TRAVEL PLAN COORDINATOR

5.1.1 The Residential Travel Plan Coordinator (RTPC) is a key role in the development and implementation of a Residential Travel Plan, it is their responsibility to promote and encourage travel by sustainable modes through the active uptake of Residential Travel Plan initiatives.

5.1.2 The RTPC will be appointed prior to the implementation of the development and will be the first point of contact for residents for all matters relating to travel to and from the site during the lifetime of the Travel Plan.

5.1.3 The RTPC will be responsible for the implementation, administration and monitoring of the Residential Travel Plan. The contact details of the RTPC will be submitted in due time to South Cambridgeshire District Council (SCDC) and likewise, the RTPC will be advised of the relevant contact personnel at CCC so that regular dialogue can be established. Further details of the RTPC are set out in Section 7 below.

5.2 MARKETING AND PROMOTION: SUSTAINABLE TRAVEL INFORMATION PACKS

5.2.1 Sustainable Travel Information Packs will be provided to all residents on occupation and will contain information to help residents and visitors to the proposed development to travel by non-car modes of transport. The Sustainable Travel Information Packs will be prepared by the RTPC and distributed to residents by sales staff as part of the home handover on completion.

5.2.2 The pack will contain a map of the local area showing walking and cycling routes as well as timetable information for rail services from Meldreth Railway Station. The pack will also include information on how to access Melbourne by foot and cycle, the location of the bus stop on Station Road and High Street as well as other local services and amenities within a walking and cycling distances.

5.3 MEASURES TO PROMOTE EFFICIENT USE OF THE CAR

5.3.1 Car sharing is already established within Cambridgeshire and is a viable option for any journeys residents may make to work. Cambridgeshire County Council's web-based car sharing matching system, CamShare (www.camshare.liftshare.com) will be promoted by the RTPC in the Sustainable Travel Information Pack.

5.4 MEASURES TO PROMOTE EFFICIENT USE OF PUBLIC TRANSPORT

5.4.1 Time table information for rail services from Meldreth Railway Station will be included within the Travel Information Pack.

5.5 MEASURES TO PROMOTE CYCLING AND WALKING

5.5.1 The sustainable travel information packs will include a map showing local amenities and services within walking and cycling distance of the site. The pack will also include information about other nearby leisure and recreational walking and cycling routes. Information on local walking and cycling groups will also be provided.

5.5.2 Residents and visitors will also be provided with ample cycle parking spaces within the development in accordance with South Cambridgeshire District Council's minimum parking standards.

5.6 PERSONALISED TRAVEL PLANNING

5.6.1 The Travel Packs will promote Personal Travel Planning. All residents will be able to contact the RTPC to seek assistance on personalised travel information that will enable future residents to think about the way they currently travel and how they could improve to use more often sustainable transport.

6 RESIDENTIAL TRAVEL PLAN MANAGEMENT

6.1 INTRODUCTION

6.1.1 The Residential Travel Plan will be an evolving document. Implementation of the Residential Travel Plan must be seen as “effortless” by residents and visitors to the site and a structure must be in place prior to occupation.

6.2 OVERALL RESPONSIBILITY

STATION YARD MELDRETH LTD

6.2.1 The ultimate responsibility for the implementation of the Travel Plan will lie with Station Yard Meldreth Ltd. They will be responsible for providing support to the RTPC to achieve the required objectives of their Residential Travel Plan based on the principles set out in this document.

6.3 DAY TO DAY RESPONSIBILITY

6.3.1 The day to day responsibility for the Travel Plan will lie with the Residential Travel Plan Coordinator. It is envisaged that this role would be undertaken on a part time basis by a member of staff at Station Yard Meldreth Ltd.

6.3.2 The RTPC role will include:

- Being the main contact for the Residential Travel Plan;
- Offering advice and information on travel and transport-related subjects to residents;
- Management of the Residential Travel Plan, including delivery of measures and initiatives; and
- Undertaking Residential Travel Plan monitoring and reporting.
- Exploring how at the end of the Residential Travel Plan monitoring period the RTPC can be taken forward by residents on a voluntary basis.

6.3.3 The RTPC will report to senior management of Station Yard Meldreth Ltd on the progress of the measures introduced through the Residential Travel Plan, and on progress against targets. This will both establish a formal internal review procedure of the Residential Travel Plan and allow for management approval in the decision making process on the funding and implementation of any further Residential Travel Plan measures.

6.3.4 The RTPC will ensure that the full Residential Travel Plan will be provided to Cambridgeshire County Council and South Cambridgeshire District Council prior to the development commencing.

7 MONITORING AND TARGETS

7.1 INTRODUCTION

7.1.1 Monitoring the Residential Travel Plan is important in understanding the changing nature of the residents and visitors travel behaviour and the effectiveness of the travel plan measures. Existing measures should be reviewed and alternative methods introduced where necessary to achieve the Residential Travel Plan targets.

7.2 MONITORING

7.2.1 This section sets out the process by which the Residential Travel Plan will be monitored and reviewed, as well as the provisional targets for the Residential Travel Plan.

7.2.2 In order to determine the effectiveness of the Residential Travel Plan, monitoring will take place at regular intervals over the lifetime of the Residential Travel Plan (5 years).

7.2.3 One element of this monitoring will be the single occupancy car mode share. This will be identified through a questionnaire-based survey, which will be completed by residents in order to determine the main mode of travel used for different journey purposes to and from the site.

7.2.4 The survey will be administered through a questionnaire distributed to all households at the development. The survey will be accompanied by a cover letter. This will set out purpose of the annual monitoring survey as well as providing residents with an update on the progress towards meeting the Travel Plan's mode share targets. Should the initial response rate be low, follow up door to door surveys may be undertaken by the RTPC.

7.2.5 It is anticipated that the initial baseline survey would be undertaken 6 months after first occupation, by which time the full development should have been built out and residents travel patterns should have become apparent. The initial survey will provide a baseline against which future monitoring can be measured and against which progress towards meeting the Residential Travel Plan targets can be assessed.

7.2.6 It is proposed that future travel surveys be undertaken annually for a period of 5 years, at the anniversary of the initial survey, to establish an annual review programme for monitoring the achievement of the set targets.

7.2.7 An Annual Monitoring Report will be prepared by the RTPC, reporting on the results of the annual monitoring survey and progress towards meeting the targets of the Residential Travel Plan. This will be submitted to Cambridgeshire County Council and South Cambridgeshire District Concil within three months of the annual monitoring survey taking place.

7.2.8 Results of the annual monitoring survey results will be communicated to residents via email.

7.3 RESIDENTIAL TRAVEL PLAN TARGETS

7.3.1 To help guide the progress of the Residential Travel Plan a number of targets have been adopted that will be reviewed by the Residential Travel Plan Coordinator on an annual basis. These targets are divided amongst those relating to delivering outputs and those related to achieving outcomes.

- **Output Target** – These targets relate to the implementation of the Residential Travel Plan. They will help to ensure everything remains on course with the delivery of the different measures contained within this Residential Travel Plan
- **Outcome targets** – These relate to the effect of implementing the Residential Travel Planning measures, and will include for example, the proportion of all journeys made by private car, or the normal mode of transport used for different types of journeys.

7.4 OUTPUT TARGETS

The following baseline output targets have been adopted:

Table 7.1: Output Targets

Measure	Target Date / Trigger	Responsibility
Appoint a Residential Travel Plan Coordinator	One month prior to first occupation of the site	Station Yard Meldreth Ltd
Prepare Sustainable Travel Information Pack	One month prior to first occupation of the site	Station Yard Meldreth Ltd
Distribute Sustainable Travel Information Pack to 100% of residents	Within one month of moving into new home	Residential Travel Plan Coordinator
Undertake a baseline travel survey	at 50% occupation of the development	Residential Travel Plan Coordinator
Carry out annual travel survey	At the initial survey anniversary	Residential Travel Plan Coordinator
Prepare a report summarising results of the survey and progress towards targets and submit to Cambridgeshire County Council and South Cambridgeshire District Council	Within three months of travel survey	Residential Travel Plan Coordinator

7.5 OUTCOME TARGETS

7.5.1 The measures proposed by this Residential Travel Plan are intended to bring about a change in the way residents travel. Therefore, a SMART (Specific, Measurable, Achievable, Realistic and Time Bound) target has been derived to help measure quantifiable progress against the objectives of the Residential Travel Plan. A target of a **10% reduction in the number of people travelling from the site as single occupant car drivers** has been set. This reduction will be established against the results of the initial travel survey completed 6 months after first occupation.

7.5.2 A five year horizon has been used as many of the measures outlined in this Residential Travel Plan will take a period of time to fully introduce and, importantly, to bring about an ongoing positive change in residents travel patterns. However progress against this target will be monitored on an annual basis to ensure an ongoing evaluation of progress is possible.

7.5.3 Where progress against the target is falling below trajectory, additional resources and measures will be considered and implemented to ensure the target is reached. If the above target is reached in five years then a more ambitious target will be considered.

7.5.4 Table 7.2 below provides an overview of the proposed outcome of the Residential Travel Plan after a 5 year period. This Table is based on 2011 Census Journey to Work data for Meldreth Ward. The anticipated mode shift is expected to be proportionate to the existing observed mode shares. The actual travel plan target mode share will be established from baseline survey to be carried out 6 months after first occupation.

Table 7.2: 2011 Census Journey to Work mode share for Meldreth Ward and anticipated mode shift

Mode	2011 Census Journey to Work Mode Share	Anticipated Mode Shift with Residential Travel Plan (after 5 Years)
Bus, minibus or coach	1.40%	+3.1%
Taxi	0.00%	+0.4%
Motorcycle, scooter or moped	1.40%	+0.0%
Driving a car or van	66.60%	+0.4%
Passenger in a car or van	4.90%	-10.0%
Bicycle	5.00%	+1.4%
On foot	10.20%	+1.4%
Other method of travel to work	1.20%	+2.9%
Bus, minibus or coach	1.40%	+0.3%

8 ACTION PLAN

8.1.1 Section 6 has outlined a number of measures to be delivered through the Residential Travel Plan.

8.1.2 In all cases the delivery of measures will be led primarily by the appointed RTPC, with funding responsibility lying with Station Yard Meldreth Ltd. Table 8.1 summarises the implementation time line for the delivery of measures outlined in Section 6.

Table 8.1: Action Plan

MEASURE	MODE	TASK	TRIGGER	RESPONSIBILITY
Appoint a Residential Travel Plan Coordinator	All	Decide who is best placed to fulfil this role	During planning application process	Developer
Sustainable Travel Information Packs	All	Prepare Sustainable Travel Information Packs for all residents prior to first occupation of homes	Prior to first sale agreed	RTPC
Promotion of walking, cycling and public transport to all residents	All	Sales staff to distribute Sustainable Travel Information Packs to residents on completion	Completion of sale (first occupancy date) pack to be discussed during handover of new home	RTPC
Promote cycling to the site	Cycling	Install cycle parking facilities for residents	Prior to first occupation	Developer
Reduce reliance on cars for grocery shopping	Car	Sustainable Travel Information Pack to include information of online grocery shopping providers	Completion of sale (first occupancy date) pack to be discussed during handover of new home	RTPC
Reduce resident reliance on cars for trips which could be completed by public transport	Public Transport	Public transport information provided to residents through Sustainable Travel Information Packs.	Completion of sale (first occupancy date) pack to be discussed during handover of new home	RTPC
Baseline Monitoring Survey		Undertake Baseline Travel Survey	6 months after first occupation (repeated annually for a period of 5 years)	RTPC
Annual Monitoring Report		Prepare Annual Monitoring Report and submit to SCDC and CCC	3 months after completion of annual monitoring survey	RTPC

8.2 RESIDENTIAL TRAVEL PLAN FUNDING

8.2.1 The Travel Plan Period will start 6 months after first occupation of the development and last for a period of 5 years. The Travel Plan Coordinator Role will be funded by Station Yard Meldreth Ltd and start prior to the first occupation and last over the full period of the Travel Plan.

8.2.2 Station Yard Meldreth Ltd will be responsible for funding all of the measures outlined in this Residential Travel Plan document throughout the duration of the plan.