

Technical Note

Project No: ITB13658
Project Title: Mayflower Way, Angmering
Title: Transport Note
Ref: ITB13658-003
Date: 14 August 2020

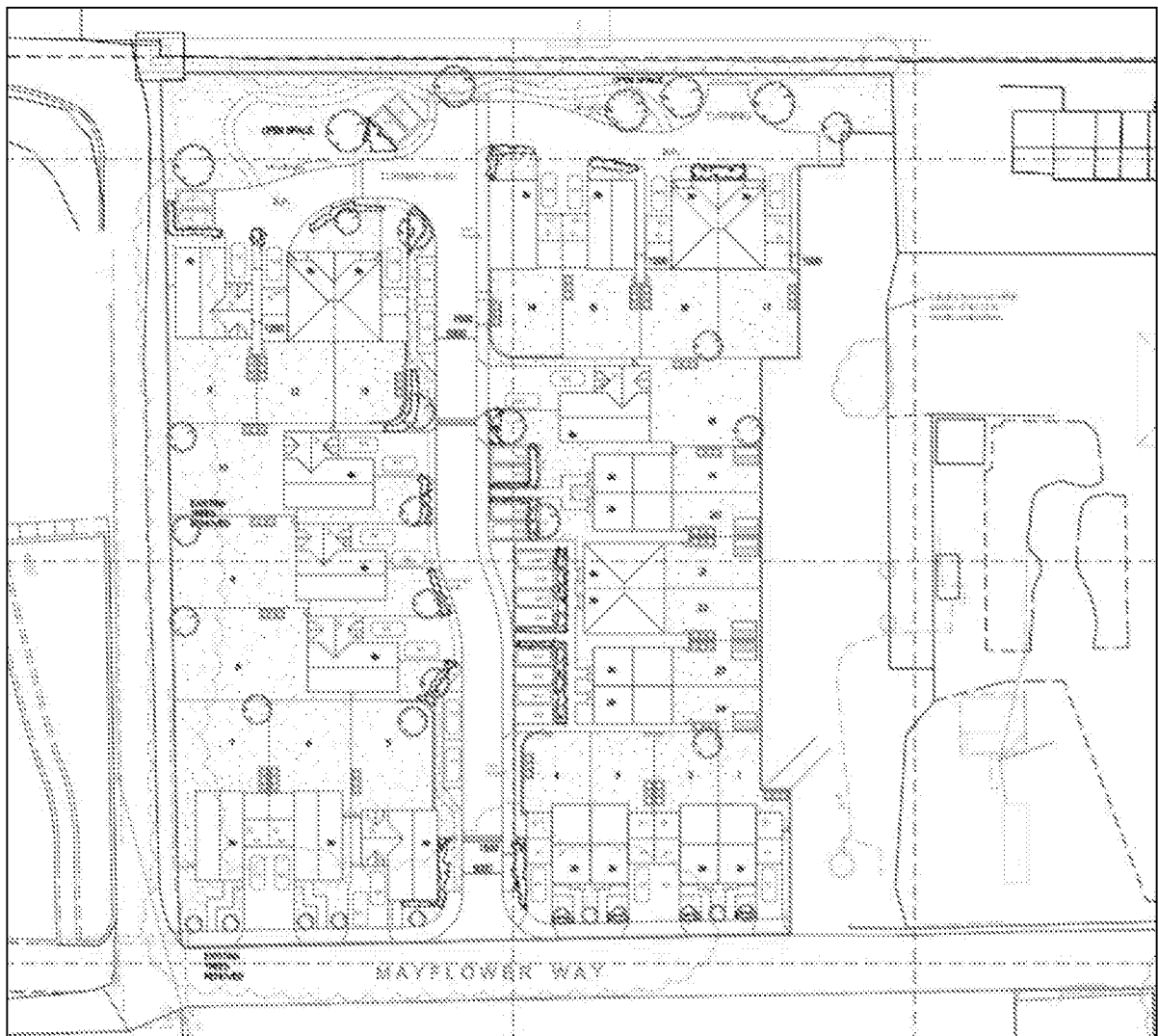
SECTION 1 Introduction

- 1.1 Crayfern Homes has appointed i-Transport LLP to provide highways and transport in respect to the north of Mayflower Way, Angmering.
- 1.2 Full planning consent, including matters of layout and access, was granted by Arun District Council (ref: A/46/19) on the 11th February 2020 for the development of 24 new homes. The application was accompanied by a full Transport Statement that reviewed the impact of the proposed development against the key transport tests set out in the National Planning Policy Framework; a copy of the original assessment is provided at **Appendix A**.
- 1.3 West Sussex County Council, in their capacity as the local highway authority and statutory consultee on matters of transport and highways, were consulted on the application and no objection was raised, subject to conditions/obligations. The County Council were satisfied that the development satisfied paragraph 108 of the National Planning Policy Framework, and therefore the development:
- Provided safe and suitable access for all users;
 - Did not result in a severe cumulative impact upon the operation of the local highway network; and
 - Took up the opportunities for sustainable travel given the nature and location of the site.
- 1.4 This Transport Note has been prepared to accompany a new application for the site. The proposed development is virtually identical to the extant consent, save for some minor amendments to the layout. The differences in the layouts are summarised in Section 2 of this Technical Note.

SECTION 2 Review of Amendments

- 2.1 Matters of layout were approved as part of the original planning consent. An extract of the approved site layout is provided at **Image 2.1**.

Image 2.1: Consented Site Layout

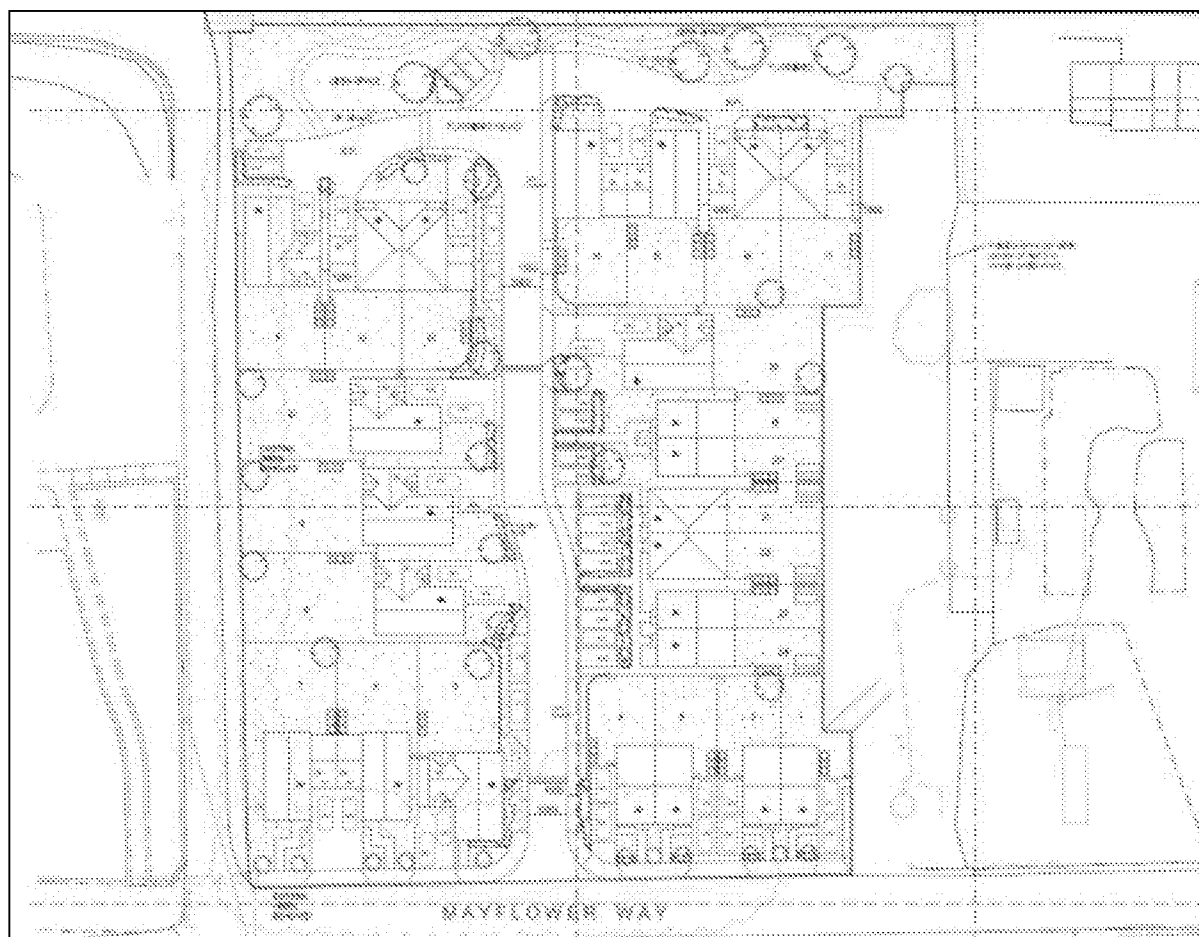


Source: Site Plan 1701.210 – Crossley Architecture

- 2.2 The new application has been submitted in order to provide minor alterations to the consented layout. The layout is identical to that previously consented with the exception of the removal of parking garages associated with properties 01-04 that front directly onto Mayflower Way. The garage structures previously proposed have been removed and instead replaced with an extended driveway. There is no loss in the number of parking spaces previously consented.

- 2.3 In transport terms, the remainder of the development is consistent with that previously consented. There is no change to the number of dwellings provided, and the road layout with the development is as originally consented (e.g. suitable turning is allowed for).
- 2.4 For the purposes of comparison, the proposed layout is shown in **Image 2.2**.

Image 2.2: Proposed Site Layout



- 2.5 On that basis, the proposed development does not have a material impact on highways and transport matters and the findings of the original assessment, and the conclusions drawn by WSCC in their response to application A/46/19, remain the same.

APPENDIX A. A/46/19 TRANSPORT STATEMENT



MAYFLOWER WAY, ANGMERING

TRANSPORT STATEMENT

Client: Crayfern Homes



1-Transport

QUALITY MANAGEMENT

Report No.	Comments	Date	Author	Authorised
ITB13658-002	Draft	7/3/18	AI / DS	JB
ITB13658-002A	For Planning	9/3/18	AI/DS	JB
ITB13658-002B	Amendments	08/10/18	DS	DS

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CONTENTS

SECTION 1	INTRODUCTION.....	1
SECTION 2	DEVELOPMENT PROPOSAL	3
SECTION 3	POLICY REVIEW	5
SECTION 4	EXISTING TRANSPORT CONDITIONS	12
SECTION 5	SITE ACCESS ARRANGEMENTS, SERVICING AND PARKING	21
SECTION 6	TRANSPORT ACCESSIBILITY	26
SECTION 7	TRAFFIC IMPACT	30
SECTION 8	SUMMARY AND CONCLUSIONS	37

FIGURES

FIGURE 4.1	LOCATION PLAN
FIGURE 4.2	PEDESTRIAN/CYCLE ROUTE PLAN
FIGURE 4.3	PUBLIC RIGHTS OF WAY PLAN
FIGURE 4.4	BUS STOPS AND ROUTES PLAN
FIGURE 6.1	FACILITIES LOCATION PLAN
FIGURES 7.1-7.2	DEVELOPMENT TRAFFIC FLOWS
FIGURES 7.3-7.4	BASELINE TRAFFIC FLOWS
FIGURES 7.5-7.6	COMMITTED DEVELOPMENT FLOWS
FIGURES 7.7-7.8	2020 ASSESSMENT FLOWS
FIGURES 7.9-7.10	2023 ASSESSMENT FLOWS

DRAWINGS

1701 2.10	SITE LAYOUT
ITB13354-GA-001 B	SITE ACCESS ARRANGEMENT
ITB13354-GA-002 B	VEHICLE SWEPT PATH ANALYSIS

APPENDICES

APPENDIX A	SITE ACCESS ATC DATA
APPENDIX B	PARKING BEAT SURVEY DATA
APPENDIX C	MAYFLOWER WAY ATC DATA
APPENDIX D	PARKING DEMAND CALCULATOR CALCULATION
APPENDIX E	TRICS OUTPUTS
APPENDIX F	MCC SURVEY DATA
APPENDIX G	JUNCTIONS 9 OUTPUT DATA

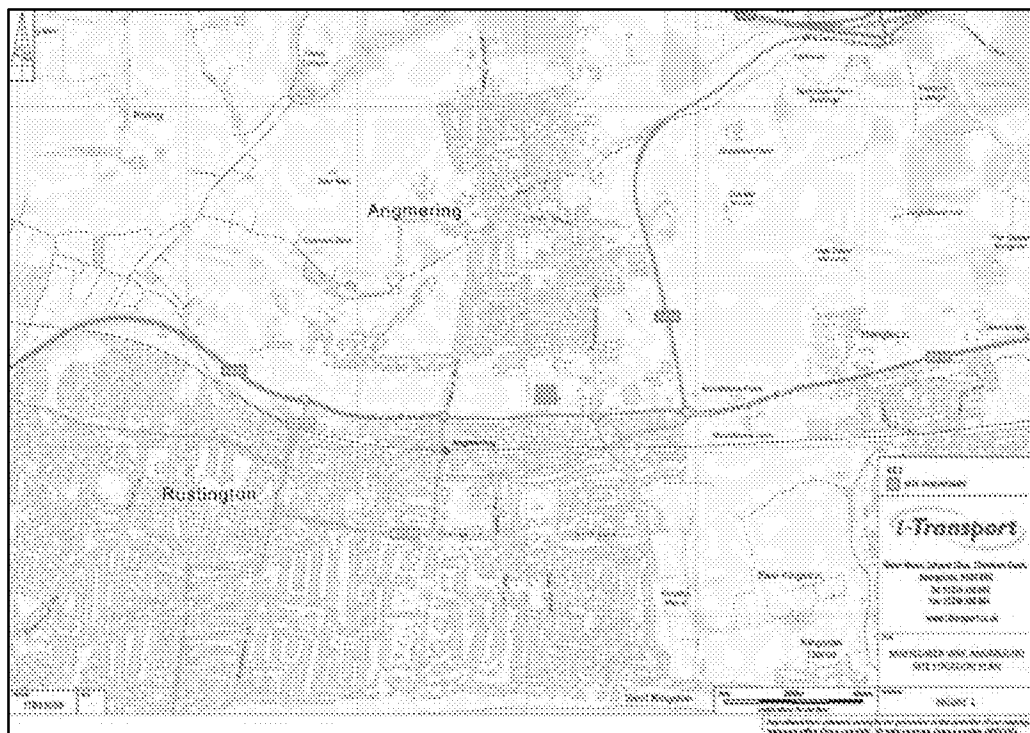
SECTION 1 INTRODUCTION

1.1 Introduction

1.1.1 Crayfern Homes is promoting a development of 24 new homes on land to the north of Mayflower Way, Angmering. i-Transport has been appointed to provide highways and transport advice to support a full planning application, which has been brought forward with regard to Policy HA1 of the made Angmering Neighbourhood Plan (2014-2029).

1.1.2 The application site is located some 150m west of Roundstone Lane and circa 110m to the north of the A259. To the west of the site is Public Right of Way Footpath 2127, which runs north-south across the A259 and through the Bramley Green estate. The site boundary is outlined in red in **Image 1.1**, below.

Image 1.1: Site Boundary



1.1.3 A full planning application has been submitted for the site's development as proposed.

1.1.4 In line with the requirements of the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), this Transport Statement (TS) has been produced to consider the transport impacts that may arise from the proposed development, and to consider the proposal against relevant transport policy.

1.2 Structure

1.2.1 The TS has been prepared to consider the three critical tests outlined in paragraph 108 of the NPPF, namely:

- Will safe and acceptable access be provided to the site for all modes?
- Will the opportunities for sustainable travel be appropriately taken up?
- Will there be a 'severe' residual cumulative transport impact?

1.2.2 The remainder of this TS is structured as follows:

- **Section 2** sets out information on the development proposal;
- **Section 3** provides an overview of relevant national and local transport policy to provide context for the assessment;
- **Section 4** provides an overview of the existing transport conditions on the local network in the vicinity of the site;
- **Section 5** sets out the proposed site access arrangements and considers emergency vehicle access, servicing and parking strategies;
- **Section 6** considers the accessibility of the site relative to local facilities;
- **Section 7** provides an assessment of the likely traffic impact of the development proposal; and
- **Section 8** provides a summary of the TS and draws conclusions on its findings.

SECTION 2 DEVELOPMENT PROPOSAL

2.1 Proposed Development

- 2.1.1 The development will provide for a total of 24 new homes and associated garages, parking and open space. The proposed schedule of accommodation is set out in Table 2.1:

Table 2.1: Accommodation Schedule

Tenure	Dwelling Type	Number of Bedrooms	Number of Units
Private	House	2	8
Private	House	3	10
Private	House	4	6

Source: Site Plan

- 2.1.2 A Pre-Application Enquiry (ref: PAA/96/17) was lodged on the 28 April 2017, and formally responded to by the District Council on the 10 October 2017. The response established Officer support in principle for the application proposals layout and mix of house types and sizes.

2.2 Access Arrangements

- 2.2.1 Vehicular access to the site is to be provided from Mayflower Way, in the form of a simple priority junction conforming with the design guidance set out in the Manual for Streets.
- 2.2.2 Non-vehicular access to the site is also achieved via Mayflower Way, via the main site access, enabling connection to Footpath 2127 to the west and Roundstone Lane to the east.
- 2.2.3 The site access arrangements are presented in drawing ITB13658-GA-001, which can be found at the end of this report. Section 5 of this report provides a detailed assessment of the access arrangements.

2.3 Site Layout

- 2.3.1 The site layout has been designed in accordance with current design guidance, namely the Department for Transport's *'Manual for Streets'*. A 5.0m spine road runs north to south through the site, flanked by a 1.5m wide footway on the eastern side of the carriageway and 1.0m service margin to the west.
- 2.3.2 A turning head provided at the northern site boundary, and a secondary turning head provided on the northern cul-de-sac to enable turning by emergency vehicles.
- 2.3.3 A total of 61 car parking spaces are provided to accommodate the anticipated parking demand. Section 5 of this report assesses the suitability of the layout, refuse and emergency access strategies and the on-site parking provision.

SECTION 3 POLICY REVIEW

3.1 Introduction

- 3.1.1 To provide context for the assessment of transport and highway matters, this section of the report provides an overview of the national and local transport planning policies relevant to the proposed development.

3.2 National Policy

National Planning Policy Framework July 2018 (NPPF)

- 3.2.1 The revised NPPF sets out the Government's planning policies and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision takers both in drawing up plans and as a material consideration in determining applications.
- 3.2.2 The NPPF stresses that at the forefront of planning is the 'presumption in favour' of sustainable development. Paragraph 9 states:

"at the heart of the Framework is a presumption in favour of sustainable development".

- 3.2.3 The NPPF requires in paragraph 111 and that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment
- 3.2.4 Paragraph 108 also presents the primary transport tests for new development proposals, stating that plans and specific applications for development should ensure that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 3.2.5 Paragraph 109 of the revised NPPF presents a demanding test for assessing transport impacts. Only if there would be an ‘unacceptable impact on highway safety’ or when residual cumulative impacts are ‘**Severe**’ should proposals be refused on transport grounds.

Planning Practice Guidance (March 2014)

- 3.2.6 The web-based PPG resulted in the Department for Transport’s ‘*Guidance on Transport Assessment*’ being superseded in March 2014. It seeks to bring together planning guidance for England across all disciplines in an accessible way, as well as to provide a clear link between guidance and the aims and objectives of the NPPF.
- 3.2.7 PPG discusses the role of travel plans, transport assessments and transport statements:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005);

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. (ID42 – 003)”.

- 3.2.8 In accordance with PPG, this TS has been prepared to assess the transport impacts of the development and to consider whether the development would have a ‘severe’ impact upon the operation of the highway network. Section 7 of this TS presents a comprehensive assessment of potential traffic impacts.
- 3.2.9 A Travel Plan (TP) has not been produced to accompany this application because the scheme is too small. The West Sussex County Council (WSCC) guidance on Travel Plans requires a TP be produced only where the quantum of development is excess of 80 dwellings (or 50 dwellings for a Travel Plan Statement). It is at this level of development where there is sufficient critical mass to enable modal shift initiatives, such as car-sharing or car-clubs, to be effective.

3.3 Local Policy and Guidance

Adoption Arun Local Plan 2011-2031 (July 2018)

3.3.1 In July 2018, Arun DC adopted a new Local Plan which sets out the vision for Arun District to 2031. The Local Plan establishes a series of policies relating to transport including:

- **Policy T SP1 – Transport and Development** - This identifies that development sites will be supported where they:
 - Are designed to reduce the need to travel by car, but make provision for safe access to the site for all travel modes;
 - Give priority to pedestrian and cycle movements;
 - Incorporate appropriate levels of parking in line with WSCC Guidance;
 - Are supported by effective and deliverable Transport Assessments and Travel Plans; and
 - Explain how development can:
 - Accommodate deliveries and servicing;
 - Give priority to pedestrian and cycle movements and have access to high-quality public transport;
 - Create safe and secure layouts for all users;
 - Incorporate electric charging infrastructure; and
 - Consider the needs of people with disabilities.
- **Policy T DM1 – Sustainable Travel and Public Rights of Way**, which identifies that proposals for new development must:
 - Be located where they are close to sustainable travel opportunities which link to key destinations;
 - Contribute to the extension of public transport services;
 - Make provision for pedestrian and cycling facilities; and
 - Contributes to provision of a joined-up cycle and PROW network.

Angmering Neighbourhood Plan 2014-2029

- 3.3.2 Angmering Parish Council has prepared a plan to provide a vision for the future of Angmering Village, setting out policies and objectives to realise these visions through planning and controlling land use and development change during the plan period (2014-2029).
- 3.3.3 The policies accord with higher level planning policy, principally the NPPF and the Arun District Council Local Plan, as required by the Localism Act. The Plan was adopted by the Parish Council in February 2015 and then 'made' by Arun District Council in March 2015. Some 96.93% of responding residents voted in favour of adopting the Plan.
- 3.3.4 The Neighbourhood Plan identifies a number of general policies that relate to highways and transportation:
- **Policy HD8** – the Plan supports the WSCC parking standards and encourages all new development to follow them;
 - **Policy TM1: Local Highways** – ensure new development does not add to existing traffic problems in the village;
 - **Policy TM2: Cycling, Walking and Equestrian** – improvement footpaths and cycle-ways; provide safe-routes to schools and reduce dependency on cars;
 - **Policy TM3: Parking at Angmering Station** – improve customer parking at the railway station; and
 - **Policy TM4: Parking in the Village Centre** – improve customer parking in the Village Centre.
- 3.3.5 In addition to the general policies, the Neighbourhood Plan allocates a number of sites for development. Of these sites, 'Land to the North of Mayflower Way' is allocated for residential development as part of Policy HA1: Bramley Green South (Mayflower Way). The site-specific policies require that, where possible, the proposal should seek to provide a safe route to the centre of the village and local school.

West Sussex Transport Plan 2011-2026 (February 2011)

3.3.6 The West Sussex County Council (WSCC) Local Transport Plan 3 was published in February 2011 and sets out a long-term strategy and implementation plan for making improvements to the transport system throughout the county over the next 20 years.

3.3.7 The strategy for Arun is to provide improvements to the transport system to tackle the identified transport issues as and when funding becomes available. To ensure that the regeneration aspirations of the plan are delivered, and the identified transport issues are addressed, WSCC will ensure that all new scheme and developments contribute and support, in some way, to the following:

- increasing use of sustainable modes of transport;
- improving network efficiency in order to improve journey times and air quality;
- improving safety for all road users;
- discouraging HGVs from using unsuitable roads; and
- improving accessibility between communities within the District.

WSCC Guidance for Parking in New Residential Developments (September 2010)

3.3.8 WSCC Car Parking Standards Supplementary Planning Guidance was adopted in November 2003. The residential parking components of this were revised in September 2010, following revisions to PPG13. The current residential parking standards are calculated using Census data for the area in which the site is located. The 'WSCC Parking Demand Calculator' tool allows parking demands to be derived allowing for:

- Local car ownership levels and an allowance for increased car ownership;
- The size of dwellings;
- The type and tenure of dwellings i.e. houses or flats and private or affordable;
- The number of allocated spaces to each dwelling; and
- The additional parking demands of visitors.

West Sussex Walking and Cycling Strategy (2016-2026)

- 3.3.9 WSCC has developed a Walking and Cycling Strategy to outline the design and safety principles for pedestrians and cyclists, recognising the different needs of users, and identifies and prioritises potential infrastructure improvements for the County.
- 3.3.10 In relation to Angmering, the Strategy identifies potential improvements to village roads including Arundel Road (39), Station Road (40), Roundstone Lane (40) and Honey Lane / Rowan Road (178) to deliver improved north-south connections. However, the strategy does not elaborate further on how aspirations for these routes will be realised nor does it identify that any improvement is necessary as a result of new development in the area.

Relevant Transport Guidance

- 3.3.11 The TS has also been prepared with due regard to relevant 'industry standard' practice and guidance documents, including:
- DfT's 'Manual for Streets' (MfS) and 'Manual for Streets 2' (MfS2);
 - The Design Manual for Road and Bridges (DMRB);
 - Sustrans 'Design Manual';
 - National Travel Survey (NTS) data;
 - WSCC's 'Transport Assessment Methodology' (TAM); and
 - Local Transport Notes (LTNs), including on walking and cycling routes.

3.4 Policy Summary

- 3.4.1 Paragraph 108 of the NPPF identifies the three key transport criteria that decisions on development proposals should take account of, namely:
- Will safe and acceptable access be provided to the site for all modes?
 - Will the opportunities for sustainable travel be appropriately taken up?
 - Will there be a 'severe' residual cumulative transport impact?

- 3.4.2 These criteria are reflected in adopted and emerging local policy, including the Adoption Arun Local Plan (July 2018). This TS has been prepared to assess the development proposal against these criteria.
- 3.4.3 The Angmering Neighbourhood Plan was 'made' in March 2015 and carries the corresponding planning weight attributed to adopted policies. The proposed development site to the north of Mayflower Way is an allocated site within the made document. It should be noted that some 96.93% of responding residents voted in favour of adopting the Neighbourhood Plan.
- 3.4.4 The TS has been prepared with due regard to a range of 'industry standard' practice and guidance documents, including the Manual for Streets and the WSCC Transport Assessment Methodology.

SECTION 4 EXISTING TRANSPORT CONDITIONS

4.1 Introduction

- 4.1.1 This section of the report describes the existing transport conditions in the area, including the opportunities for walking, cycling and using public transport.

4.2 Site Location

- 4.2.1 The site is located to the south of Angmering, some 1,000m from the village centre. Mayflower Way bounds the site to the south, with the A259 situated a further 115m south of Mayflower Way. To the east of the site, Mayflower Way forms a simple priority junction with Roundstone Lane. Angmering Skate Park is located to the immediate west of the site. A location plan of the site is provided in Figure 4.1.

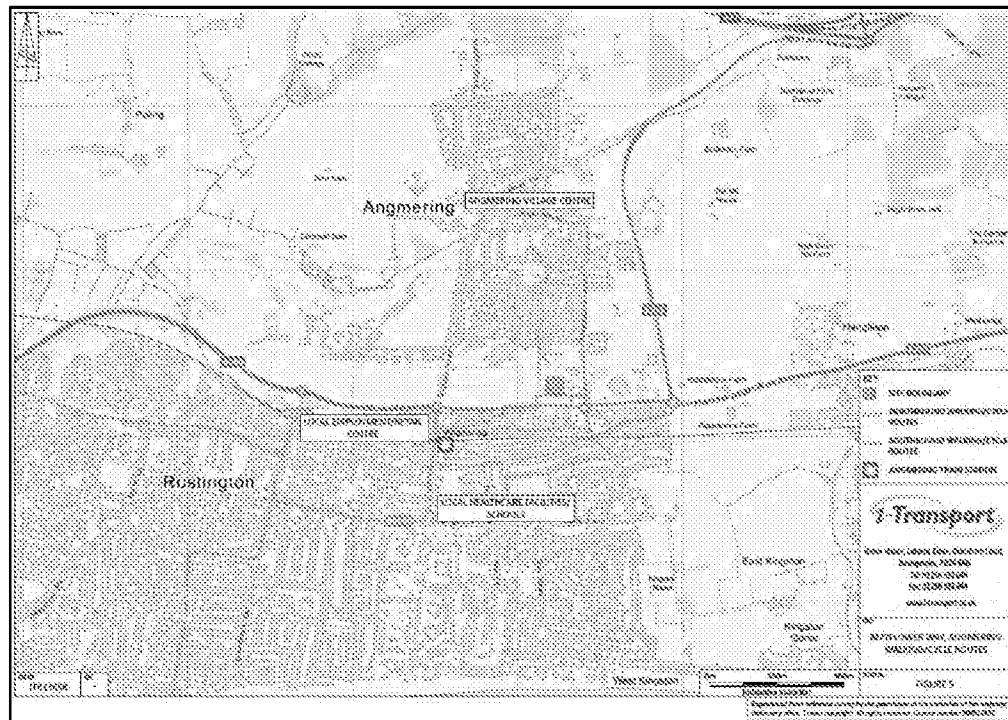
4.3 Walking and Cycling Facilities

Walking

- 4.3.1 Angmering village centre is within 1,000m of the site and offers a good range of local facilities, including convenience stores, a pharmacy, library, newsagent, café / restaurant and hairdressers. There are a significant number of additional facilities in the wider area, within a reasonable 2,000m walking distance of the site, including schools, employment and local services. A detailed assessment of services and facilities available to residents of the development can be found in Section 6 of this report.
- 4.3.2 Angmering village centre can be accessed using Public Right Of Way (PROW) Footpath 2127 to the west of the site. This path provides a route through Bramley Way and Honey Lane, and then onwards to the village centre. The PROW consists of a bound surface, for use by both pedestrians and cyclists, and provides dedicated off-road facilities from the A259 and through Bramley Way. It is understood that WSCC have secured funding from the Roundstone Lane Strategic Development to undertake surface improvements to the PROW along Hone Lane. This route is the most direct between the development site and the village centre.

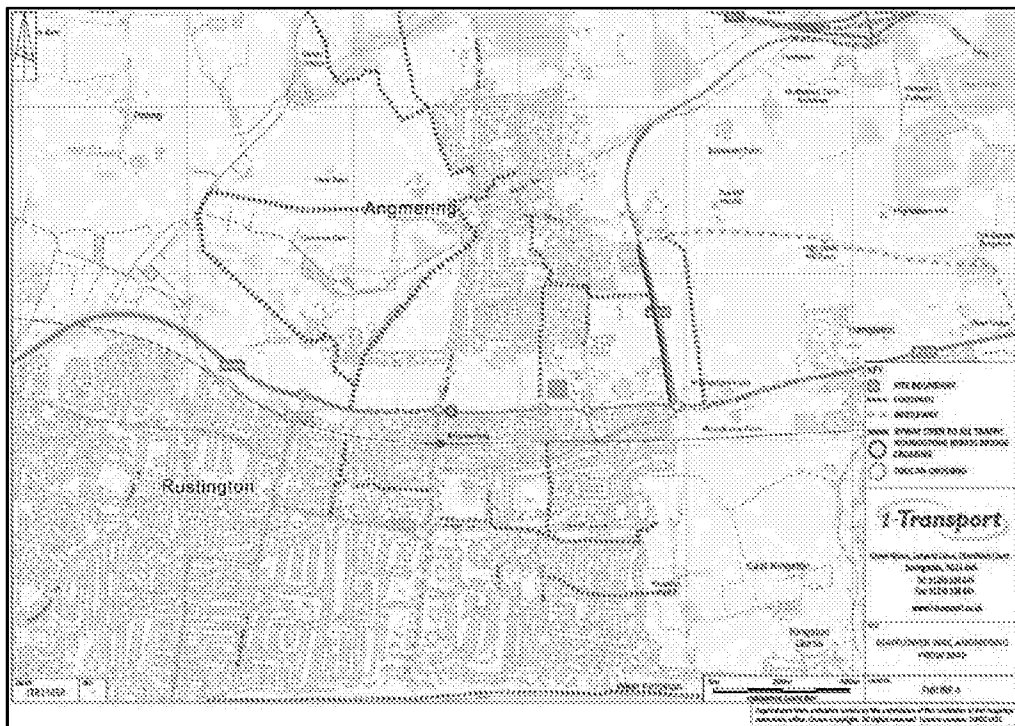
- 4.3.3 As an alternative route northward, pedestrians can turn east out of the site and then travel along Roundstone Lane using the dedicated footway provided on the western side of the carriageway. Approximately 600m to the north of the Mayflower Way/Roundstone lane junction, pedestrians can either turn west to join the Footpath 2127 route via Nursery Road or continue north and access Angmering High Street via Weavers Ring. The use of Footpath 2127 is approximately 3 minutes quicker.
- 4.3.4 Facilities south of the site are located towards East Preston, which can be accessed via multiple pedestrian routes. Footpath 2127, to the west of the site, provides a cycle/pedestrian route to the A259. Users are able to cross the A259 using a Toucan crossing, before joining Downs Way. Dedicated footways, with a width of 1.8m to 2.0m on Downs Way and Heathfield Avenue provide a route to Rustington Retail Park. By extension, pedestrians can access a segregated footway/cycleway connecting to Mill Lane and beyond.
- 4.3.5 Pedestrians and cyclists travelling westwards on Downs Way also have the opportunity to access Station Road (south). This provides access to facilities such as Angmering Railway Station, healthcare facilities, restaurants and supermarkets.
- 4.3.6 The Roundstone Lane/A259 roundabout lies to the south east of the site. Pedestrians can use this to head southwards toward East Preston. Approximately 150m to the south of the roundabout, pedestrians can use Worthing Road westbound as a direct link to Station Road. Approximately 280m south of the roundabout, pedestrians can use Roundstone Drive westbound followed by Clarence Road southbound to access East Preston Infant School and East Preston Junior School.
- 4.3.7 Figure 4.2 depicts the routes available to residents of development towards Angmering Village Centre and East Preston, and an extract of this plan is provided in Image 4.1, overleaf.

Image 4.1: Pedestrian Routes from the Development Site



4.3.8 In addition to the footway network there are numerous PROW in the surrounding area. A plan setting out the locations of the PROW is provided at Figure 4.3, and an extract of this plan is provided below.

Image 4.2: Location of Public Rights of Way



Cycling Facilities

4.3.9 The northbound pedestrian route via Footpath 2127 can also be used by cyclists, and the arrangement takes the form of a shared footway/cycleway. The designated cycle route culminates at Pound Way; however, the residential, lightly trafficked and low speed nature of the onwards route provides conditions that are conducive to on-carriageway cycling.

4.3.10 Roundstone Lane does not provide a shared footway/cycleway; however, cyclists are able to use the carriageway. The 30mph speed limit along Roundstone Lane allows cyclists to travel safely as per Manual for Streets (MfS) guidance:

“Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street” (MfS, para, 6.4.1)

4.3.11 Roundstone Lane is also subject to traffic calming improvements that are being brought forward as part of the Roundstone Lane Strategic Development, supporting the village-wide traffic calming strategy. The aim of the traffic calming scheme is to further reduce vehicular speeds to enhance conditions for non-motorised users.

4.3.12 For southbound journeys towards Angmering Station and East Preston, cyclists can cross the A259 using the Toucan Crossing and connect to Downs View. This road again provides conditions that are conducive to on-carriageway cycling and provides connections to services and facilities adjacent to Station Road (south), as well as Angmering Railway Station.

4.3.13 Other local streets across Angmering are typically of a residential nature and subject to traffic calming measures. In part, local roads are subject to a 20mph speed limit and carry low traffic volumes. As such cycle trips can be suitably accommodated on the carriageway.

4.3.14 Off-carriageway cycle lanes are provided along the A259 on the approach to Rustington Retail Park. As part of the A259 Corridor Improvements being delivered by WSCC, with a programmed start date of Summer 2018, dedicated pedestrian/cycle infrastructure is to be introduced along the northern side of the A259 between Station Road and the A280/A259 roundabout.

4.4 Public Transport

Bus

4.4.1 The closest bus stops to the site are located on Roundstone Lane, south of its roundabout junction with Creswell Square and Bramley Way, some 360m walking distance from the site, as shown in Figure 4.4. The infrastructure at the stops consists of a flag pole and timetable. The bus stops are served by the Route 8 school service and the hourly Route 9 service.

4.4.2 The 700 'Coastliner' route operates to the south of the A259, through East Preston, and can be accessed via the bus stops on the B2140 Old Worthing Road some 670m walking distance from the site. Table 4.1 summarises the bus services available to residents.

Table 4.1: Local Bus Services

Route	Service Frequency			Destinations
	Weekday	Saturdays	Sundays	
8 (school bus)	One service at 08:34	-	-	Worthing-Goring by Sea – South Ferring
9	Hourly service. First bus at 06:59 Last bus at 19:00	Hourly service. First bus at 08:04 Last bus at 19:00	-	Shoreham by Sea – Lancing – Worthing – Littlehampton - Arundel
700 'Coastliner'	Every 10 minutes. First bus at 05:48 Last bus at 22:05	Every 10 minutes. First bus at 06:15 Last bus at 22:05	Every 20 minutes. First bus at 07:38 Last bus at 20:25	Brighton – Worthing - Littlehampton

Source: Traveline

Rail

4.4.3 Angmering Railway Station is located to the south-west of the site, some 900m walking distance, with rail services operated by Southern. Table 4.2 summarises the services currently operating from the station.

Table 4.2: Rail Services – Angmering Station

Destination	Typical Frequency (per hour)			Average Journey
	Peak	Off-Peak	Sunday's	Duration
Littlehampton	2-3	3-4	2	10mins
Worthing	4-5	4	3	11mins
Bognor Regis	2-3	2	2	25mins
Brighton	4	3	3	35mins
Portsmouth Harbour	2-3	2	2	50mins
Southampton Central	2	2	1	75 mins
London Victoria	5	4	2	100 mins

Source: National Rail Enquiries

- 4.4.4 The station is within a comfortable walking or cycling distance of the development site using established infrastructure. The station has 116 car parking spaces and 130 sheltered and secure cycle parking spaces. Observation of the parking indicates that a significant proportion remains available for use throughout the day.

4.5 Local Highway Network

Mayflower Way

- 4.5.1 Mayflower Way is a private road, which connects to the public highway network at its junction with Roundstone Lane. The road is typically 7.3m in width and does not have any dedicated pedestrian or cycle facilities adjacent to the carriageway. Traffic surveys have been undertaken on Mayflower Way, discussed in detail in Section 5 of this report, which establishes an average speed of circa 20-25mph and a traffic flow of circa 150 vehicles per day.

Roundstone Lane (north)

- 4.5.2 Roundstone Lane is a single lane carriageway with footway provision on its western side. Approximately 200m to the north of the Mayflower Way/Roundstone Lane junction a second footway is provided on the eastern side of the carriageway. A 30mph speed limit is enforced along the extent of this road.

Roundstone Lane (south)

- 4.5.3 Approximately 100m to the south of the Mayflower Way/Roundstone Lane junction, a 50mph speed limit is in place and a 4-arm roundabout provides access to the A259. Pedestrian crossing points with dropped kerbs and tactile paving are provided on all arms of the roundabout. To the south of the roundabout, Roundstone Lane reverts back to a 30mph speed limit and footways are provided on both sides of the carriageway for approximately 70m. At this point the eastern footway ends but the western footway continues.

Rowan Way

- 4.5.4 Rowan way is a single lane carriageway running through the residential area. A split footway/cycleway is provided on the eastern side of the carriageway with a second footway on the western side. The road is traffic calmed using chicanes and a mini roundabout. On the approach to Nursery Road, a speed pillow feature has been introduced as an additional traffic calming measure. All junction crossings along Rowan Way have dropped kerbs and tactile paving for ease of pedestrian access. Non-designated on-street parking takes place along the western side of the carriageway.

Nursery Road

- 4.5.5 Nursery Road has a 20mph speed limit and is traffic calmed using chicanes. A split footway/cycleway is provided on the southern side of the carriageway with a footway on the northern side. Dropped kerbs and tactile paving are provided at all junction crossing points along Nursery Road. The 'speed pillow' on Rowan Way extends into Nursery Road. Non-designated on-street parking takes place along the northern side of the carriageway.

Pound Way

- 4.5.6 Pound Way can be accessed from Rowan Way via a dedicated shared footway/cycleway. Footways are provided on both sides of the carriageway and a 'speed pillow' has been added as a traffic calming measure. Dropped kerbs and tactile paving along this road allow universal access for pedestrians. The residential nature of this road is conducive to on-carriageway cycling.

Honey Lane

- 4.5.7 Honey Lane is a designated PROW and currently comprises largely of a loose gravel surface. Funding has been secured by West Sussex County Council to upgrade and improve the surface along the length of the lane.

Angmering High Street

- 4.5.8 Angmering High Street provides a footway on the northern side of the carriageway, with the exception of 100m stretch on the approach to Water Lane where the footway switches to the southern side of the carriageway. The majority of the High Street is subject to a 20mph speed limit. On-street parking appears to occur mostly on the northern side of the carriageway, however, some sections of the High Street experience parking on both sides.

A259/Downs Way/Heathfield Avenue

- 4.5.9 A toucan crossing is provided on the A259 as part of a PROW Footpath 2127. This provides both pedestrians and cyclists access to Downs Way, where footways are provided on both sides of the carriageway. Heathfield Avenue connects directly to Downs Way and provides a single footway on the southern side of the carriageway. Pedestrians and cyclists can use a cut-through on the corner of Heathfield Avenue to re-join the A259. From here pedestrians and cyclists benefit from a split footway/cycleway leading directly to Rustington Retail Park.

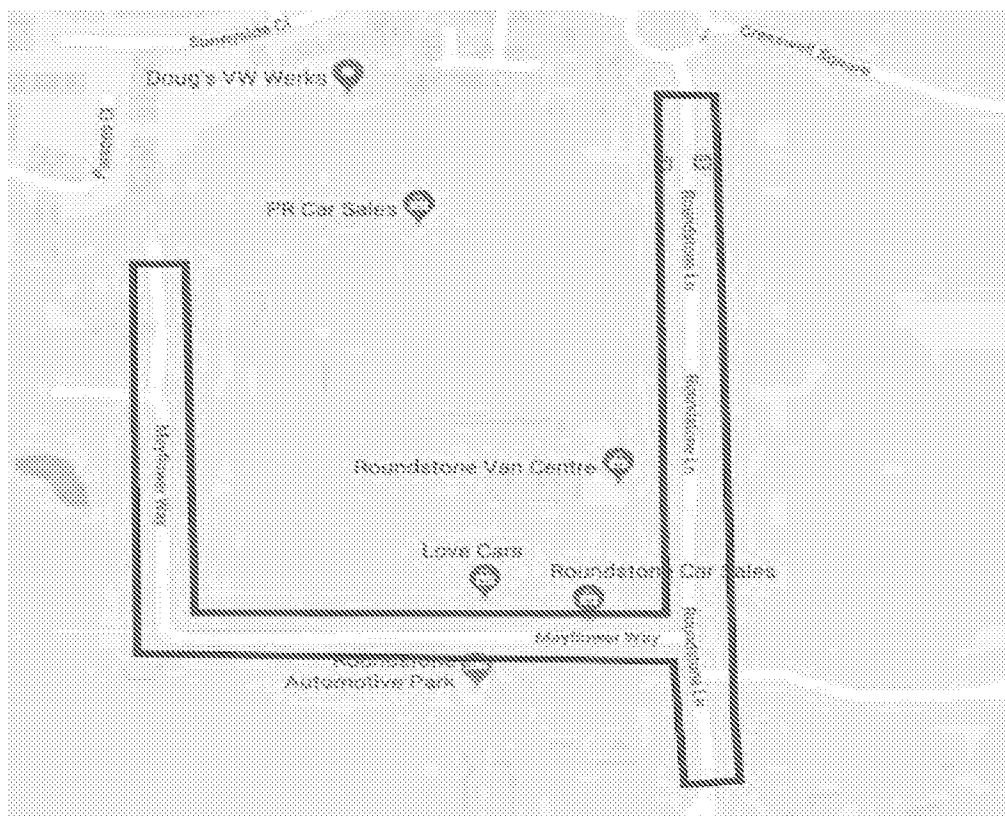
Mill Lane/Worthing Road

- 4.5.10 Mill Lane can be accessed directly from Rustington Retail Park via a split footway/cycleway cut-through, which removes the need for non-motorised users to use the roundabout on the A259. Mill Lane and Worthing Road provide footways on both sides of the carriageway. Pedestrian controlled signal crossings are in-place on both Mill Lane and Worthing Road.

4.6 Personal Injury Accident (PIA) Data

- 4.6.1 A request has been made to Sussex Police to obtain accident data for the area outlined in Image 4.3, overleaf.

Image 4.3: PIA Search Area



- 4.6.2 Sussex Police have advised that there have been no recorded injury accidents in the search area during the last 36 month reporting period.

SECTION 5 SITE ACCESS ARRANGEMENTS, SERVICING AND PARKING

5.1 Introduction

5.1.1 This section of the report sets out the proposed site access arrangements, refuse and emergency vehicle access strategies and the provision of on-site car and cycle parking.

5.1.2 Paragraph 108 of the National Planning Policy Framework requires that:

“Safe and suitable access to the site can be achieved for all people”

5.2 Site Access Arrangements

Vehicular Access

5.2.1 The access arrangements have been designed in accordance with the Department for Transport’s *‘Manual for Streets’* design guidance. Access to the site will be achieved via a new simple priority junction onto Mayflower Way. The site access arrangement is presented in drawing ITB13354-GA-001 at the end of this report.

5.2.2 To inform the design of the access arrangements, an Automatic Traffic Count (ATC) was undertaken for a period of 7 days, commencing on the 19th February 2018, in the vicinity of the site access location. The full survey data is provided in Appendix A.

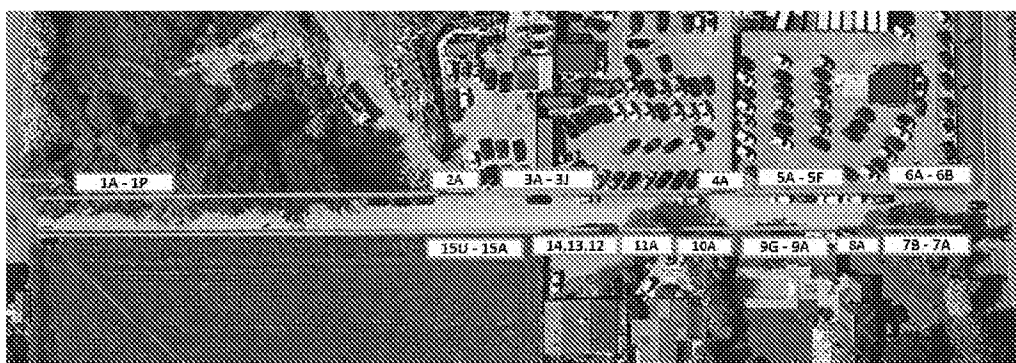
5.2.3 The survey recorded that traffic conditions were light; average vehicular movements across the course of a 24-hour period equated to circa 80 movements in each direction. Traffic was not recorded to have exceeded 20 movements during the course of any one hour. Therefore, a simple priority junction is the most appropriate access arrangement.

5.2.4 The survey also established that vehicular speeds were low. In the westbound direction, the 85th percentile recorded speed was observed as 24.8mph. In the eastbound direction, the 85th percentile speed was recorded as 21.5mph. On this basis, visibility splays of 2.4m x 43m have been provided at the site access, commensurate with stopping sight distances for (faster) speeds of 30mph using the Manual for Streets parameters.

5.2.5 Mayflower Way is subject to on-street parking, which is likely to be associated with the commercial properties adjacent to the eastern section of the road. Mayflower Way has a width of circa 7.3m along the majority of its length; at locations where parking occurs on both sides of the carriageway this may result in occasional the need for vehicles to give way to an oncoming vehicle (i.e. should a vehicle be parked away from the edge of the carriageway, or a larger vehicle be parked on Mayflower Way). This is not observed to be an issue given the very low traffic volumes on mayflower Way.

5.2.6 To establish the amount of parking that takes place, and whether it would impact access to the site, a Parking Beat Survey was undertaken on the 20th February 2018. The survey used the 'Lambeth Methodology' and took place during the morning (07:00-10:00) and evening (16:00-19:00) peak periods. The full survey results are provided in Appendix B, and Image 5.1 sets out the areas observed as being used for parking.

Image 5.1: Mayflower Way On-Carriageway Parking



Source: Parking Beat Survey

5.2.7 Tables 5.1 and 5.2 summarises the amount of parking observed during the survey periods.

Table 5.1: Morning Peak Period On-Carriageway Parking Occupancy

07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00
9	10	10	11	13	16	17	18	17	17	17	19	18
14%	16%	16%	17%	20%	25%	27%	28%	27%	27%	27%	30%	28%

Source: Parking Beat Survey

Table 5.2: Evening Peak Period On-Carriageway Parking Occupancy

16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00
17	19	18	16	14	13	15	10	10	9	9	8	7
27%	30%	28%	25%	22%	20%	23%	16%	6%	14%	14%	13%	11%

Source: Parking Beat Survey

5.2.8 Therefore, whilst parking does occur, significant capacity remains. At any one time, no more than 30% of the road was subject to on-street parking. Therefore, the remaining 70% provides sufficient opportunity for vehicles to pass one another along the length of Mayflower Way. The straight alignment of the road affords excellent visibility to an approaching vehicle, significantly in excess of the 43m stopping sight distance of a vehicle travelling at 30mph.

Pedestrian and Cycle Access

5.2.9 As established in Section 4 of this report, there are multiple pedestrian and cyclist route choices available for residents of the development to local services and facilities.

5.2.10 In a westerly direction, Mayflower Way is a no-through route for motorised vehicles, providing access to two residential properties and maintenance access for the Skate Park, PROW and open space only. It also represents the most direct route for pedestrians and cyclists, who can access the dedicated pedestrian and cycle infrastructure of Footpath 2127 by using the Mayflower Way carriageway.

5.2.11 In an easterly direction, pedestrians and cyclists are required to use the Mayflower Way as a shared use arrangement to access dedicated pedestrian infrastructure on Roundstone Lane. Paragraph 7.2.14 of Manual for Streets 1 establishes that shared surface streets are likely to work well where, *inter alia*:

- Where they form cul-de-sacs; and
- Where the volume of motor traffic is below 100 vehicles per hour.

5.2.12 Mayflower Way does not provide a through route for motorised vehicles and therefore operates as a cul-de-sac.

- 5.2.13 To ascertain the volume of traffic using the eastern section of Mayflower Way, an additional ATC was placed on the section of road between its junction with Roundstone Lane and the Roundstone Lane Car Sales access. The full survey outputs are provided in Appendix C.
- 5.2.14 The survey establishes that traffic flows on this section of Mayflower Way do not exceed 30 movements during the course of any one hour, and are thus below the 100vph threshold identified by the Manual for Streets. Therefore, shared-use working is appropriate at this location.
- 5.2.15 In the event that vehicles are parked on both sides of the carriageway, Mayflower Way provides sufficient width to enable a vehicle to safely pass a pedestrian. On the basis that a parked car takes up 2m either side of the carriageway, a residual width of 3.3m of useable carriageway space would remain. Figure 6.8 of Manual for Streets identifies that an adult accompanying a child require a width of 1.2m, thus providing a corridor of some 2.1m for a car to pass. By comparison, the average width of a large family car is circa 1.85m.

5.3 Site Layout

- 5.3.1 The site layout has been designed in accordance with Manual for Streets principles. A 5.0m main spine runs north-south through the site, which is more than sufficient to enable a car to pass a larger vehicle (i.e. a refuse or home delivery vehicle).
- 5.3.2 A 1.5m wide pedestrian footway is provided along the eastern side of the spine road carriageway, transitioning into a shared space arrangement on the cul-de-sacs to the east and west of the spine road.
- 5.3.3 The spine road culminates in a turning head on the northern boundary of the site. Swept path tracking of a refuse vehicle is shown in drawing ITB13354-GA-002 at the end of this report.
- 5.3.4 Two 'private-drive' cul-de-sacs are provided at the north of the site. Reverse distances for vehicles on the western cul-de-sac do not exceed 20m. However, reverse distances do exceed 20m on the eastern cul-de-sac, therefore an additional turning head has been provided to enable large vehicles to turn should access be required.

5.3.5 Car parking is provided in accordance with the projected demand, derived from the WSCC 'Parking Demand Calculator'. A total of 61 spaces are provided, consisting of 54 allocated spaces and a further 7 unallocated/visitor spaces. The visitor spaces have been distributed across the site to ensure coverage for all properties, thus reducing the likelihood of vehicles parking on the carriageway. A copy of the Parking Demand Calculation is provided at Appendix D.

5.3.6 Cycle parking is provided in accordance with the WSCC Cycle Parking Standards. Garages have an internal dimension of 3m x 6m or greater and, where properties do not have access to a garage, sheltered and secure garden storage is to be provided that allow for the storage of two bicycles per property.

5.4 Refuse Strategy

5.4.1 Refuse collection will take place from the main spine road carriageway, with the turning head at the northern end of the spine road providing space for a refuse vehicle to turn and exit the site in forward gear.

5.4.2 As the furthest-most properties on the eastern cul-de-sac would exceed a carry distance of 25m for collection operatives, a bin collection point has been introduced part way along the cul-de-sac and within a 30m carry distance for residents. This reduces the carry distance to less than 25m for collection operatives. Therefore, refuse vehicles will not be required to access the cul-de-sacs.

5.4.3 Swept path tracking of a refuse vehicle turning in and out of the site access, as well as the turning manoeuvre for a refuse vehicle using the turning head, is provided in drawing ITB13354-GA-002 at the end of this report.

5.5 Emergency Vehicle Access

5.5.1 The site layout has been designed so that it is possible for a fire appliance to manoeuvre to within 45m of all parts of a property.

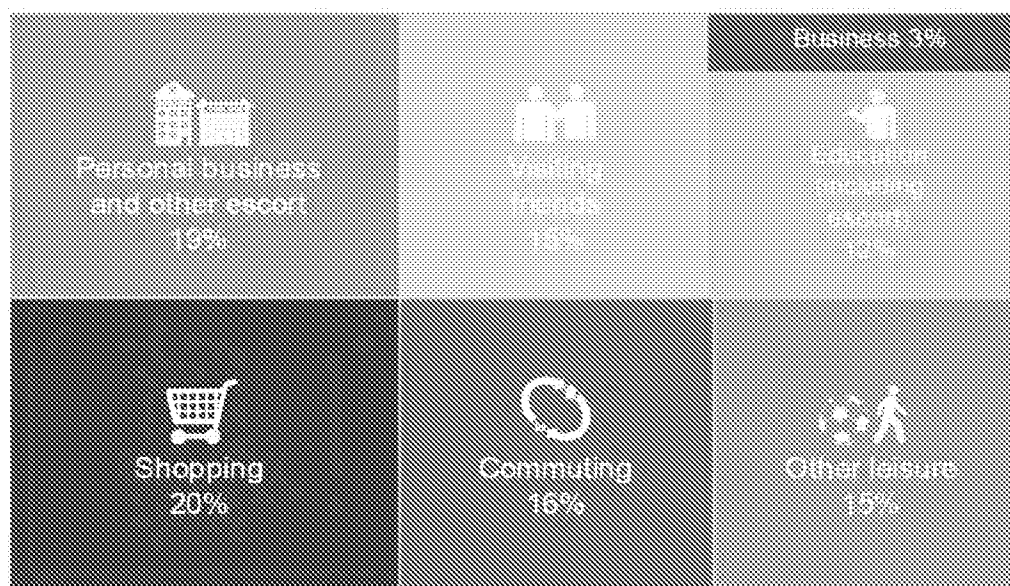
5.5.2 As the length of the eastern cul-de-sac exceeds the maximum 20m reverse distance permitted by Building Regulations, a turning head has been introduced at this location to enable the fire appliance to turn and exit the cul-de-sac in forward gear. As the turning head will not be in frequent use, the facility will be constructed from a grasscrete-like material that will be able to accommodate the laden weight of a fire appliance.

SECTION 6 TRANSPORT ACCESSIBILITY

6.1 Why Do People Travel?

6.1.1 In considering accessibility and promoting sustainable travel, it is important to consider the reason why future residents of the proposed development will make journeys. The Department for Transport's (DfT) National Travel Survey identifies the main reasons for making a journey, as set out in Image 6.1.

Image 6.1: Proportion of Trips per Year by Journey Purpose



(Source: Table NTS0401 of Transport Statistics Great Britain – 2013 Edition)

6.1.2 The main reasons for travelling are leisure, shopping, commuting/business and education/escort education trips. Together these account for over 80% of the reasons for making a journey.

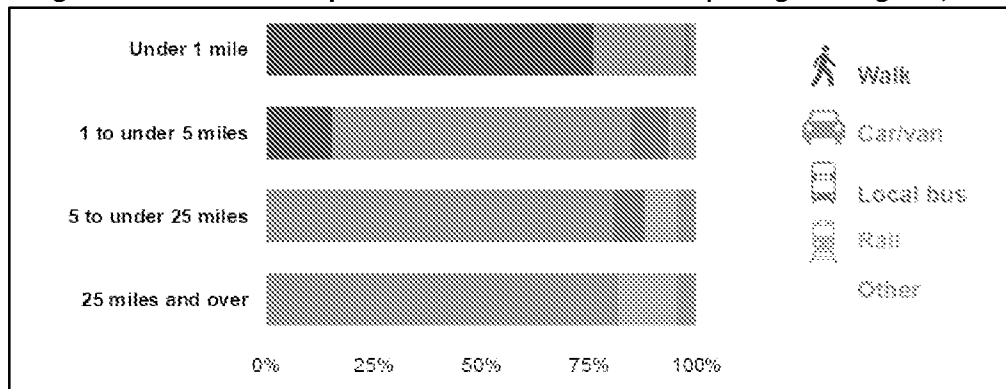
6.2 How Far Are People Prepared to Walk and Cycle?

6.2.1 The Chartered Institution of Highways and Transportation (CIHT) has recently published updated guidance regarding the provision of sustainable travel in conjunction with new developments. These documents identify that:

- Most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*); and
- The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*).

6.2.2 The National Travel Survey 2014 also identifies the mode share journeys of different lengths:

Image 6.2: Mode Share by Main Mode for Different Trip Lengths: England, 2014



Source: NTS 2014

6.2.3 The survey establishes that 76% of trips are undertaken on-foot for journeys up to one mile. For journeys between 1 and 5 miles, 18% are undertaken on-foot.

6.2.4 On this basis:

- Up to 1 mile (1,600m) is a comfortable walking distance where circa 80% of journeys are likely to be made on foot; and
- Up to 2 miles (3,200m) is a realistic walking distance (where circa one-third of journeys are likely to be made on foot).

6.3 Key Destinations

6.3.1 As set out in Section 4 of this report, residents of the development proposal will have access to good quality pedestrian and cycle infrastructure. Both modes of transport represent a viable alternative to the use of the private car to access services and facilities associated with the daily needs of residential accommodation.

6.3.2 The primary destinations for future residents of the development, within the local area, are summarised in Table 6.1 overleaf. In addition to the distance from the site, approximate walking and cycling journey times are also provided.

6.3.3 Table 6.1 demonstrates that there is a wide range of local services and facilities, which residents are likely to use on a day to day basis, within realistic walking and cycling distance from the proposed development site. These services include a range of schools, supermarkets, business parks, health facilities and sports and leisure facilities. A Facilities Location Plan is provided at Figure 6.1.

Table 6.1: Summary of Local Facilities

Type	Name	Distance (m)	Walk (mins)	Cycle (mins)
Education	The Angmering School	1,500	18	6
	St Margaret's School	2,500	30	9
	Saint Wilfrid's Catholic Primary School	1,900	23	7
	Georgian Gardens Primary School	1,700	20	6
	East Preston Infant/ Junior School	1,200	14	5
Health	Lloyds Pharmacy	1,500	18	6
	Willow Green Surgery	1,200	14	5
	Kamsons Pharmacy	1,100	13	4
Retail	Sainsbury's	1,200	14	5
	Asda	1,900	23	7
	The Co-op	1,700	20	6
	ALDI	2,000	24	8
	Rustington Retail Park	1,000	17	5
	Angmering High Street	1,700	20	6
Railway Station	Angmering	1,000	12	4
Employment	Angmering High Street	1,700	20	6
	Rustington Trading Estate	2,700	27	9
Leisure	Haskins Restaurant	700	8	3
	Angmering Community Centre	850	10	3
	Worthing Football Rugby Club	900	11	3
	Angmering Baptist Church	1,500	18	6
	Ham Manor Golf Club	2,100	25	8
	Langmead Recreation Ground	1,200	14	5
	Lashmar Recreation Ground	1,200	13	4

Source: Consultant (all distances have been calculated using Google Maps 'Directions' facility)

Notes:

Walking time based on 1.4m/s

Cycling time based on 4.1m/s

Comfortable walking distance (<1600m)

Acceptable walking distance (1600m<3200m)



6.4 Journey to Work Data

6.4.1 The 2011 Census data has been analysed to assist in understanding established commuter patterns for people living in Angmering. Table 6.2 summarises the work destinations (excluding those that work from home) for residents of Angmering.

Table 6.1: Journey to Work Destinations (excluding work from home) - Angmering

Destination	% Journey to Work
Angmering	9.6%
Littlehampton	8.9%
Rustington	3.6%
Bognor Regis	3.2%
East Preston	2.9%
Arundel	2.0%
Yapton	1.9%
Ferring	1.0%
Eastergate, Barnham and Walberton	0.8%
Worthing	27.8%
Horsham	7.9%
Chichester	6.8%
Shoreham-by-Sea	4.5%
Brighton and Hove	4.3%
Crawley	3.7%
Burgess Hill	0.8%
Haywards Heath	0.8%
Lewes	0.8%
Havant	0.6%
Portsmouth	0.6%
London	2.6%
Other	4.9%
Total	100%

Source: 2011 Census 'Journey to Work'

6.4.2 The Census data identifies that some 34% of the residents of Angmering and the surrounding area work within Arun district, with 10% of those working within Angmering itself and 9% in Littlehampton. Worthing is the largest employment draw for residents with 28% of Angmering residents working in Worthing. All destinations highlighted in green on Table 6.2 (amounting to more than 75% of work journeys) can be accessed by direct public transport services from Angmering, as set out in Section 4.4 of this report.

SECTION 7 TRAFFIC IMPACT

7.1 Introduction

7.1.1 This section of the report assesses the traffic impact of the proposed development upon the operation of the local highway network. Paragraph 108 of the National Planning Policy Framework requires that development does not have a “severe” residual cumulative impact.

7.1.2 The assessment of traffic impact has been carried out in accordance with the adopted West Sussex County Council Transport Assessment Methodology.

7.2 Trip Generation

7.2.1 Traffic survey data contained in the latest version of the TRICS database (v7.4.4) has been used to derive the number of vehicle trips that are likely to be generated by the 24 dwellings, using the following search parameters:

- Land Use - 3 Residential (A- houses privately owned);
- Regions – England (excluding Greater London);
- Number of Units – 6-82 dwellings;
- Date Range – 01/01/09 onwards; and
- Selected Locations – Edge of Town and Suburban areas.

7.2.2 The morning and evening peak hour trip rates derived from the TRICS assessment are summarised in Table 7.1 and the full outputs are presented in Appendix E.

Table 7.1: Vehicle Trip Rates

Time	Trip Rate (per dwelling)		
	Arrivals	Departures	Two-Way
Weekday Morning (0800 to 0900)	0.138	0.389	0.527
Weekday Evening (1700 to 1800)	0.355	0.144	0.499

Source: TRICS 7.4.4

7.2.3 Table 2.2 compares the trip rates derived from the assessment against those agreed in relation to the Roundstone Lane Strategic Development Location (SDL) and the South of Angmering development (SOA).

Table 7.2: Trip Rate Comparison

	Vehicular Trip Rate (per dwelling)	
	AM Peak	PM Peak
Mayflower Way	0.527	0.499
South of Angmering	0.498	0.499
Roundstone Lane SDL	0.596	0.656

Sources: TRICS v7.4.4 & SDL – TA 041.0004/ATA/3 & SOA – ITB9015-007B R

7.2.4 Whilst the TRICS assessment has been carried out in accordance with TRICS ‘Best Practice Guidance’, utilising site selection parameters that best represent the proposed development site, it is noted that the trip rates derived as part of this assessment are slightly lower than those used to assess the SDL.

7.2.5 In the interests of a robust assessment, the SDL trip rates have been used for the purposes of this assessment. The ratio of arrivals and departures during the morning and evening peak hours are presented in Table 7.3; and the total number of movements generated by the development is presented in Table 7.4.

Table 7.3: Vehicle Trip Rates

Time	Trip Rates		
	Arrivals	Departures	Two-Way
Weekday Morning (0800 to 0900)	0.157	0.439	0.596
Weekday Evening (1700 to 1800)	0.423	0.233	0.656

Source: TA.041.0004/ATA/3

Table 7.4: Total Trip Generation

Time	Trip Generation (number of vehicles)		
	Arrivals	Departures	Two-Way
Weekday Morning (0800 to 0900)	4	11	15
Weekday Evening (1700 to 1800)	10	6	16

Source: Consultant’s calculations

7.3 Trip Distribution and Assignment

- 7.3.1 Mayflower Way joins the public highway at its junction with Roundstone Lane. As there is no alternative vehicular route to the west of Mayflower Way, 100% of traffic generated by the site will use the Mayflower Way/Roundstone Lane to access the wider highway network.
- 7.3.2 A Manual Classified Count (MCC) has been undertaken to determine the turning proportions that occur at the junction. The low number of movements observed turning out of Mayflower Way and onto Roundstone Lane (two movements during the morning peak hour and seven movements during the evening peak hour) does not provide a large enough sample size for the turning proportions to be a reliable and accurate representation of traffic distribution.
- 7.3.3 However, Roundstone Lane accommodates circa 500 north and southbound movements during the peak hours. Therefore, the directional split of traffic flows on Roundstone Lane has been used to inform the distribution of development traffic. The distribution of movements at the Mayflower Way/Roundstone Lane priority junction is summarised in Table 7.5 and the full MCC outputs are provided Appendix F.

Table 7.5: Development Traffic Distribution

Direction of Travel	Distribution Percentage	
	AM	PM
Roundstone Lane (North)	33%	46%
Roundstone Lane (South)	67%	54%

Source: MCC

- 7.3.4 On the basis of the distribution patterns in Table 7.5, Development Traffic Flow Diagrams have been produced and are provided as Figures 7.1 and 7.2 for the AM and PM peak hours respectively.

7.4 Extent of Study Area

- 7.4.1 With reference to para 10.5.1 of the West Sussex County Council 'Transport Assessment Methodology', the LHA require capacity testing to be undertaken where a development would lead to a predicted increase in total entry flows of 30 or more vehicles during any hour.

- 7.4.2 On the basis of the traffic flow diagrams presented in Figures 7.1 and 7.2, strictly speaking no capacity testing of the local network is required since the traffic generation of the site is less than 30 movements during any hour. Notwithstanding this, testing of the Mayflower Way/Roundstone Lane has been undertaken.

7.5 Assessment Years

- 7.5.1 Paragraph 10.2.1 of the WSCC 'Transport Assessment Methodology' requires capacity assessment to be undertaken for the identified opening year of the development, and for a period of five years after submission of the planning application. The identified study area is not part of WSCC's 'Strategic Road Network' and therefore an assessment ten years post submission is not required.

- 7.5.2 On this basis the following assessment years have been used:

- 2018 (submission year);
- 2020 (opening year); and
- 2023 (five years post submission).

7.6 Baseline Conditions

- 7.6.1 A peak period MCC was undertaken on the 20th February 2018 at the junction of Mayflower Way and Roundstone Lane. The full survey outputs are presented in Appendix F.
- 7.6.2 Using the data obtained from the MCC, morning and evening peak hour 'baseline' traffic flow diagrams have been produced and are presented in Figures 7.3 and 7.4 respectively.

7.7 Committed Development

- 7.7.1 In order to consider the cumulative impact of development that has been permitted in the local area, a list of committed development has been established. There are a number of consented developments in the wider area with varying levels of implementation.

A/219/17/PL – Land East of Windy Ridge

- 7.7.2 The proposal seeks planning consent for a development of 12 new homes directly south of the development site, south of Mayflower Way. The application is not supported by a full assessment of the traffic impact, and therefore it is not possible to obtain site specific trip data from the application documents
- 7.7.3 West Sussex County Council, as the local highway authority, has responded to the application and identified that the proposed development is anticipated to generate 7 trips during both the morning and evening peak hours. These trips have been added as a committed development flow and distributed onto the highway network in accordance with the distribution ratio set out in Table 7.5 of this report.

A/99/17 – Land South of Water Lane

- 7.7.4 Arun District Council has resolved to grant planning consent for a development of 175 new homes to the south of Water Lane. The outline planning application was supported by Transport Assessment (*ref: ITB9105-007D R*), and development traffic flows have been obtained from the assessment for inclusion as committed development traffic.

Roundstone Lane Strategic Development Location (SDL)

- 7.7.5 Planning consent has been granted for a number of the parcels of land that form the SDL, including land at West End Nurseries, Manor Nursery and Pound Nursery. Implementation of the consents has commenced, and a number of dwellings are now occupied.
- 7.7.6 The traffic impact of the 700 new homes that form the SDL was considered through the cumulative assessment contained in Transport Assessment (*ref: 041.0004/ATA/3*). Development traffic flow data has been obtained from the assessment to be used as a committed development in the traffic impact assessment of the Mayflower Way development site.
- 7.7.7 It should be noted that, since occupation of the SDL has commenced, the use of the data contained with TA 041.0004/ATA/3 results in an element of double counting since some of the movement will already be taking place on the highway network and will have been recorded as part of the MCC survey.

7.7.8 The total traffic flows associated with committed development during the morning and evening peak hours are presented in Figures 7.5 and 7.6 respectively.

7.8 Forecast Traffic Growth

7.8.1 In addition to the inclusion of committed development, TEMPro v7.2 has been used to derive traffic growth rates to be used in the assessment of the development in future years. The 'South East' region and Arun 005 output area, which covers the Angmering area, has been used.

7.8.2 Growth factors have been derived for the following periods, with the outputs presented in Table 7.6.

- 2018-2020; and
- 2020-2023.

Table 7.6: Forecast Traffic Growth Rates

Time Period	Area Type	Road Type	AM Peak	PM Peak
2018-2020	All	All	1.0267	1.0261
2018-2023	All	All	1.0748	1.0743

Source: TEMPro v7.2

7.8.3 To reduce the potential for double counting of traffic growth, the 'Alternative Assumptions' function within TEMPRO could have been used to manually adjust the level of growth. However, in the interest of a worst case assessment, an unadjusted TEMPro growth rate has been applied to the baseline traffic data.

7.9 Mayflower Way/Roundstone Lane Junction Assessment

7.9.1 Table 7.7 sets out the scenarios that have been tested using the Junctions 9 software:

Table 7.7: Assessment Scenarios

Scenario	Year	Time	Traffic Flow Inclusions	Figure
A	2020	AM	Baseline + Forecast Growth + Committed Development + Development Traffic	7.7
B	2020	PM	Baseline + Forecast Growth + Committed Development + Development Traffic	7.8
E	2023	AM	Baseline + Forecast Growth + Committed Development + Development Traffic	7.9
F	2023	PM	Baseline + Forecast Growth + Committed Development + Development Traffic	7.10

7.9.2 The results of the Junctions 9 assessment are summarised in Table 7.8, with the full outputs presented in Appendix G.

Table 7.8: Capacity Assessment – Mayflower Way/Roundstone Lane

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	RFC	Max Queue (pcu)	RFC	Max Queue (pcu)
Scenario C & D - 2020 “with development”				
Mayflower Way	0.03	0	0.03	0
Roundstone Lane (N)	0.02	0	0.01	0
Scenario G & H - 2023 “with development”				
Mayflower Way	0.03	0	0.04	0
Roundstone Lane (N)	0.02	0	0.01	0

Source: Junctions 9

7.9.3 Table 7.8 demonstrates that the site access junction operates within capacity, and that vehicles turning right into Mayflower Way do not create a capacity constraint to through traffic on the southbound carriageway.

7.9.4 Therefore, the proposed development does not result in a severe residual cumulative impact on the operation of the junction, and therefore satisfies paragraph 108 of the NPPF. No mitigation is required at the junction.

SECTION 8 SUMMARY AND CONCLUSIONS

8.1 Summary

- 8.1.1 This TS has considered the potential transport impacts that would arise from a development of 24 residential dwellings on Land North of Mayflower Way. A full planning application has been submitted for the site's development as proposed.

Policy Context

- 8.1.2 Taken together, local and national policy requires new residential development to be located where a range of facilities and services can be accessed by a number of modes of transport including walking, cycling and public transport, so as to minimise the number and length of car journeys. Safe and suitable access to the site should be achieved for all people. The National Planning Policy Framework is clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Existing Conditions

- 8.1.3 Pedestrians can gain access to local services and facilities using the existing footway provision surrounding the site, including the use of Public Right of Way 2127 and Roundstone Lane. There is also a network of streets conducive to cycling, dedicated cycle lanes and shared paths in Angmering, to encourage cycling from the site.
- 8.1.4 The local bus services provide good accessibility to wider destinations, including Littlehampton, Worthing and Shoreham-by-Sea. Angmering Railway Station provides access to destinations including Brighton, Portsmouth, London and Southampton providing reasonable and realistic opportunities for non-car travel for journeys further afield.

Site Access Arrangements

- 8.1.5 Vehicular access to the development will be provided by a new simple priority junction onto Mayflower Way. The access has been designed in accordance with Manual for Streets parameters, including visibility splays of 2.4m x 43m (commensurate with Manual for Streets stopping sight distances for vehicle speeds of 30mph, which is faster than the observed design speed).

- 8.1.6 Pedestrians and cyclists will be able to access the site via the shared use carriageway of Mayflower Way, towards Footpath 2172 to the west and Roundstone Lane to the east. Traffic conditions on Mayflower Way accord with Manual for Streets guidance of where shared use carriageway is appropriate, with low speed traffic flows of significantly less than 100 vehicles per hour.

Site Layout

- 8.1.7 The site layout has been designed in accordance with Manual for Streets principles, and a copy of the Site Plan can be found in drawing 'Site Plan 1701 2.10' at the end of this report.
- 8.1.8 A spine road of 5.0m, consistent with Figure 7.1 of Manual for Streets, provides sufficient width to enable a car to pass a large vehicle (i.e. refuse or home delivery vehicle).
- 8.1.9 Car and cycle parking has been informed by West Sussex County Council standards and guidance. A total of 61 car parking spaces accords with the projected demand derived through the WSCC Parking Demand Calculator, and each dwelling will be provided with a minimum of two sheltered and secure cycle parking spaces.
- 8.1.10 Swept path analysis establishes that access and turning can be achieved by both refuse collection vehicles and fire tenders.

Transport Accessibility

- 8.1.11 There is a good range of everyday services located within a reasonable walking distance of the site, including retail, education, employment, and leisure facilities, providing opportunities for many journey purposes to be satisfied locally by sustainable modes, particularly walking and cycling.
- 8.1.12 Safe and appropriate walking and cycling routes run from the site to local destinations. The Stagecoach bus service 9 provides regular services to key destinations further afield and offers a realistic alternative to travel by the private car.

Traffic Impact

8.1.13 The development will generate some 15-16 two-way vehicle trips in the morning and evening peak hours. An operational assessment of the Mayflower Way/Roundstone Lane junction has been undertaken, which establishes that the junction will continue to operate within practical capacity.

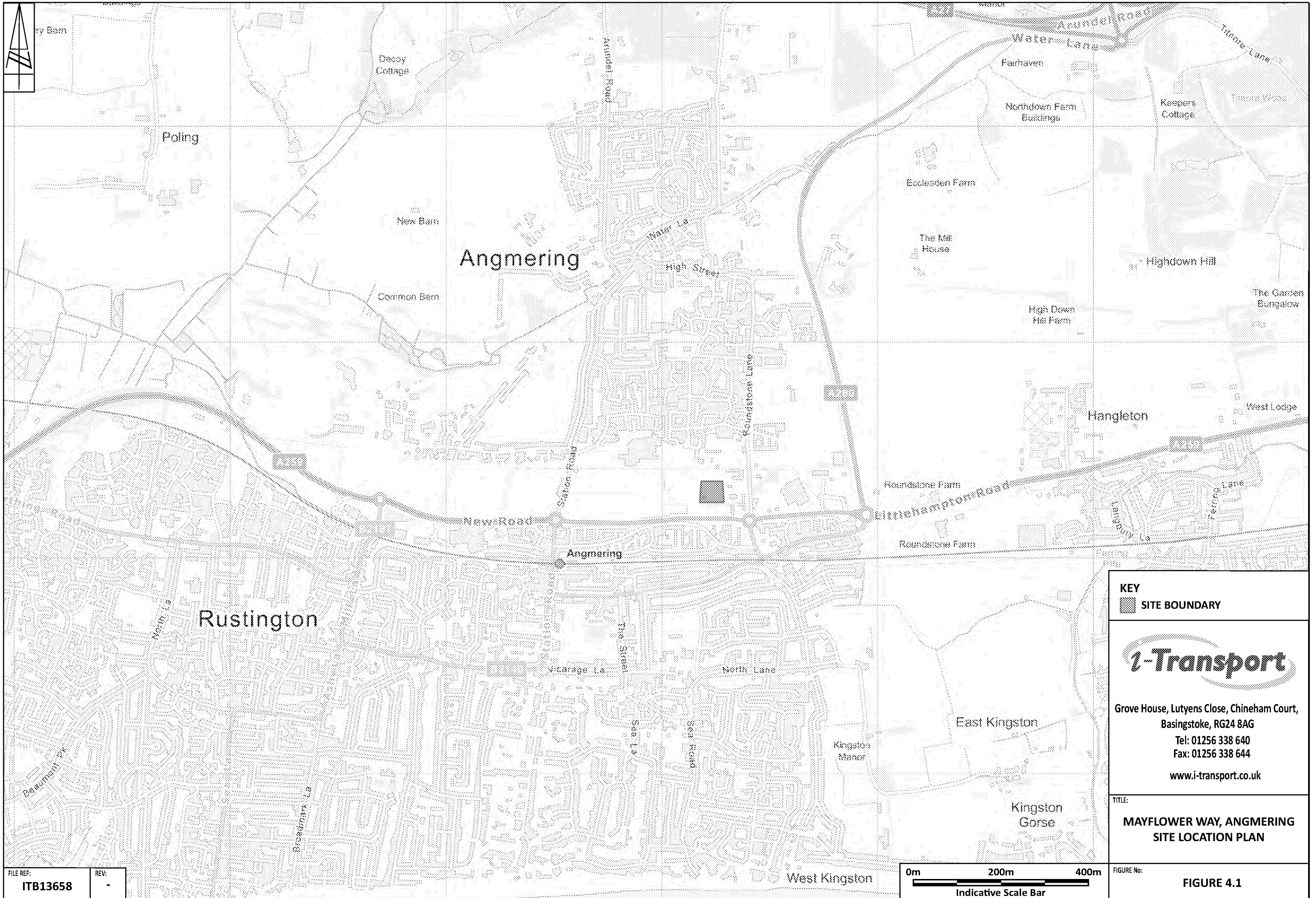
8.2 Conclusions

8.2.1 On this basis, it is concluded that:

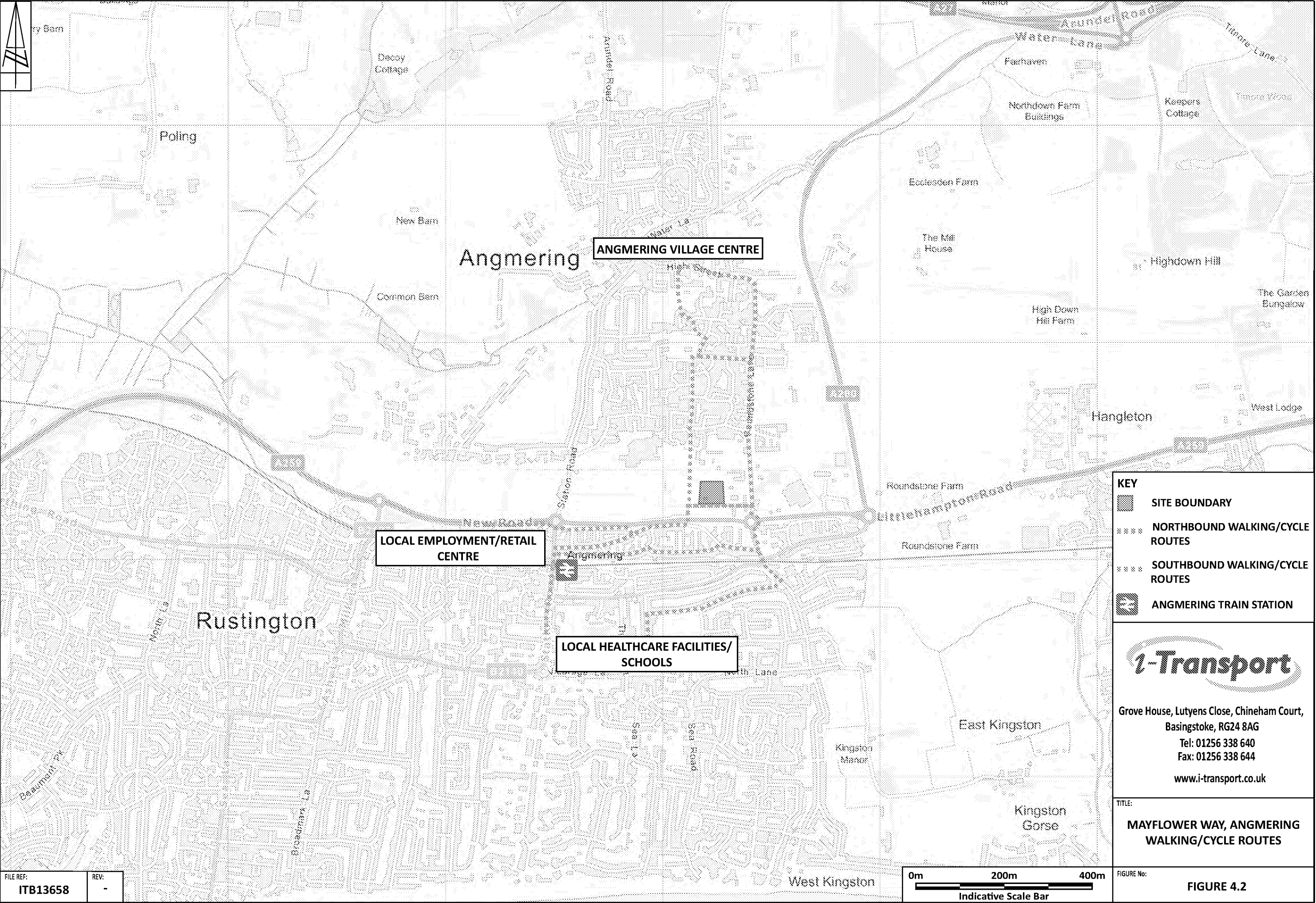
- The site is located in an accessible location and is well connected to local services and facilities. Appropriate infrastructure is already in place to ensure opportunities for travel by sustainable modes can be appropriately taken up;
- The site access arrangements fully comply with the relevant design guidance and will deliver safe and suitable access for all people; and
- The impact of the development on the operation of the highway network will not be noticeable and will certainly fall considerably short of the “severe” test set by the NPPF.

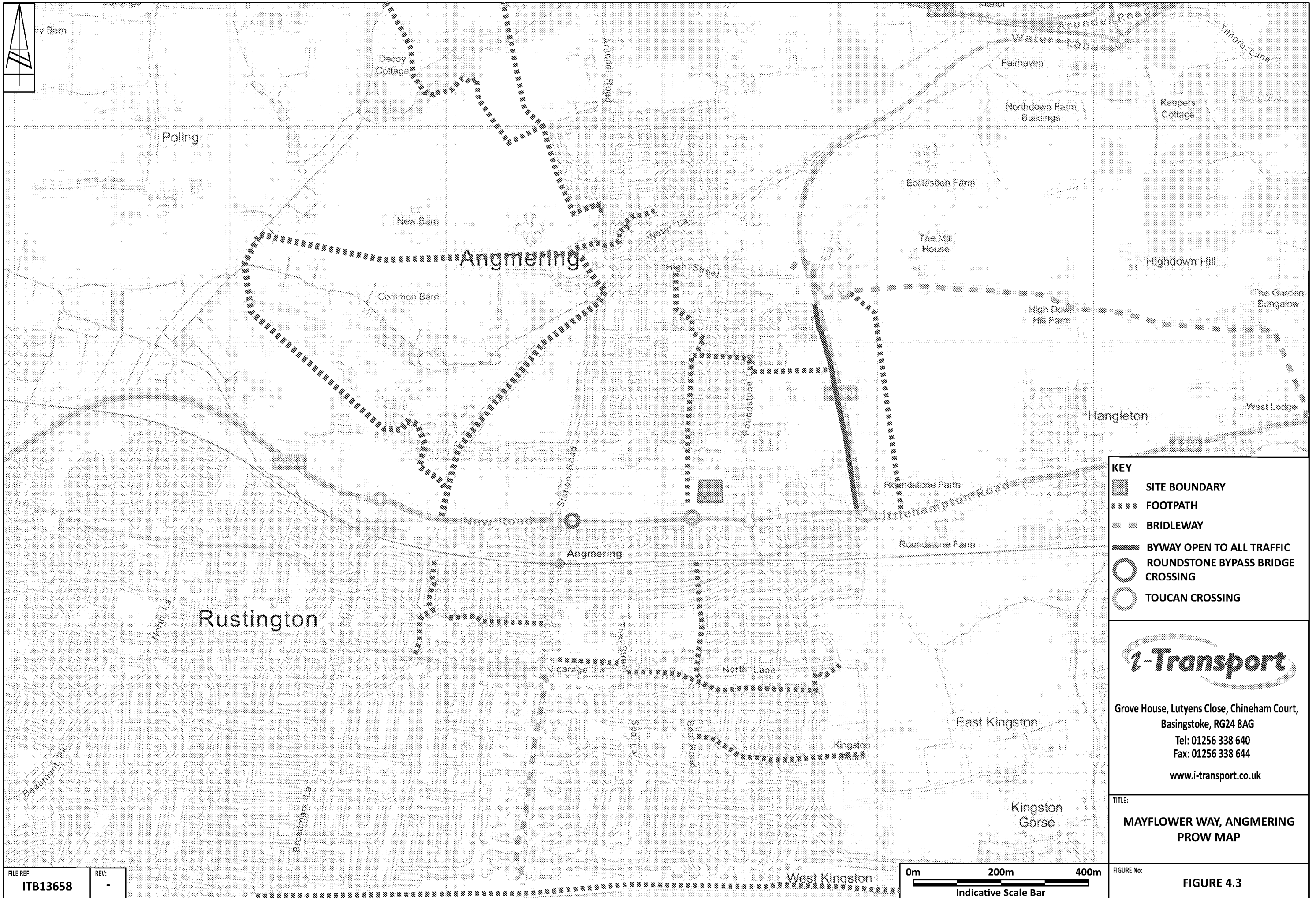
8.2.2 Overall, the proposal is demonstrated to comply with relevant transport policy, particularly the NPPF, and is shown to be acceptable in transport and highways terms.

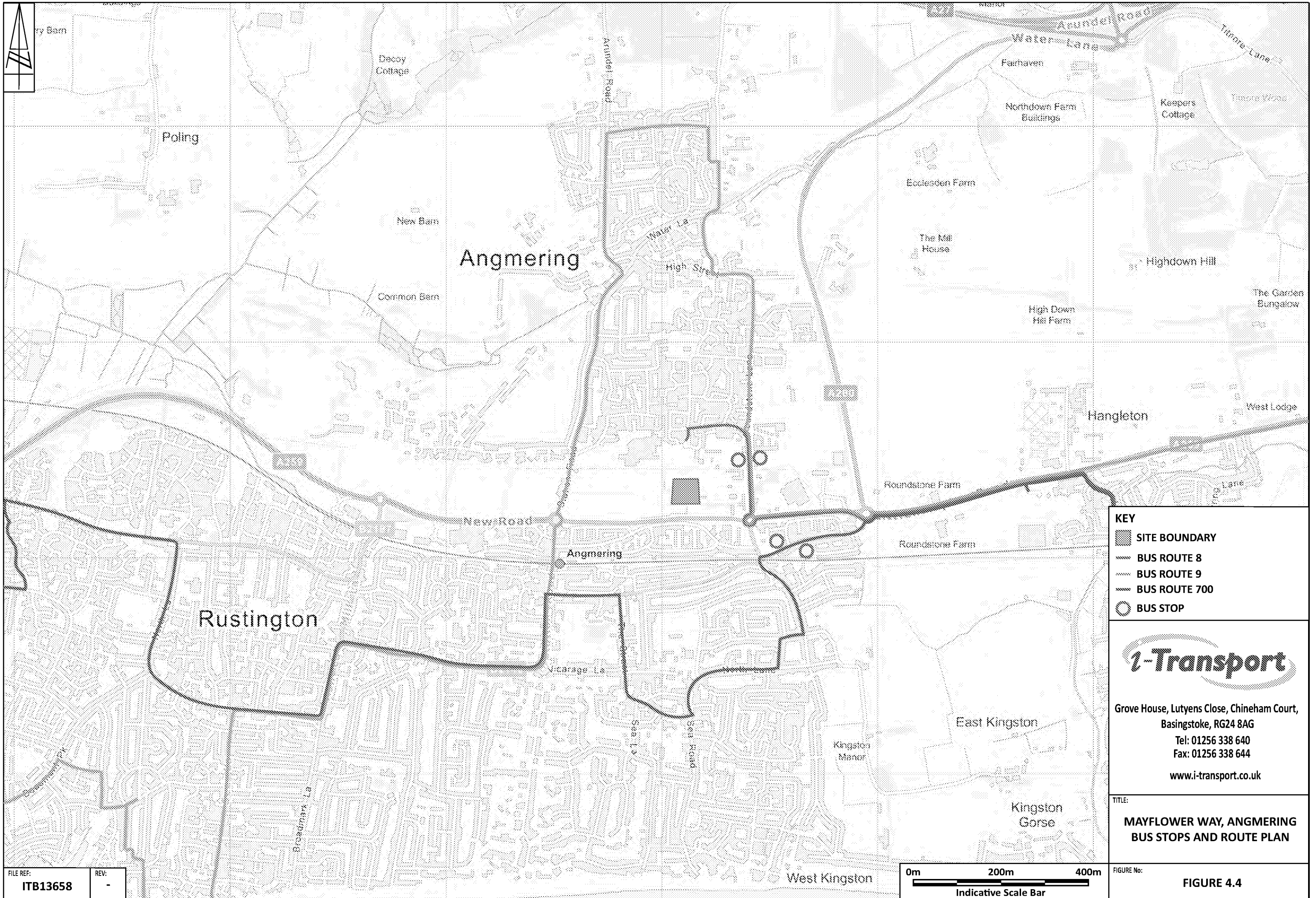
FIGURES

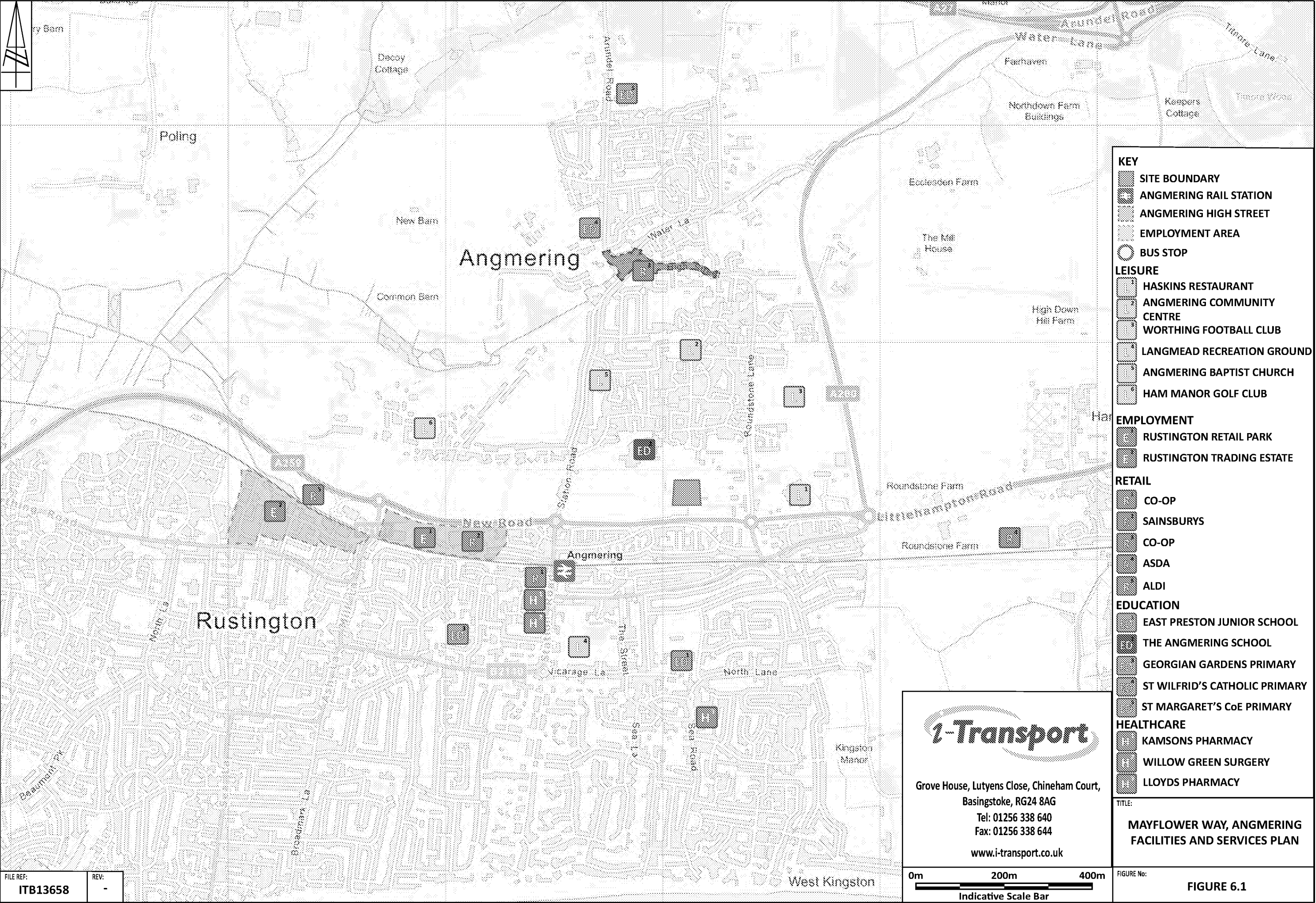


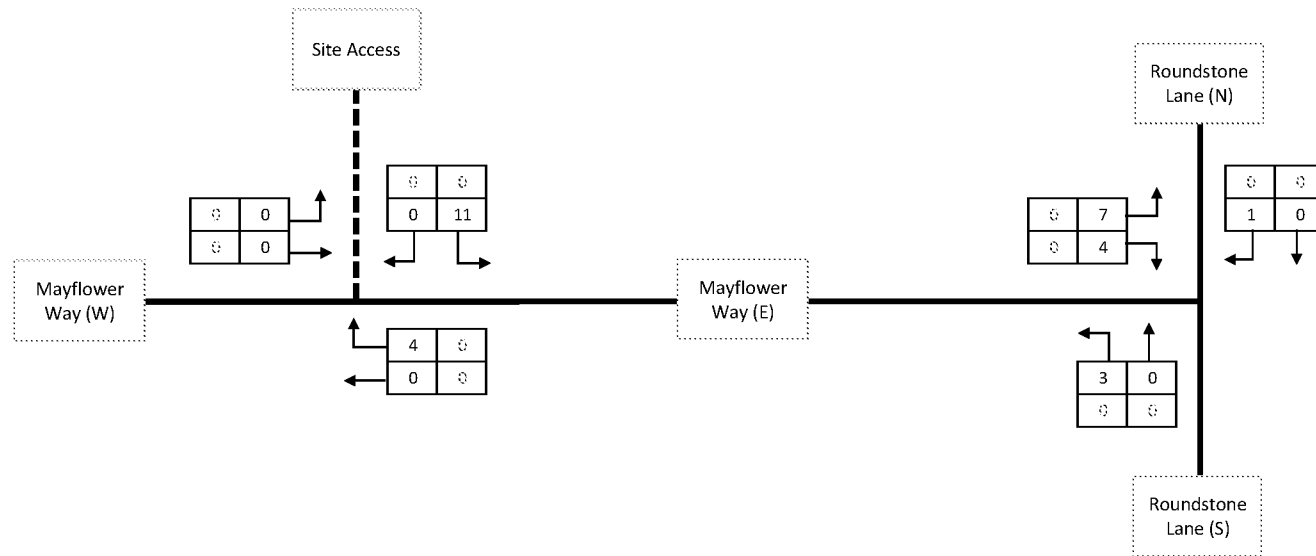
KEY SITE BOUNDARY	
 i-Transport Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338 640 Fax: 01256 338 644 www.i-transport.co.uk	
TITLE: MAYFLOWER WAY, ANGMERING SITE LOCATION PLAN	
FILE REF: ITB13658	REV: -
FIGURE No: FIGURE 4.1	







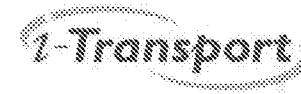




KEY

500 = TOTAL VEHICLES

25 = HGVs

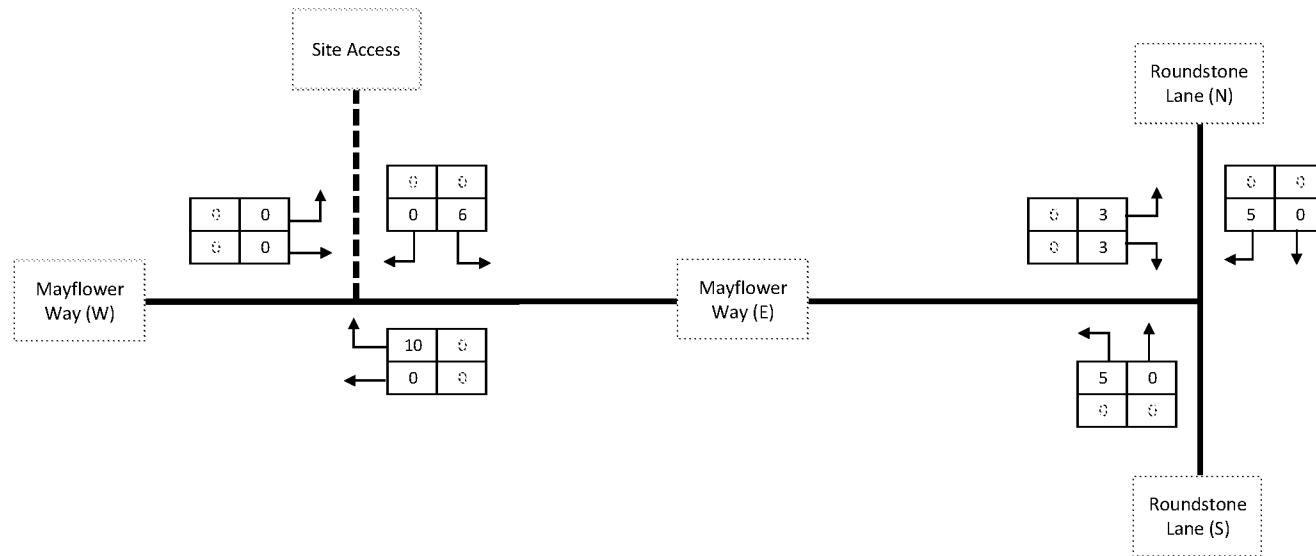


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MAYFLOWER WAY, ANGMERING

Figure 7.1

Development Traffic AM Peak (0800:-09:00)



KEY

 = TOTAL VEHICLES

 = HGV's

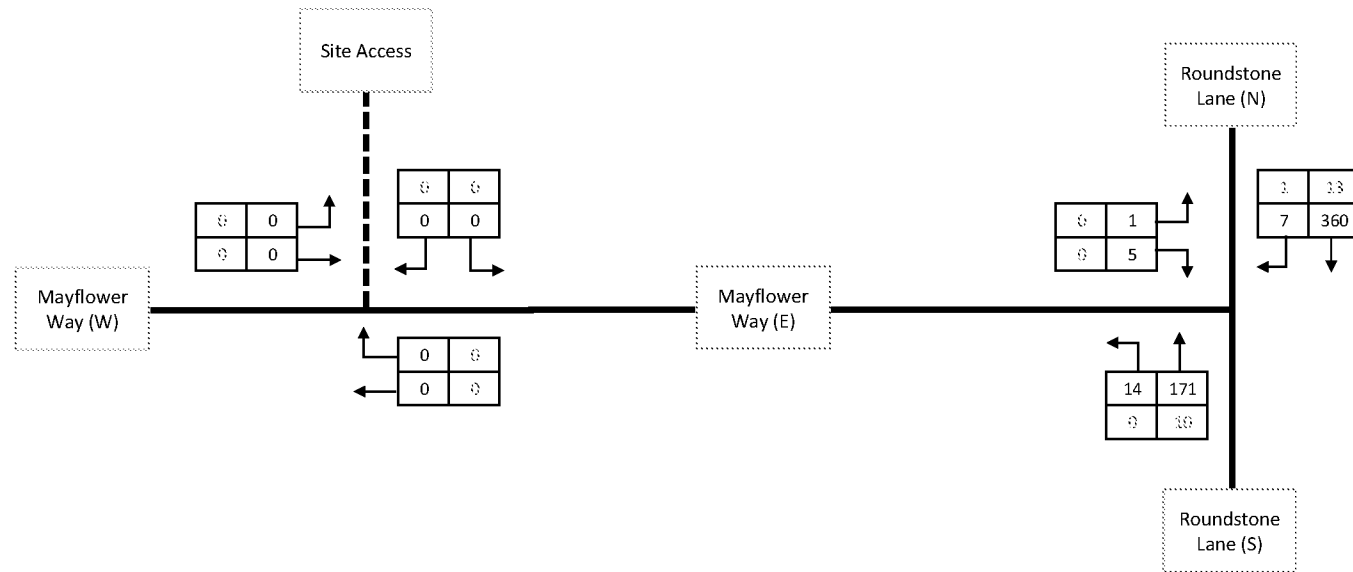


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RG24 8AG
Tel: 01256 338640
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MAYFLOWER WAY, ANGMERING

Figure 7.2

Development Traffic PM Peak (17:00-18:00)



KEY

500 = TOTAL VEHICLES

25 = HGVs

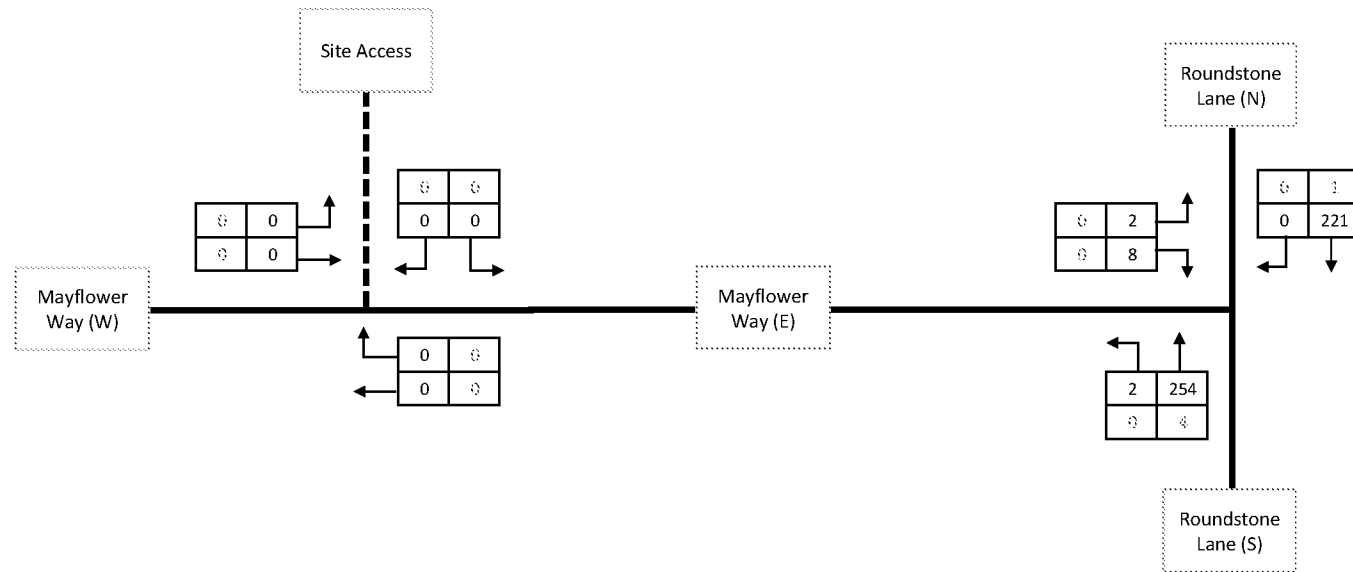


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Chineham Court, Basingstoke,
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MAYFLOWER WAY, ANGMERING

Figure 7.3

2018 Baseline AM Peak



KEY

500 = TOTAL VEHICLES

25 = HGVs

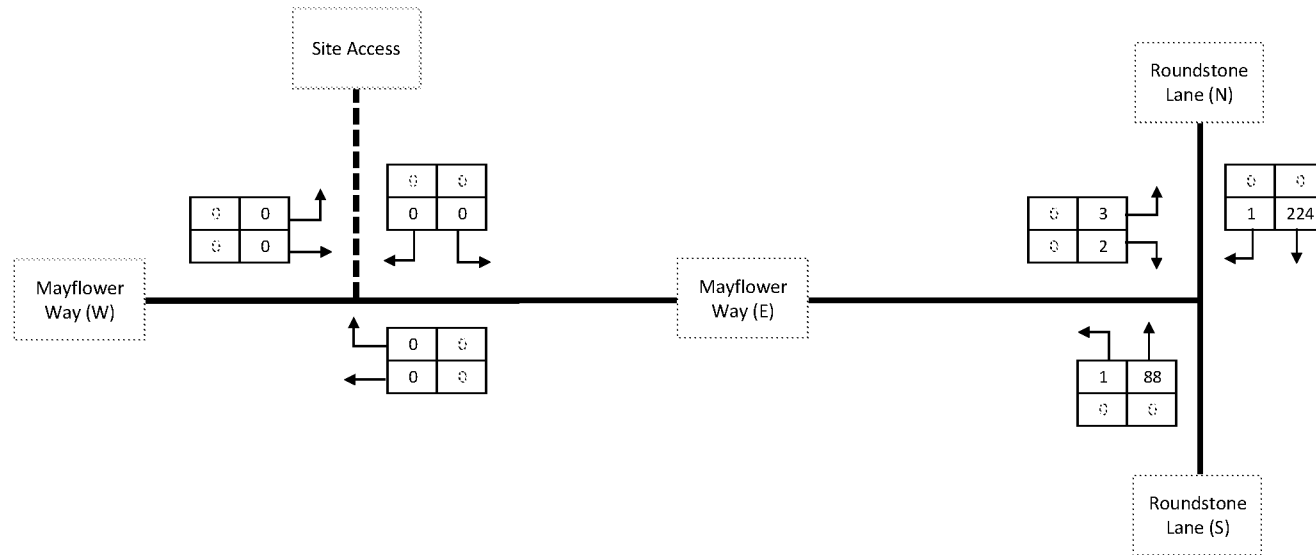


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MAYFLOWER WAY, ANGMERING

Figure 7.4

2018 Baseline PM Peak



KEY

 = TOTAL VEHICLES

 = HGV's

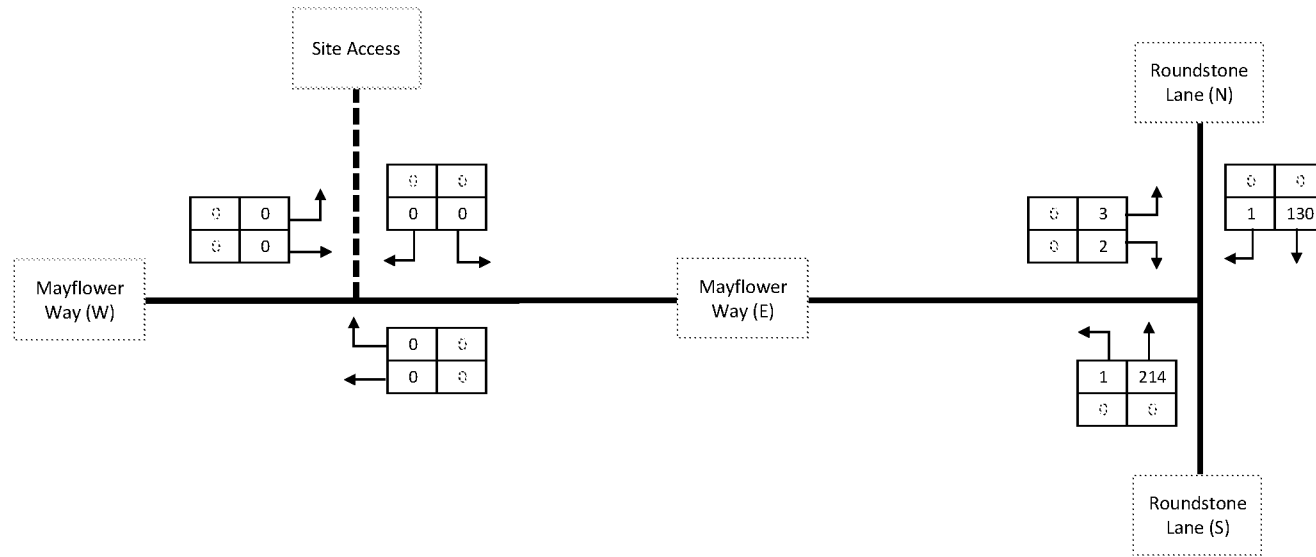


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MAYFLOWER WAY, ANGMERING

Figure 7.5

Committed Development AM Peak



KEY

 = TOTAL VEHICLES

 = HGV's

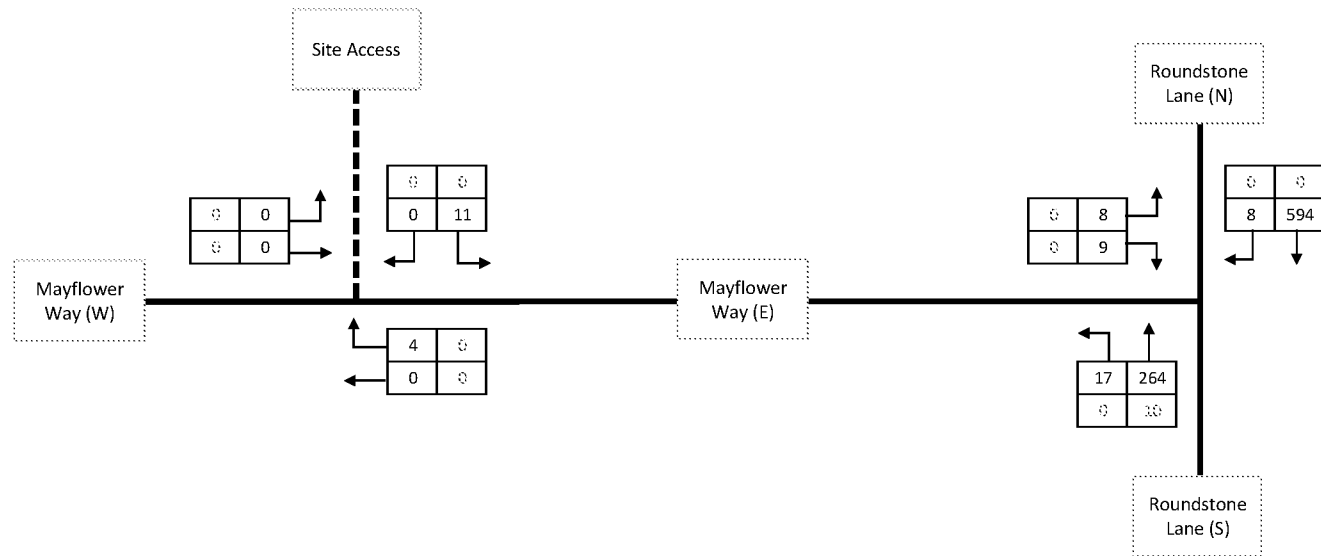


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MAYFLOWER WAY, ANGMERING

Figure 7.6

Committed Development PM Peak



KEY

 = TOTAL VEHICLES

 = HGV's

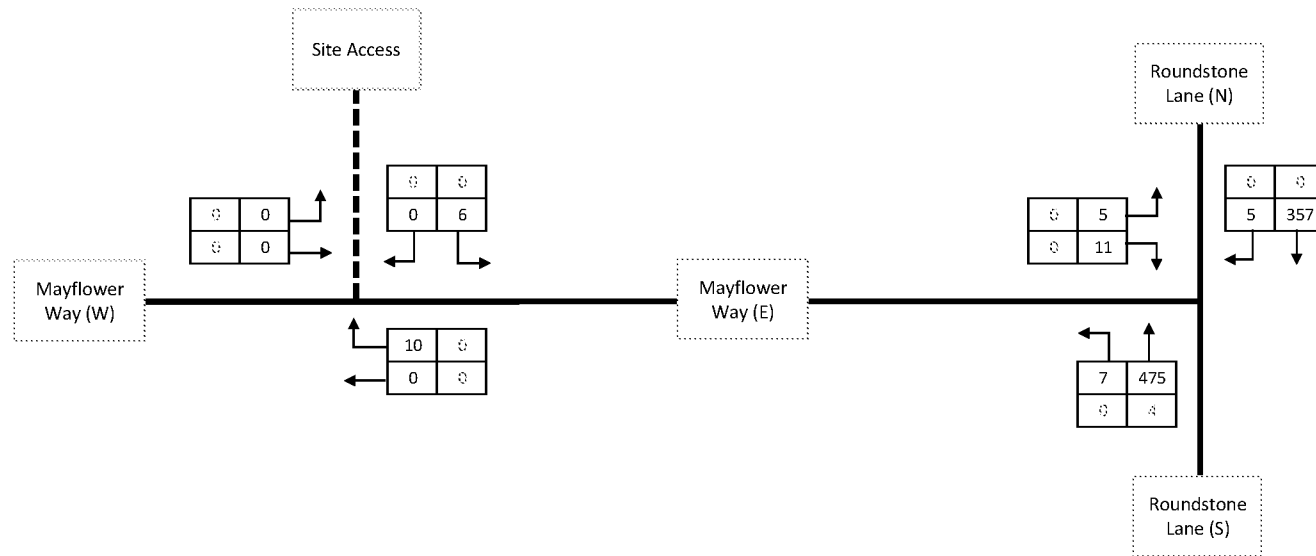


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MAYFLOWER WAY, ANGMERING

Figure 7.7

2020 Assessment AM Peak



KEY

500 = TOTAL VEHICLES

25 = HGV's

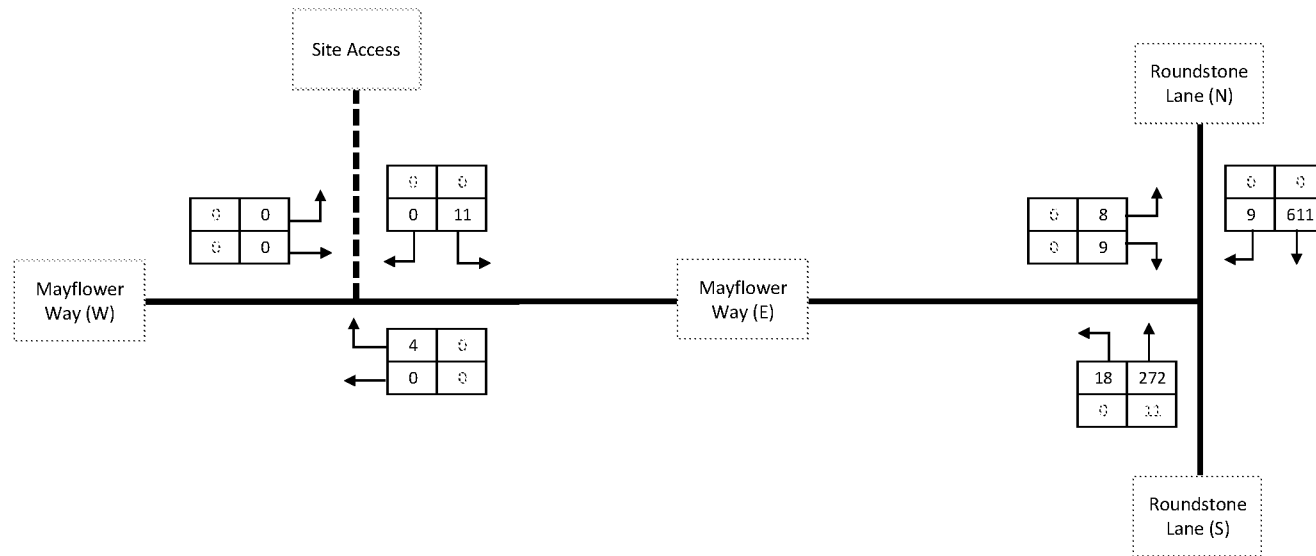


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MAYFLOWER WAY, ANGMERING

Figure 7.8

2020 Assessment PM Peak



KEY

500 = TOTAL VEHICLES

25 = HGV's

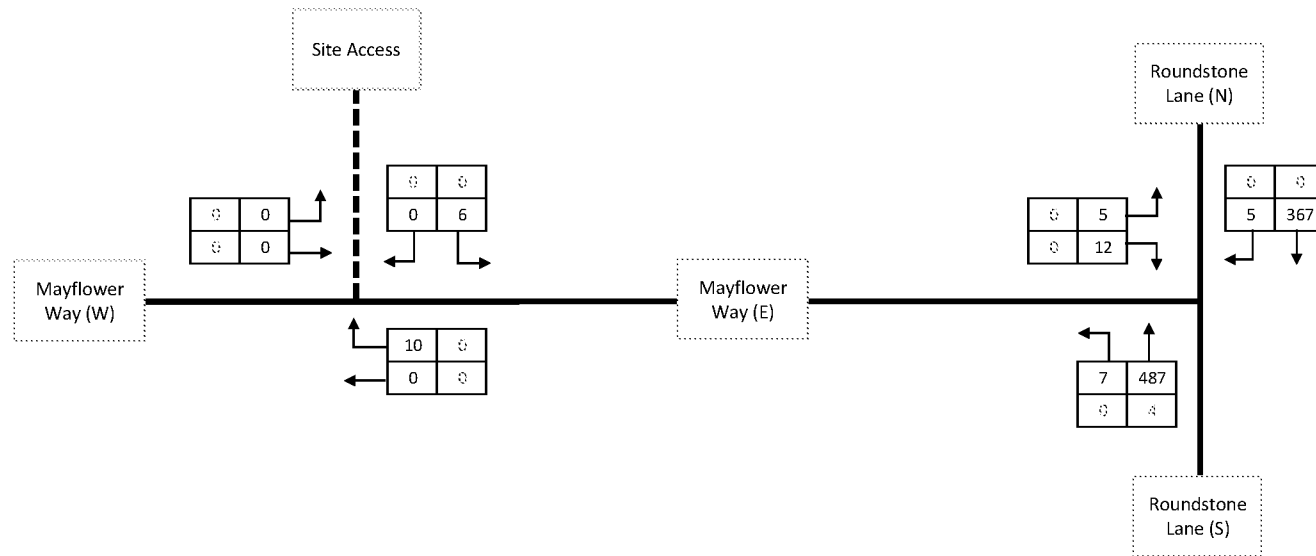


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MAYFLOWER WAY, ANGMERING

Figure 7.9

2023 Assessment AM Peak



KEY

500 = TOTAL VEHICLES

25 = HGV's



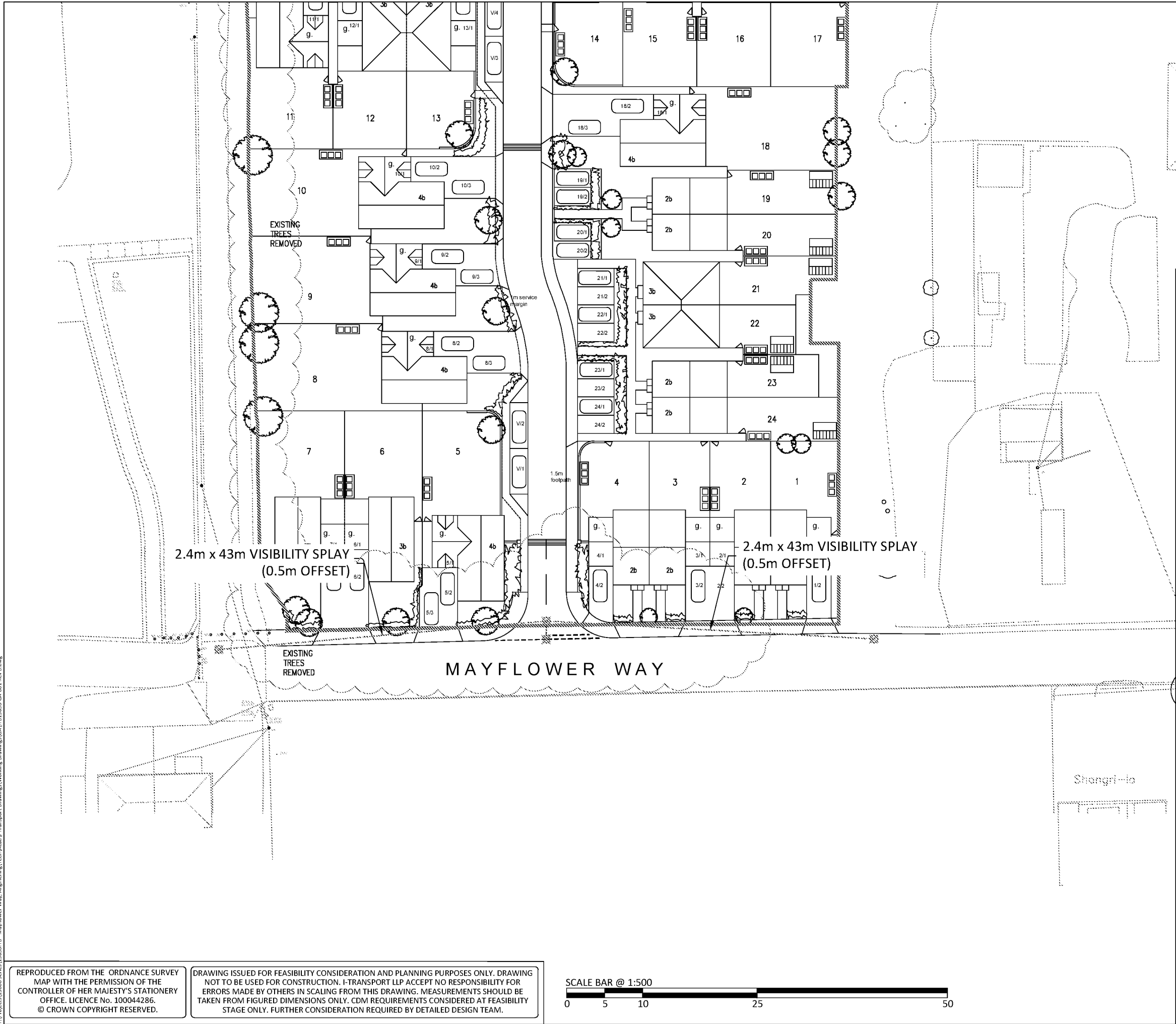
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640
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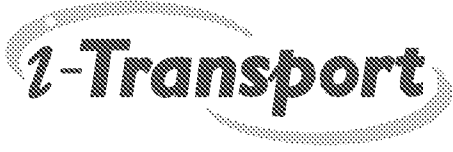
MAYFLOWER WAY, ANGMERING

Figure 7.10

2023 Assessment PM Peak

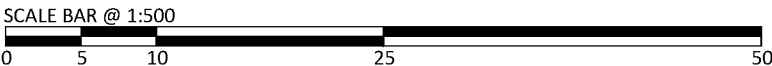
DRAWINGS



B	05.10.18	JD	SITE LAYOUT UPDATED	DS	DS
A	23.02.18	JD	SITE LAYOUT UPDATED	DS	DS
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 Fax: 01256 338644 www.i-transport.co.uk					
TITLE: SITE ACCESS VISIBILITY SPLAYS					
PROJECT: MAYFLOWER WAY, ANGMERING					
CLIENT: CRAYFERN HOMES					
SCALE @ A3: 1:500		CHECKED: DS		APPROVED: DS	
FILE REF: ITB13658		DRAWN: JD		DATE: 12.02.18	
DRAWING No: ITB13658-GA-001					
PROJECT No: ITB13658				REV: B	

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NORTH

Internal building areas for fire
Appliances - Stoves etc. or
similar surfaces

Existing fence and within
garden of Plot 12 to
be removed and replaced

ROUNDSTONE LANE

MAYFLOWER WAY

0m 5.0m 10m 15m 20m
1:500 scale @ A2

SCHEDULE OF UNITS - 24 Total
LEGEND :

- DETAILED / ORANGE SHADER APPLICATION SITE BOUNDARY
[Pattern] INDICATES INDIVIDUAL BN STORE FOR 3 BNS IN EACH
[Pattern] PRIVATE GARAGE
[Pattern] INDICATES CYCLE STORE FOR 200 CYCLES TO DWELLINGS
[Pattern] INDICATES A GARAGE
NOTE : ALL GARAGES TO BE AHEAD OF A MINIMUM OF 6m INTERNALLY.
CYCLE STORAGE TO BE AHEAD OF EACH GARAGE
1/20 HARVEST UNIT - INDICATES PLOT NUMBER & SIZE
1/20 AFFORDABLE UNIT - INDICATES PLOT NUMBER & SIZE
9 INDICATES GARAGE
P INDICATES COVERED PARKING
A INDICATES GATE ACCESS TO REAR GARAGE
T INDICATES TYPICAL ROAD FINISH
B.P INDICATES BLOCK PAVED ROAD FINISH - Private drive &
parking spaces are block paved
B.P RESES TO STREET SCENE ELEVATIONS - SEE SEPARATE SHEET
FOR DETAILS
[Pattern] GRANITE SETTS RIVETLE STRIP

- SCHEDULE OF UNITS, 24 TOTAL
PLOTS 1 to 4, 19 & 20, 23 & 24.
2 bedroom terraced & semi detached houses @ 79 sq.m.
PLOTS 6 & 7, 14 & 15.
3 bedroom garage linked houses @ 109 sq.m.
PLOTS 5, 8, 9, 10, 11 & 18.
4 bedroom detached houses @ 134.0 sq.m.
PLOTS 12 & 13, 16 & 17.
3 bedroom semi-detached houses @ 106.4 sq.m.
PLOTS 21 & 22.
3 bedroom semi-detached houses @ 43 sq.m.

CROSLEY DESIGN
ARCHITECTURE

25 Hazelmist Crescent, Findon Valley, Worthing, BN14 0HW
T. 01903 877221 e. mail@crosleydesign.co.uk W. www.crosleydesign.co.uk

client
CRAFTERN HOMES
project
RESIDENTIAL DEVELOPMENT
LAND OFF MAYFLOWER WAY
ANGMERING, WEST SUSSEX
BN16 4AY

SITE PLAN

scale date job no. drawing no. rev.
1:500 @ A2 MAR. 17 1701 2.10 1

APPENDIX A

SITE ACCESS ATC DATA

TSP Class Profile All Days 15 Mins

Report Id - CustomList-166
Site Name - WEST SUSSEX 001
Description - MAYFLOWERWAY [30M]
Direction - East

19 February 2018

[illegible]

ARUN DISTRICT COUNCIL A/136/20/PL

21 February 2018																																			
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fctr	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	Vbin 60-65	Mean	Vpp 65	PSL 20	PSL % 30	ISL 35	ISL % ACPO	ISL 45	ISL % DFT	Fkr
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	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	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
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ARUN DISTRICT COUNCIL A/136/20/PL

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2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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07-19	87	9	71	0	5	1	0	0	0	0	0	07-19	1	4	38	26	14	2	2	0	0	0	0	0	0	0	0	15.8	20.6	2	2.299	0	0	0	0
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08-00	89	9	72	0	5	2	0	0	0	0	0	08-00	1	4	39	27	14	2	2	0	0	0	0	0	0	0	0	15.8	20.6	2	2.247	0	0	0	0
00-00	89	9	72	0	5	2	0	0	0	0	0	00-00	1	4	39	27	14	2	2	0	0	0	0	0	0	0	0	15.8	20.6	2	2.247	0	0	0	0

22 February 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Mean	Vpp 65	JPSL 20	JPSL 30	JSL1 35	JSL1% 35	JSL2 45	JSL2% 45	Fix1	
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0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
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0545	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	0	0	0	-	-	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0
0630	2	0	1	0	0	1	0	0	0	0	0	0	0630	0	0	1	0	1	0	0	0	0	0	0	0	0	0	18.3	-	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0
0745	3	0	3	0	0	0	0	0	0	0	0	0	0745	0	0	0	3	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	0	0
0800	4	2	2	0	0	0	0	0	0	0	0	0	0800	0	1	1	2	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0
0815	1	0	0	0	0	0	1	0	0	0	0	0	0815	0	0	0	0	1	0	0	0	0	0	0	0	0	0	23.3	-	0	0	0	0	0	0
0830	1	1	0	0	0	0	0	0	0	0	0	0	0830	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11	-	0	0	0	0	0	
0845	0	0	0	0	0	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
0900	2	0	2	0	0	0	0	0	0	0	0	0	0900	0	0	1	0	0	1	0	0	0	0	0	0	0	0	21.8	-	0	0	0	0	0	0
0915	2	0	1	0	1	0	0	0	0	0	0	0	0915	0	0	1	1	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0	0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
0945	1	0	1	0	0	0	0	0	0	0	0	0	0945	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
1015	2	0	2	0	0	0	0	0	0	0	0	0	1015	0	1	0	1	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0
1030	1	0	1	0	0	0	0	0	0	0	0	0	1030	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0
1045	1	0	1	0	0	0	0	0	0	0	0	0	1045	0	0	0	1	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	0	0	0
1100	3	1	2	0	0	0	0	0	0	0	0	0	1100	0	1	1	0	1	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0
1115	6	0	6	0	0	0	0	0	0	0	0	0	1115	0	1	2	2	1	0	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0
1130	4	0	3	0	1	0	0	0	0	0	0	0	1130	1	0	1	0	2	0	0	0	0	0	0	0	0	0	16	-	0	0	0	0	0	0
1145	2	0	2	0	0	0	0	0	0	0	0	0	1145	0	0	1	0	1	0	0	0	0	0	0	0	0	0	17.1	-	0	0	0	0	0	0
1200	1	0	1	0	0	0	0	0	0	0	0	0	1200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0
1215	2	0	2	0	0	0	0	0	0	0	0	0	1215	0	0	0	2	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
1245	0	0	0	0	0	0	0	0	0	0	0	0	1245	0	0	0	0	0	0	0	0	0	0	0											

[illegible]

ARUN DISTRICT COUNCIL A/136/20/PL

ARUN DISTRICT COUNCIL A/136/20/PL

25 February 2018ARUN DISTRICT COUNCIL A/136/20/PL

Virtual Day (7)Virtual Week (1)ARUN DISTRICT COUNCIL A/136/20/PL

Grand TotalARUN DISTRICT COUNCIL A/136/20/PL

15° Class Profile All Boys 15 Mins

Report Id - CustomList-166
Site Name - WEST SUSSEX 001
Description - MAYFLOWERWAY [30M]
Direction - East

19 February 2018

Time	Total	Dis 1	Dis 2	Dis 3	Dis 4	Dis 5	Dis 6	Dis 7	Dis 8	Dis 9	Dis 10	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Mean	Ypp 85	JP5% 30	JP5% 30	JS1% 35	JS1% 35	JS2% 45	JS2% 45	Fix1	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	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	0030	0	0	0	0	0	0	0	0	0	0	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	0045	0	0	0	0	0	0	0	0	0	0	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	0100	0	0	0	0	0	0	0	0	0	0	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	0115	0	0	0	0	0	0	0	0	0	0	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	0130	0	0	0	0	0	0	0	0	0	0	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	0145	0	0	0	0	0	0	0	0	0	0	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	0200	0	0	0	0	0	0	0	0	0	0	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	0215	0	0	0	0	0	0	0	0	0	0	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	0230	0	0	0	0	0	0	0	0	0	0	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	0245	0	0	0	0	0	0	0	0	0	0	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	0300	0	0	0	0	0	0	0	0	0	0	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	0315	0	0	0	0	0	0	0	0	0	0	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	0330	0	0	0	0	0	0	0	0	0	0	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	0345	0	0	0	0	0	0	0	0	0	0	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	0400	0	0	0	0	0	0	0	0	0	0	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	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	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	0445	0	0	0	0	0	0	0	0	0	0	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	0500	0	0	0	0	0	0	0	0	0	0	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	0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	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	0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0630	2	0	2	0	0	0	0	0	0	0	0	0	0630	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0715	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	18.9	-	0	0	0	0	0	0	0
0730	3	1	1	0	1	0	0	0	0	0	0	0	0730	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0815	1	0	0	0	1	0	0	0	0	0	0	0	0815	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0845	2	1	1	0	0	0	0	0	0	0	0	0	0845	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	0
0900	2	0	2	0	0	0	0	0	0	0	0	0	0900	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0	0	0	0	0	0
0915	3	0	3	0	0	0	0	0	0	0	0	0	0915	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0	0	0	0	0	0
0930	3	0	1	0	1	1	0	0	0	0	0	0	0930	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0	0	0	0	0	0
0945	2	0	2	0	0	0	0	0	0	0	0	0	0945	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	15.6	-	0	0	0	0	0	0	0
1000	1	0	1	0	0	0	0	0	0	0	0	0	1000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-	0	0	0	0	0	0	0
1015	1	0	1	0	0	0	0	0	0	0	0	0	1015	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0	0	1030	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0	0	0	0	0	0
1045	3	0	3	0	0	0	0	0	0	0	0	0	1045	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	17.8	-	0	0	0	0	0	0	0
1100	3	0	3	0	0	0	0	0	0	0	0	0	1100	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	16.4	-	0	0	0	0	0	0	0
1115	3	0	3	0	0	0	0	0	0	0	0	0	1115	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0	0	0	0	0	0
1130	1	0	1	0	0	0	0	0	0	0	0	0	1130	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0	0	0	0	0	0
1145	0	0	0	0	0	0	0	0	0	0	0	0	1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
1200	1	0	1	0	0	0	0	0	0	0	0	0	1200	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.9	-	0	0	0	0	0	0	0
1215	1	0	1	0	0	0	0	0	0	0	0	0	1215	0	0	0	1	0	0	0																	

ARUN DISTRICT COUNCIL A/136/20/PL

21 February 2018																																			
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fctr1	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	Vbin 60-65	Mean	Vpp 65	PSL 20	PSL % 30	JSL 35	JSL1 % ACPO	JSL2 45	JSL2 % DFT	Fkr1
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	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	0030	0	0	0	0	0	0	0	0	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	0045	0	0	0	0	0	0	0	0	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	0100	0	0	0	0	0	0	0	0	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	0115	0	0	0	0	0	0	0	0	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	0130	0	0	0	0	0	0	0	0	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	0145	0	0	0	0	0	0	0	0	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	0200	0	0	0	0	0	0	0	0	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	0215	0	0	0	0	0	0	0	0	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	0230	0	0	0	0	0	0	0	0	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	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0

ARUN DISTRICT COUNCIL A/136/20/PL

2315	0	0	0	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	
07-19	87	9	71	0	5	1	0	0	0	0	0	07-19	1	4	38	26	14	2	2	0	0	0	0	0	0	0	0	15.8	20.6	2	2.299	0	0	0	0
08-22	89	9	72	0	5	2	0	0	0	0	0	08-22	1	4	39	27	14	2	2	0	0	0	0	0	0	0	0	15.8	20.6	2	2.247	0	0	0	0
08-00	89	9	72	0	5	2	0	0	0	0	0	08-00	1	4	39	27	14	2	2	0	0	0	0	0	0	0	0	15.8	20.6	2	2.247	0	0	0	0
00-00	89	9	72	0	5	2	0	0	0	0	0	00-00	1	4	39	27	14	2	2	0	0	0	0	0	0	0	0	15.8	20.6	2	2.247	0	0	0	0

22 February 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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	Vbin 60-65	Mean	Vpp 85	JPSL 20	JPSL 30	JSL1 35	JSL1% 35	JSL2 45	JSL2% 45	Fix1					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0				
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	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	0030	0	0	0	0	0	0	0	0	0	0	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	0045	0	0	0	0	0	0	0	0	0	0	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	0100	0	0	0	0	0	0	0	0	0	0	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	0115	0	0	0	0	0	0	0	0	0	0	0	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	0130	0	0	0	0	0	0	0	0	0	0	0	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	0145	0	0	0	0	0	0	0	0	0	0	0	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	0200	0	0	0	0	0	0	0	0	0	0	0	0	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	0215	0	0	0	0	0	0	0	0	0	0	0	0	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	0230	0	0	0	0	0	0	0	0	0	0	0	0	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	0245	0	0	0	0	0	0	0	0	0	0	0	0	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	0300	0	0	0	0	0	0	0	0	0	0	0	0	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	0315	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
0330	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	0	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	0345	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
0400	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	0	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	0415	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
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	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
0445	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	0	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	0500	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
0515	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0530	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
0545	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0600	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
0615	0	0	0	0	0	0	0	0	0	0	0	0	0615	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
0630	2	0	1	0	0	1	0	0	0	0	0	0	0630	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	0	0	0	0	0	0	0	
0645	0	0	0	0	0	0	0	0	0	0	0	0	0645	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
0700	0	0	0	0	0	0	0	0	0	0	0	0	0700	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
0715	0	0	0	0	0	0	0	0	0	0	0	0	0715	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
0730	0	0	0	0	0	0	0	0	0	0	0	0	0730	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
0745	3	0	3	0	0	0	0	0	0	0	0	0	0745	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	0	0	0	0	0	
0800	4	2	2	0	0	0	0	0	0	0	0	0	0800	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	0	0	0	
0815	1	0	0	0	0	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-	0	0	0	0	0	0	0	0	0	
0830	1	1	0	0	0	0	0	0	0	0	0	0	0830	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	11	-	0	0	0	0	0	0	0	0	0	
0845	0	0	0	0	0	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0900	2	0	2	0	0	0	0	0	0	0	0	0	0900	0	0	1	0	0	1	0	0	0	0	0	0	0	0	21.8	-	0	0	0	0	0	0	0	0	0		
0915	2	0	1	0	1	0	0	0	0	0	0	0	0915	0	0	1	1	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	0	0	0		
0930	0	0	0	0	0	0	0	0	0	0	0	0	0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0945	1	0	1	0	0	0	0	0	0	0	0	0	0945	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0	0	0	0		
1000	0	0	0	0	0	0	0	0	0	0	0	0	1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
1015	2	0	2	0	0	0	0	0	0	0	0	0	1015	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	0	0	0	
1030	1	0	1	0	0	0	0	0	0	0	0	0	1030	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0	0	0	0		
1045	1	0	1	0	0	0	0	0	0	0	0	0	1045	0	0	0	1	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	0	0	0	0	0	0		
1100	3	1	2	0	0	0	0	0	0	0	0	0	1100	0	1	1	0	1	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0	0	0	0		
1115	6	0	6	0	0	0	0	0	0	0	0	0	1115	0	1	2	2	1	0	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0	0	0	0		
1130	4	0	3	0	1	0	0	0	0	0	0	0	1130	1	0																									

23 February 2018																																					
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	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	Vbin 60-65	Mean	Vpp 65	JPOL 10	JPOL% 10	ISL% 15 AGPO	ISL% 15 AGPO	ISL% 15 DFT	ISL% 15 DFT	Fix1		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	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	0030	0	0	0	0	0	0	0	0	0	0	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	0045	0	0	0	0	0	0	0	0	0	0	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	0100	0	0	0	0	0	0	0	0	0	0	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	0115	0	0	0	0	0	0	0	0	0	0	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	0130	0	0	0	0	0	0	0	0	0	0	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	0145	0	0	0	0	0	0	0	0	0	0	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	0200	0	0	0	0	0	0	0	0	0	0	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	0215	0	0	0	0	0	0	0	0	0	0	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	0230	0	0	0	0	0	0	0	0	0	0	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	0245	0	0	0	0	0	0	0	0	0	0	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	0300	0	0	0	0	0	0	0	0	0	0	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	0315	0	0	0	0	0	0	0	0	0	0	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	0330	0	0	0	0	0	0	0	0	0	0	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	0345	0	0	0	0	0	0	0	0	0	0	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	0400	0	0	0	0	0	0	0	0	0	0	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	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	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	0445	0	0	0	0	0	0	0	0	0	0	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	0500	0	0	0	0	0	0	0	0	0	0	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	0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	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	0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0	0630	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16.2	-	-	0	0	0	0	0	0	
0645	0	0	0	0	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0745	3	1	2	0	0	0	0	0	0	0	0	0	0745	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	13.8	-	-	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0815	2	0	2	0	0	0	0	0	0	0	0	0	0815	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	-	0	0	0	0	0	0
0830	1	0	1	0	0	0	0	0	0	0	0	0	0830	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	-	0	0	0	0	0	0
0845	3	1	2	0	0	0	0	0	0	0	0	0	0845	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	13.1	-	-	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0	0	0900	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	-	0	0	0	0	0	0
0915	2	0	2	0	0	0	0	0	0	0	0	0	0915	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	-	0	0	0	0	0	0
0930	3	0	3	0	0	0	0	0	0	0	0	0	0930	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	20.5	-	-	0	0	0	0	0	0

ARUN DISTRICT COUNCIL A/136/20/PL

ARUN DISTRICT COUNCIL A/136/20/PL

2315	1	0	1	0	0	0	0	0	0	0	0	2315	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17.8	-	0	0	0	0	0	0	
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	
07-19	73	5	84	0	3	1	0	0	0	0	0	07-19	2	15	30	16	7	1	0	0	0	0	0	0	0	0	0	13.5	19	0	0	0	0	0	0
08-22	76	5	87	0	3	1	0	0	0	0	0	08-22	2	15	31	19	8	1	0	0	0	0	0	0	0	0	0	13.7	19	0	0	0	0	0	0
08-00	77	5	88	0	3	1	0	0	0	0	0	08-00	2	15	31	20	8	1	0	0	0	0	0	0	0	0	0	13.7	19	0	0	0	0	0	0
00-00	77	5	88	0	3	1	0	0	0	0	0	00-00	2	15	31	20	8	1	0	0	0	0	0	0	0	0	0	13.7	19	0	0	0	0	0	0

25 February 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Mean	Vpp 85	JPSL 30	JPSL 35	JSL1 35	JSL1% 35	JSL2 45	JSL2% 45	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	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	0030	0	0	0	0	0	0	0	0	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	0045	0	0	0	0	0	0	0	0	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	0100	0	0	0	0	0	0	0	0	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	0115	0	0	0	0	0	0	0	0	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	0130	0	0	0	0	0	0	0	0	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	0145	0	0	0	0	0	0	0	0	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	0200	0	0	0	0	0	0	0	0	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	0215	0	0	0	0	0	0	0	0	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	0230	0	0	0	0	0	0	0	0	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	0245	0	0	0	0	0	0	0	0	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	0300	0	0	0	0	0	0	0	0	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	0315	0	0	0	0	0	0	0	0	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	0330	0	0	0	0	0	0	0	0	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	0345	0	0	0	0	0	0	0	0	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	0400	0	0	0	0	0	0	0	0	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	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	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	0445	0	0	0	0	0	0	0	0	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	0500	0	0	0	0	0	0	0	0	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	0515	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	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	0545	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0	0	0745	0	0	0	1	0	0	0	0	0	0	0	0	0	-	17	-	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0915	1	0	1	0	0	0	0	0	0	0	0	0	0915	0	0	0	0	1	0	0	0	0	0	0	0	0	-	20.4	-	0	0	0	0	0	0
0930	1	0	1	0	0	0	0	0	0	0	0	0	0930	0	0	0	0	1	0	0	0	0	0	0	0	0	-	22.7	-	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
1000	2	2	0	0	0	0	0	0	0	0	0	0	1000	0	1	1	0	0	0	0	0	0	0	0	0	0	-	11.7	-	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0	1015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0	1030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0	0	1045	0	0	1	1	0	0	0	0	0	0	0	0	0	-	14.9	-	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0	0	1100	0	0	2	0	0	0	0	0	0	0	0	0	0	-	12	-	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0	1115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
1130	0	0	0	0	0	0	0	0	0	0	0	0	1130	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
1145	1	0	1	0	0	0	0	0	0	0	0	0	1145	0	0	1	0	0	0	0	0	0	0	0	0	0	-	14.9	-	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	1200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
1215	3	0	3	0	0	0	0	0	0	0	0	0	1215	0	1	1	1	0	0	0	0	0	0	0	0	0	-	12.7	-	0	0	0	0	0	0
1230	1	0	1	0	0	0	0	0	0	0	0	0	1230	0	0	0	0	1	0	0	0	0	0	0	0	0	-	21.8	-	0	0	0	0	0	0
1245	2	0	2	0	0	0	0	0	0	0	0	0	1245	0	0	0	2	0	0	0	0	0	0	0	0	0	-	17.8							

Fri	85	5	77	0	3	0	0	0	0	0	0	Fri	2	6	24	32	14	5	2	0	0	0	0	0	0	0	16.7	22.4	2	2.353	0	0	0	0
Sat	77	5	68	0	3	1	0	0	0	0	0	Sat	2	15	31	20	8	1	0	0	0	0	0	0	0	0	13.7	19	0	0	0	0	0	0
Sun	50	4	46	0	0	0	0	0	0	0	0	Sun	0	3	13	20	10	3	0	1	0	0	0	0	0	0	17.7	23.1	1	2	1	2	0	0
--	539	42	481	0	29	5	2	0	0	0	0	--	13	55	170	186	87	17	8	2	1	0	0	0	0	0	15.9	21.5	11	2.041	3	0.557	0	0

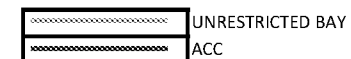
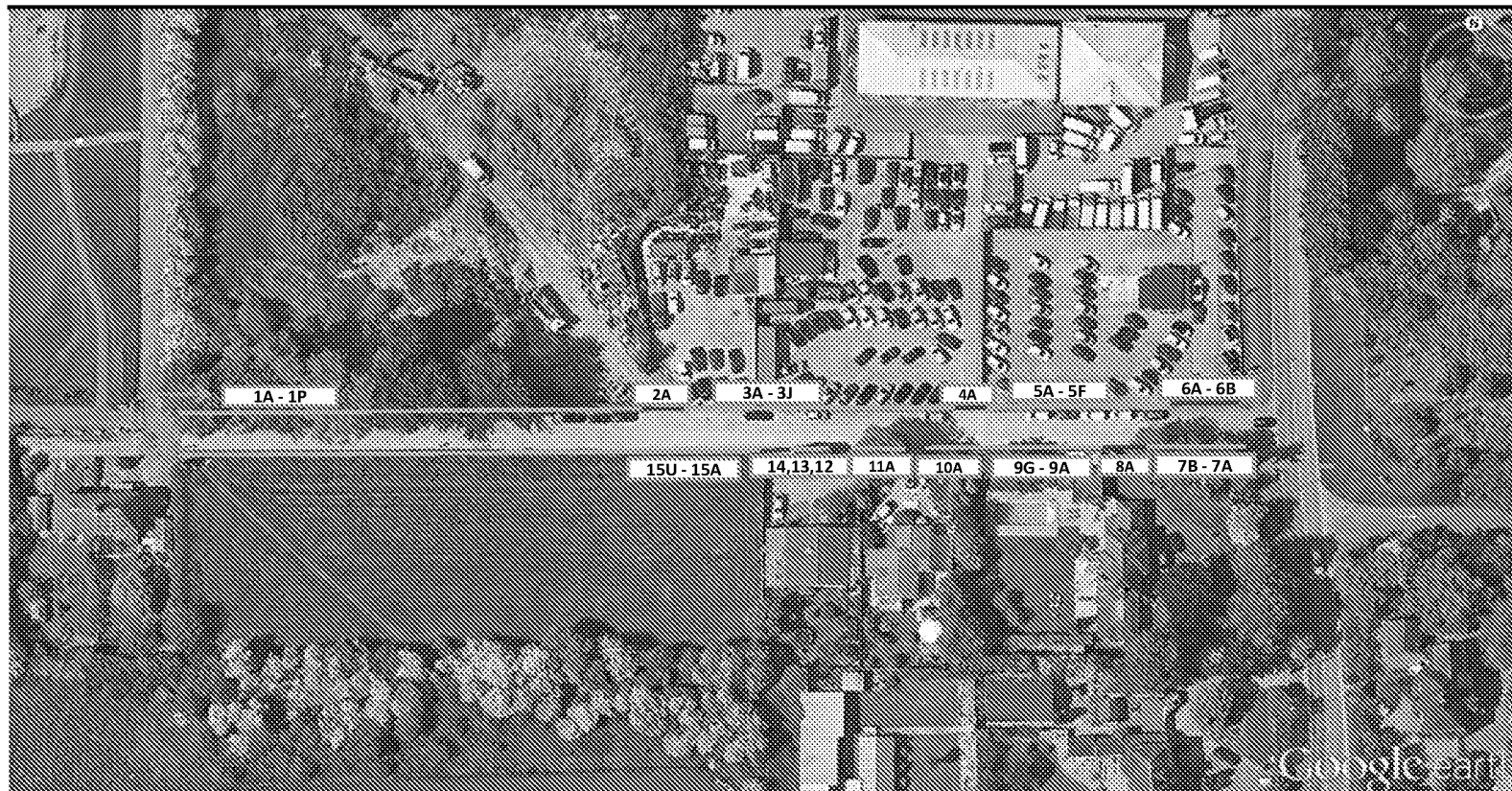
Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Mean	Vpp	IPSL	IPSL%	ISL1	ISL1%	ISL2	ISL2%	Fix1
--	539	42	481	0	29	5	2	0	0	0	0	--	--	13	55	170	186	87	17	8	2	1	0	0	0	0	15.9	21.5	11	2.041	3	0.557	0	0	0

APPENDIX B

PARKING BEAT SURVEY

Project Number: TSP13700
Project Name: Angmering, West Sussex
Survey Type: Parking Beats Survey
Location: Mayflower Way



Regulation	CAPACITY	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45
ACC	8								
		0%	0%	0%	0%	0%	0%	0%	0%
UNRESTRICTED BAY	64	9	10	10	11	13	16	17	18
		14%	16%	16%	17%	20%	25%	27%	28%

Occupancy

09:00	09:15	09:30	09:45	10:00	16:00	16:15	16:30	16:45	17:00	17:15	17:30
		1									
0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%
17	17	17	19	18	17	19	18	16	14	13	15
27%	27%	27%	30%	28%	27%	30%	28%	25%	22%	20%	23%

17:45	18:00	18:15	18:30	18:45	19:00
0%	0%	0%	0%	0%	0%
10	10	9	9	8	7
16%	16%	14%	14%	13%	11%

Bay	Regulation	Length	07:00	07:15	07:30	07:45	08:00
1A	UNRESTRICTED BAY	5					
1B	UNRESTRICTED BAY	5					
1C	UNRESTRICTED BAY	5					
1D	UNRESTRICTED BAY	5					
1E	UNRESTRICTED BAY	5					
1F	UNRESTRICTED BAY	5					
1G	UNRESTRICTED BAY	5					
1H	UNRESTRICTED BAY	5					
1I	UNRESTRICTED BAY	5					
1J	UNRESTRICTED BAY	5					
1K	UNRESTRICTED BAY	5					
1L	UNRESTRICTED BAY	5					
1M	UNRESTRICTED BAY	5					
1N	UNRESTRICTED BAY	5					
1O	UNRESTRICTED BAY	6					
1P	UNRESTRICTED BAY	6					
2A	ACC	5					
3A	UNRESTRICTED BAY	5	✓	✓			
3B	UNRESTRICTED BAY	5					
3C	UNRESTRICTED BAY	5	✓	✓	✓	✓	✓
3D	UNRESTRICTED BAY	5	✓	✓	✓	✓	✓
3E	UNRESTRICTED BAY	5					
3F	UNRESTRICTED BAY	5					
3G	UNRESTRICTED BAY	5	✓	✓	✓	✓	✓
3H	UNRESTRICTED BAY	5					
3I	UNRESTRICTED BAY	4	✓	✓	✓	✓	✓
3J	UNRESTRICTED BAY	4					
4A	ACC	6					
5A	UNRESTRICTED BAY	5	✓	✓	✓	✓	✓
5B	UNRESTRICTED BAY	5		✓	✓	✓	✓
5B	UNRESTRICTED BAY	5					
5C	UNRESTRICTED BAY	5				✓	✓
5D	UNRESTRICTED BAY	5					✓
5E	UNRESTRICTED BAY	5	✓	✓	✓		
5E	UNRESTRICTED BAY	5					
5F	UNRESTRICTED BAY	7					
6A	ACC	7					
6B	ACC	6					
7A	UNRESTRICTED BAY	7					
7B	UNRESTRICTED BAY	6					
8A	ACC	5					
9A	UNRESTRICTED BAY	5					
9B	UNRESTRICTED BAY	5					

9C	UNRESTRICTED BAY	5					
9D	UNRESTRICTED BAY	5					
9E	UNRESTRICTED BAY	5					
9F	UNRESTRICTED BAY	5					
9G	UNRESTRICTED BAY	5					
10A	ACC	4					
11A	UNRESTRICTED BAY	6					
12A	ACC	5					
13A	UNRESTRICTED BAY	6					
14A	ACC	6					
15A	UNRESTRICTED BAY	5					
15B	UNRESTRICTED BAY	5					
15C	UNRESTRICTED BAY	5					
15D	UNRESTRICTED BAY	5					
15E	UNRESTRICTED BAY	5					
15F	UNRESTRICTED BAY	5					
15G	UNRESTRICTED BAY	5					
15H	UNRESTRICTED BAY	5				✓	✓
15I	UNRESTRICTED BAY	5	✓	✓	✓	✓	✓
15J	UNRESTRICTED BAY	5	✓	✓	✓	✓	✓
15K	UNRESTRICTED BAY	5			✓	✓	✓
15L	UNRESTRICTED BAY	5					
15M	UNRESTRICTED BAY	5					
15N	UNRESTRICTED BAY	5					✓
15O	UNRESTRICTED BAY	5					
15P	UNRESTRICTED BAY	5					
15Q	UNRESTRICTED BAY	5					
15Q	UNRESTRICTED BAY	5					
15R	UNRESTRICTED BAY	5					
15S	UNRESTRICTED BAY	5					
15T	UNRESTRICTED BAY	4					
15T	UNRESTRICTED BAY	4					
15U	UNRESTRICTED BAY	4					

08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	16:00
✓	✓	✓						
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
		✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
	✓	✓	✓	✓	✓	✓	✓	✓
						✓	✓	✓
					✓			
	✓							

							✓	
		✓						
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	
✓								
			✓	✓				
								✓
						✓		
					✓	✓		

[illegible]

18:30 18:45 19:00

✓	✓	✓
✓	✓	✓
✓	✓	✓
✓	✓	✓
✓	✓	✓
✓	✓	

✓		
✓	✓	✓
✓	✓	✓

APPENDIX C

MAYFLOWER WAY EAST ATC DATA

TSP Class Profile All Days 15 Mins

Report Id - CustomList-166

Site Name - WEST SUSSEX 002

Description - MAYFLOWERWAY [30M]

Direction - East

19 February 2018

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	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	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0
0730	2	1	1	0	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0
0815	3	0	2	0	1	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0	0
0845	5	0	5	0	0	0	0	0	0	0	0	0
0900	5	1	4	0	0	0	0	0	0	0	0	0
0915	4	0	4	0	0	0	0	0	0	0	0	0
0930	4	0	3	0	1	0	0	0	0	0	0	0
0945	1	0	1	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	1	0	1	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	5	0	5	0	0	0	0	0	0	0	0	0
1115	3	0	3	0	0	0	0	0	0	0	0	0
1130	2	0	2	0	0	0	0	0	0	0	0	0

1145	0	0	0	0	0	0	0	0	0	0	0	0
1200	2	0	2	0	0	0	0	0	0	0	0	0
1215	3	0	3	0	0	0	0	0	0	0	0	0
1230	1	0	1	0	0	0	0	0	0	0	0	0
1245	1	0	1	0	0	0	0	0	0	0	0	0
1300	1	0	1	0	0	0	0	0	0	0	0	0
1315	3	0	3	0	0	0	0	0	0	0	0	0
1330	4	0	3	0	0	0	1	0	0	0	0	0
1345	1	0	1	0	0	0	0	0	0	0	0	0
1400	1	0	1	0	0	0	0	0	0	0	0	0
1415	2	0	2	0	0	0	0	0	0	0	0	0
1430	7	0	7	0	0	0	0	0	0	0	0	0
1445	3	0	3	0	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0	0
1515	2	0	2	0	0	0	0	0	0	0	0	0
1530	5	1	4	0	0	0	0	0	0	0	0	0
1545	2	0	2	0	0	0	0	0	0	0	0	0
1600	4	0	3	0	1	0	0	0	0	0	0	0
1615	3	0	3	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0
1645	3	0	3	0	0	0	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0	0
1715	3	0	3	0	0	0	0	0	0	0	0	0
1730	2	1	1	0	0	0	0	0	0	0	0	0
1745	1	0	1	0	0	0	0	0	0	0	0	0
1800	3	0	2	0	1	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0
1915	1	0	0	0	1	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	100	4	91	0	4	0	1	0	0	0	0	0
06-22	104	4	94	0	5	0	1	0	0	0	0	0
06-00	105	4	95	0	5	0	1	0	0	0	0	0
00-00	105	4	95	0	5	0	1	0	0	0	0	0

20 February 2018

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	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	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	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	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	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	1	0	1	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0
0845	1	0	1	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	0	0
0930	3	1	2	0	0	0	0	0	0	0	0
0945	4	1	3	0	0	0	0	0	0	0	0
1000	5	0	4	0	0	1	0	0	0	0	0
1015	1	0	1	0	0	0	0	0	0	0	0
1030	1	0	1	0	0	0	0	0	0	0	0
1045	1	0	1	0	0	0	0	0	0	0	0
1100	3	0	3	0	0	0	0	0	0	0	0
1115	4	0	4	0	0	0	0	0	0	0	0
1130	3	0	3	0	0	0	0	0	0	0	0
1145	1	0	1	0	0	0	0	0	0	0	0
1200	3	0	3	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0
1230	1	0	1	0	0	0	0	0	0	0	0
1245	3	0	3	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0
1315	3	0	3	0	0	0	0	0	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0
1345	3	0	3	0	0	0	0	0	0	0	0
1400	4	0	4	0	0	0	0	0	0	0	0
1415	1	0	1	0	0	0	0	0	0	0	0
1430	1	0	1	0	0	0	0	0	0	0	0
1445	1	0	1	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0
1515	6	0	6	0	0	0	0	0	0	0	0

1530	3	0	3	0	0	0	0	0	0	0	0	0
1545	2	0	2	0	0	0	0	0	0	0	0	0
1600	2	0	1	0	0	1	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0	0
1630	4	0	4	0	0	0	0	0	0	0	0	0
1645	3	0	3	0	0	0	0	0	0	0	0	0
1700	6	0	6	0	0	0	0	0	0	0	0	0
1715	2	0	2	0	0	0	0	0	0	0	0	0
1730	3	0	1	0	2	0	0	0	0	0	0	0
1745	1	0	1	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0
1815	1	0	1	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	93	2	87	0	2	2	0	0	0	0	0	0
06-22	95	2	89	0	2	2	0	0	0	0	0	0
06-00	95	2	89	0	2	2	0	0	0	0	0	0
00-00	95	2	89	0	2	2	0	0	0	0	0	0

21 February 2018

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	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	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	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	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
0415	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0615	1	0	1	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	1	1	0	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0
0800	2	1	1	0	0	0	0	0	0	0	0
0815	1	0	1	0	0	0	0	0	0	0	0
0830	4	1	3	0	0	0	0	0	0	0	0
0845	2	0	2	0	0	0	0	0	0	0	0
0900	2	0	2	0	0	0	0	0	0	0	0
0915	4	1	3	0	0	0	0	0	0	0	0
0930	1	0	1	0	0	0	0	0	0	0	0
0945	4	0	4	0	0	0	0	0	0	0	0
1000	3	0	3	0	0	0	0	0	0	0	0
1015	2	0	2	0	0	0	0	0	0	0	0
1030	3	0	3	0	0	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0
1100	3	1	2	0	0	0	0	0	0	0	0
1115	4	0	4	0	0	0	0	0	0	0	0
1130	1	0	1	0	0	0	0	0	0	0	0
1145	1	1	0	0	0	0	0	0	0	0	0
1200	1	0	1	0	0	0	0	0	0	0	0
1215	2	0	2	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0
1245	4	0	3	0	0	1	0	0	0	0	0
1300	2	0	2	0	0	0	0	0	0	0	0
1315	2	1	1	0	0	0	0	0	0	0	0
1330	2	0	2	0	0	0	0	0	0	0	0
1345	1	0	1	0	0	0	0	0	0	0	0
1400	7	1	6	0	0	0	0	0	0	0	0
1415	5	0	5	0	0	0	0	0	0	0	0
1430	7	0	7	0	0	0	0	0	0	0	0
1445	1	0	1	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0
1515	1	0	1	0	0	0	0	0	0	0	0
1530	3	0	3	0	0	0	0	0	0	0	0
1545	7	0	7	0	0	0	0	0	0	0	0
1600	3	0	3	0	0	0	0	0	0	0	0
1615	2	0	2	0	0	0	0	0	0	0	0
1630	4	0	4	0	0	0	0	0	0	0	0
1645	2	0	2	0	0	0	0	0	0	0	0
1700	7	0	7	0	0	0	0	0	0	0	0
1715	1	0	1	0	0	0	0	0	0	0	0
1730	4	1	3	0	0	0	0	0	0	0	0
1745	3	2	1	0	0	0	0	0	0	0	0
1800	5	1	4	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0

1915	1	0	1	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	1	1	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	122	12	109	0	0	1	0	0	0	0	0	0
06-22	126	13	112	0	0	1	0	0	0	0	0	0
06-00	126	13	112	0	0	1	0	0	0	0	0	0
00-00	126	13	112	0	0	1	0	0	0	0	0	0

22 February 2018

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	0
0015	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	4	1	3	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	1	0	1	0	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0	0

0745	2	0	2	0	0	0	0	0	0	0	0
0800	5	0	5	0	0	0	0	0	0	0	0
0815	2	0	2	0	0	0	0	0	0	0	0
0830	2	1	1	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0
0900	4	0	4	0	0	0	0	0	0	0	0
0915	1	0	1	0	0	0	0	0	0	0	0
0930	1	0	1	0	0	0	0	0	0	0	0
0945	2	0	2	0	0	0	0	0	0	0	0
1000	1	0	1	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0
1030	2	0	1	0	0	1	0	0	0	0	0
1045	4	0	4	0	0	0	0	0	0	0	0
1100	1	0	1	0	0	0	0	0	0	0	0
1115	6	0	6	0	0	0	0	0	0	0	0
1130	3	0	3	0	0	0	0	0	0	0	0
1145	2	0	2	0	0	0	0	0	0	0	0
1200	3	0	3	0	0	0	0	0	0	0	0
1215	3	0	3	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0
1245	3	0	3	0	0	0	0	0	0	0	0
1300	2	1	0	0	1	0	0	0	0	0	0
1315	2	0	2	0	0	0	0	0	0	0	0
1330	1	0	1	0	0	0	0	0	0	0	0
1345	2	0	2	0	0	0	0	0	0	0	0
1400	4	0	4	0	0	0	0	0	0	0	0
1415	1	0	1	0	0	0	0	0	0	0	0
1430	3	0	2	0	1	0	0	0	0	0	0
1445	5	1	4	0	0	0	0	0	0	0	0
1500	3	1	2	0	0	0	0	0	0	0	0
1515	3	0	3	0	0	0	0	0	0	0	0
1530	2	1	1	0	0	0	0	0	0	0	0
1545	2	0	2	0	0	0	0	0	0	0	0
1600	5	0	5	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0
1630	1	0	1	0	0	0	0	0	0	0	0
1645	4	0	4	0	0	0	0	0	0	0	0
1700	5	0	5	0	0	0	0	0	0	0	0
1715	1	0	1	0	0	0	0	0	0	0	0
1730	1	0	1	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0
1815	2	0	1	0	0	1	0	0	0	0	0
1830	1	0	0	0	0	1	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0

2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	105	5	95	0	2	3	0	0	0	0	0
06-22	114	6	103	0	2	3	0	0	0	0	0
06-00	114	6	103	0	2	3	0	0	0	0	0
00-00	115	6	104	0	2	3	0	0	0	0	0

23 February 2018

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	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	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	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	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	0	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	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	1	0	0	0	0	0	0	0	0	0	0
0645	2	0	1	0	0	1	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0
0745	2	1	1	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0
0815	2	0	2	0	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0	0
0915	4	0	4	0	0	0	0	0	0	0	0	0
0930	3	0	3	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	1	0	1	0	0	0	0	0	0	0	0	0
1015	3	0	3	0	0	0	0	0	0	0	0	0
1030	5	0	5	0	0	0	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0	0
1100	3	0	3	0	0	0	0	0	0	0	0	0
1115	8	1	7	0	0	0	0	0	0	0	0	0

1130	5	1	3	0	1	0	0	0	0	0	0	0
1145	3	0	3	0	0	0	0	0	0	0	0	0
1200	3	0	3	0	0	0	0	0	0	0	0	0
1215	5	0	5	0	0	0	0	0	0	0	0	0
1230	1	1	0	0	0	0	0	0	0	0	0	0
1245	2	0	2	0	0	0	0	0	0	0	0	0
1300	4	0	4	0	0	0	0	0	0	0	0	0
1315	0	0	0	0	0	0	0	0	0	0	0	0
1330	3	0	3	0	0	0	0	0	0	0	0	0
1345	2	0	2	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	2	0	2	0	0	0	0	0	0	0	0	0
1430	2	0	2	0	0	0	0	0	0	0	0	0
1445	1	0	1	0	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0	0
1515	5	2	3	0	0	0	0	0	0	0	0	0
1530	4	0	4	0	0	0	0	0	0	0	0	0
1545	7	0	6	0	0	1	0	0	0	0	0	0
1600	4	0	3	0	1	0	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0	0
1630	1	0	1	0	0	0	0	0	0	0	0	0
1645	3	3	0	0	0	0	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0	0
1715	2	1	1	0	0	0	0	0	0	0	0	0
1730	2	0	1	0	0	0	1	0	0	0	0	0
1745	3	1	2	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0
2330	1	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	109	11	94	0	2	1	1	0	0	0	0	0
06-22	115	12	98	0	2	2	1	0	0	0	0	0
06-00	117	12	99	0	2	3	1	0	0	0	0	0
00-00	118	12	100	0	2	3	1	0	0	0	0	0

24 February 2018

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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0000	0	0	0	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	0	0	0	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	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	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	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0
0815	1	0	1	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0
0845	2	0	2	0	0	0	0	0	0	0	0
0900	7	0	6	0	1	0	0	0	0	0	0
0915	2	0	2	0	0	0	0	0	0	0	0
0930	2	0	2	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0
1000	2	0	2	0	0	0	0	0	0	0	0
1015	3	0	2	0	0	1	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0
1115	1	0	1	0	0	0	0	0	0	0	0
1130	1	0	1	0	0	0	0	0	0	0	0
1145	3	0	3	0	0	0	0	0	0	0	0
1200	3	1	2	0	0	0	0	0	0	0	0
1215	4	0	4	0	0	0	0	0	0	0	0
1230	4	1	3	0	0	0	0	0	0	0	0
1245	3	0	3	0	0	0	0	0	0	0	0
1300	3	0	3	0	0	0	0	0	0	0	0
1315	3	0	3	0	0	0	0	0	0	0	0
1330	1	0	1	0	0	0	0	0	0	0	0
1345	1	0	1	0	0	0	0	0	0	0	0
1400	5	0	4	0	1	0	0	0	0	0	0
1415	2	0	2	0	0	0	0	0	0	0	0
1430	2	0	2	0	0	0	0	0	0	0	0
1445	5	0	5	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0

1515	1	0	1	0	0	0	0	0	0	0	0	0
1530	2	0	2	0	0	0	0	0	0	0	0	0
1545	3	0	3	0	0	0	0	0	0	0	0	0
1600	2	0	2	0	0	0	0	0	0	0	0	0
1615	2	0	2	0	0	0	0	0	0	0	0	0
1630	5	0	5	0	0	0	0	0	0	0	0	0
1645	2	0	2	0	0	0	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0	0
1715	1	0	1	0	0	0	0	0	0	0	0	0
1730	1	0	1	0	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0
1815	3	0	2	0	0	1	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	2	0	2	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	94	2	88	0	2	2	0	0	0	0	0	0
06-22	98	2	92	0	2	2	0	0	0	0	0	0
06-00	99	2	93	0	2	2	0	0	0	0	0	0
00-00	100	2	94	0	2	2	0	0	0	0	0	0

25 February 2018

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	0
0015	1	0	1	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	2	0	2	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	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	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
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	0	0	0	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	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	1	0	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0
1000	3	2	1	0	0	0	0	0	0	0	0
1015	1	0	1	0	0	0	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0
1045	1	0	1	0	0	0	0	0	0	0	0
1100	4	0	4	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	0	0	0	0	0	0	0	0
1145	1	1	0	0	0	0	0	0	0	0	0
1200	5	1	4	0	0	0	0	0	0	0	0
1215	2	0	1	0	0	0	1	0	0	0	0
1230	2	1	1	0	0	0	0	0	0	0	0
1245	1	0	1	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0
1315	2	0	2	0	0	0	0	0	0	0	0
1330	2	1	1	0	0	0	0	0	0	0	0
1345	3	0	3	0	0	0	0	0	0	0	0
1400	1	0	1	0	0	0	0	0	0	0	0
1415	2	0	2	0	0	0	0	0	0	0	0
1430	3	0	3	0	0	0	0	0	0	0	0
1445	2	0	2	0	0	0	0	0	0	0	0
1500	2	0	2	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0
1530	4	0	4	0	0	0	0	0	0	0	0
1545	3	1	2	0	0	0	0	0	0	0	0
1600	1	0	1	0	0	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0
1715	1	0	1	0	0	0	0	0	0	0	0
1730	2	0	2	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0
1830	1	0	1	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0

1900	1	1	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	57	7	49	0	0	0	1	0	0	0	0	0
06-22	58	8	49	0	0	0	1	0	0	0	0	0
06-00	59	8	50	0	0	0	1	0	0	0	0	0
00-00	62	8	53	0	0	0	1	0	0	0	0	0

Virtual Day (7)

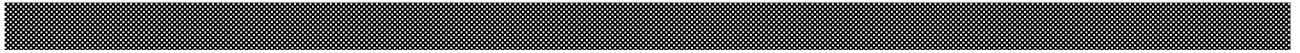
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0
0700	3	0	2	0	0	0	0	0	0	0	0	0
0800	6	0	6	0	0	0	0	0	0	0	0	0
0900	9	1	8	0	0	0	0	0	0	0	0	0
1000	7	0	7	0	0	0	0	0	0	0	0	0
1100	10	1	10	0	0	0	0	0	0	0	0	0
1200	9	1	8	0	0	0	0	0	0	0	0	0
1300	8	0	7	0	0	0	0	0	0	0	0	0
1400	11	0	11	0	0	0	0	0	0	0	0	0
1500	11	1	10	0	0	0	0	0	0	0	0	0
1600	9	0	8	0	0	0	0	0	0	0	0	0
1700	8	1	7	0	0	0	0	0	0	0	0	0
1800	4	0	3	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
07-19	97	6	88	0	2	1	0	0	0	0	0	0
06-22	101	7	91	0	2	1	0	0	0	0	0	0
06-00	102	7	92	0	2	2	0	0	0	0	0	0
00-00	103	7	92	0	2	2	0	0	0	0	0	0

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
Mon	105	4	95	0	5	0	1	0	0	0	0	
Tue	95	2	89	0	2	2	0	0	0	0	0	
Wed	126	13	112	0	0	1	0	0	0	0	0	
Thu	115	6	104	0	2	3	0	0	0	0	0	
Fri	118	12	100	0	2	3	1	0	0	0	0	
Sat	100	2	94	0	2	2	0	0	0	0	0	
Sun	62	8	53	0	0	0	1	0	0	0	0	
--	721	47	647	0	13	11	3	0	0	0	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
--	721	47	647	0	13	11	3	0	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	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	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	1	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	1	0	0	0	0	0	0	0	0	0	0
0715	0	2	0	0	0	0	0	0	0	0	0	0
0730	0	2	0	0	0	0	0	0	0	0	0	0
0745	0	1	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0
0815	1	2	0	0	0	0	0	0	0	0	0	0
0830	0	2	0	0	0	0	0	0	0	0	0	0
0845	0	5	0	0	0	0	0	0	0	0	0	0
0900	1	4	0	0	0	0	0	0	0	0	0	0
0915	0	4	0	0	0	0	0	0	0	0	0	0
0930	1	3	0	0	0	0	0	0	0	0	0	0
0945	1	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	1	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	5	0	0	0	0	0	0	0	0	0	0	0
1115	3	0	0	0	0	0	0	0	0	0	0	0
1130	2	0	0	0	0	0	0	0	0	0	0	0

1145	0	0	0	0	0	0	0	0	0	0	0	0
1200	2	0	0	0	0	0	0	0	0	0	0	0
1215	0	3	0	0	0	0	0	0	0	0	0	0
1230	0	1	0	0	0	0	0	0	0	0	0	0
1245	0	1	0	0	0	0	0	0	0	0	0	0
1300	0	0	1	0	0	0	0	0	0	0	0	0
1315	0	3	0	0	0	0	0	0	0	0	0	0
1330	3	1	0	0	0	0	0	0	0	0	0	0
1345	1	0	0	0	0	0	0	0	0	0	0	0
1400	1	0	0	0	0	0	0	0	0	0	0	0
1415	1	1	0	0	0	0	0	0	0	0	0	0
1430	2	4	1	0	0	0	0	0	0	0	0	0
1445	0	3	0	0	0	0	0	0	0	0	0	0
1500	0	1	0	0	0	0	0	0	0	0	0	0
1515	0	2	0	0	0	0	0	0	0	0	0	0
1530	0	5	0	0	0	0	0	0	0	0	0	0
1545	0	2	0	0	0	0	0	0	0	0	0	0
1600	0	4	0	0	0	0	0	0	0	0	0	0
1615	0	3	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0
1645	1	2	0	0	0	0	0	0	0	0	0	0
1700	0	1	0	0	0	0	0	0	0	0	0	0
1715	0	3	0	0	0	0	0	0	0	0	0	0
1730	1	1	0	0	0	0	0	0	0	0	0	0
1745	1	0	0	0	0	0	0	0	0	0	0	0
1800	0	3	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	1	0	0	0	0	0	0	0	0	0	0
1915	1	0	0	0	0	0	0	0	0	0	0	0
1930	1	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	28	70	2	0	0	0	0	0	0	0	0	0
06-22	30	72	2	0	0	0	0	0	0	0	0	0
06-00	31	72	2	0	0	0	0	0	0	0	0	0
00-00	31	72	2	0	0	0	0	0	0	0	0	0

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55
0000	0	0	0	0	0	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	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	1	0	0	0	0	0	0	0	0	0	0	0
0745	1	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	0	0	0
0830	2	0	0	0	0	0	0	0	0	0	0	0
0845	1	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	0	0	0	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	0	0	0
0930	0	3	0	0	0	0	0	0	0	0	0	0
0945	0	4	0	0	0	0	0	0	0	0	0	0
1000	0	5	0	0	0	0	0	0	0	0	0	0
1015	0	1	0	0	0	0	0	0	0	0	0	0
1030	0	1	0	0	0	0	0	0	0	0	0	0
1045	0	1	0	0	0	0	0	0	0	0	0	0
1100	0	3	0	0	0	0	0	0	0	0	0	0
1115	0	4	0	0	0	0	0	0	0	0	0	0
1130	0	3	0	0	0	0	0	0	0	0	0	0
1145	0	1	0	0	0	0	0	0	0	0	0	0
1200	0	3	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	1	0	0	0	0	0	0	0	0	0	0
1245	0	3	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0
1315	0	3	0	0	0	0	0	0	0	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	3	0	0	0	0	0	0	0	0	0	0
1400	1	3	0	0	0	0	0	0	0	0	0	0
1415	0	1	0	0	0	0	0	0	0	0	0	0
1430	0	1	0	0	0	0	0	0	0	0	0	0
1445	0	1	0	0	0	0	0	0	0	0	0	0
1500	0	3	0	0	0	0	0	0	0	0	0	0
1515	0	6	0	0	0	0	0	0	0	0	0	0

1530	0	3	0	0	0	0	0	0	0	0	0	0
1545	0	2	0	0	0	0	0	0	0	0	0	0
1600	0	2	0	0	0	0	0	0	0	0	0	0
1615	0	1	0	0	0	0	0	0	0	0	0	0
1630	0	4	0	0	0	0	0	0	0	0	0	0
1645	0	3	0	0	0	0	0	0	0	0	0	0
1700	0	5	1	0	0	0	0	0	0	0	0	0
1715	0	2	0	0	0	0	0	0	0	0	0	0
1730	0	3	0	0	0	0	0	0	0	0	0	0
1745	0	1	0	0	0	0	0	0	0	0	0	0
1800	0	1	0	0	0	0	0	0	0	0	0	0
1815	0	1	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	1	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10	82	1	0	0	0	0	0	0	0	0	0
06-22	11	83	1	0	0	0	0	0	0	0	0	0
06-00	11	83	1	0	0	0	0	0	0	0	0	0
00-00	11	83	1	0	0	0	0	0	0	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	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	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	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	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	0	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	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	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	0	0	0	0	0
0615	1	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	1	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	1	0	0	0	0	0	0	0	0	0	0
0745	0	1	0	0	0	0	0	0	0	0	0	0
0800	0	2	0	0	0	0	0	0	0	0	0	0
0815	0	1	0	0	0	0	0	0	0	0	0	0
0830	0	4	0	0	0	0	0	0	0	0	0	0
0845	0	2	0	0	0	0	0	0	0	0	0	0
0900	0	2	0	0	0	0	0	0	0	0	0	0
0915	1	3	0	0	0	0	0	0	0	0	0	0
0930	0	1	0	0	0	0	0	0	0	0	0	0
0945	0	4	0	0	0	0	0	0	0	0	0	0
1000	0	3	0	0	0	0	0	0	0	0	0	0
1015	0	2	0	0	0	0	0	0	0	0	0	0
1030	2	1	0	0	0	0	0	0	0	0	0	0
1045	2	0	0	0	0	0	0	0	0	0	0	0
1100	3	0	0	0	0	0	0	0	0	0	0	0
1115	3	1	0	0	0	0	0	0	0	0	0	0
1130	1	0	0	0	0	0	0	0	0	0	0	0
1145	0	1	0	0	0	0	0	0	0	0	0	0
1200	1	0	0	0	0	0	0	0	0	0	0	0
1215	2	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0
1245	2	2	0	0	0	0	0	0	0	0	0	0
1300	0	2	0	0	0	0	0	0	0	0	0	0
1315	0	2	0	0	0	0	0	0	0	0	0	0
1330	0	2	0	0	0	0	0	0	0	0	0	0
1345	0	1	0	0	0	0	0	0	0	0	0	0
1400	0	7	0	0	0	0	0	0	0	0	0	0
1415	4	1	0	0	0	0	0	0	0	0	0	0
1430	3	3	1	0	0	0	0	0	0	0	0	0
1445	0	1	0	0	0	0	0	0	0	0	0	0
1500	0	3	0	0	0	0	0	0	0	0	0	0
1515	0	1	0	0	0	0	0	0	0	0	0	0
1530	0	3	0	0	0	0	0	0	0	0	0	0
1545	0	7	0	0	0	0	0	0	0	0	0	0
1600	0	3	0	0	0	0	0	0	0	0	0	0
1615	0	2	0	0	0	0	0	0	0	0	0	0
1630	0	3	1	0	0	0	0	0	0	0	0	0
1645	0	2	0	0	0	0	0	0	0	0	0	0
1700	0	7	0	0	0	0	0	0	0	0	0	0
1715	0	1	0	0	0	0	0	0	0	0	0	0
1730	1	3	0	0	0	0	0	0	0	0	0	0
1745	0	3	0	0	0	0	0	0	0	0	0	0
1800	0	5	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0

1915	0	1	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	1	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	25	95	2	0	0	0	0	0	0	0	0	0
06-22	26	98	2	0	0	0	0	0	0	0	0	0
06-00	26	98	2	0	0	0	0	0	0	0	0	0
00-00	26	98	2	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
0030	0	1	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	3	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	1	0	0	0	0	0	0	0	0	0	0
0730	0	2	0	0	0	0	0	0	0	0	0	0

0745	0	2	0	0	0	0	0	0	0	0	0	0
0800	0	5	0	0	0	0	0	0	0	0	0	0
0815	0	2	0	0	0	0	0	0	0	0	0	0
0830	0	2	0	0	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	4	0	0	0	0	0	0	0	0	0	0
0915	0	1	0	0	0	0	0	0	0	0	0	0
0930	0	1	0	0	0	0	0	0	0	0	0	0
0945	0	2	0	0	0	0	0	0	0	0	0	0
1000	0	1	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	1	1	0	0	0	0	0	0	0	0	0	0
1045	0	4	0	0	0	0	0	0	0	0	0	0
1100	0	1	0	0	0	0	0	0	0	0	0	0
1115	0	6	0	0	0	0	0	0	0	0	0	0
1130	0	3	0	0	0	0	0	0	0	0	0	0
1145	0	2	0	0	0	0	0	0	0	0	0	0
1200	0	3	0	0	0	0	0	0	0	0	0	0
1215	0	3	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	3	0	0	0	0	0	0	0	0	0	0
1300	0	2	0	0	0	0	0	0	0	0	0	0
1315	0	2	0	0	0	0	0	0	0	0	0	0
1330	0	1	0	0	0	0	0	0	0	0	0	0
1345	0	2	0	0	0	0	0	0	0	0	0	0
1400	0	4	0	0	0	0	0	0	0	0	0	0
1415	0	1	0	0	0	0	0	0	0	0	0	0
1430	0	3	0	0	0	0	0	0	0	0	0	0
1445	0	5	0	0	0	0	0	0	0	0	0	0
1500	0	3	0	0	0	0	0	0	0	0	0	0
1515	0	3	0	0	0	0	0	0	0	0	0	0
1530	1	1	0	0	0	0	0	0	0	0	0	0
1545	0	2	0	0	0	0	0	0	0	0	0	0
1600	0	5	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	1	0	0	0	0	0	0	0	0	0	0
1645	0	4	0	0	0	0	0	0	0	0	0	0
1700	0	5	0	0	0	0	0	0	0	0	0	0
1715	0	1	0	0	0	0	0	0	0	0	0	0
1730	0	1	0	0	0	0	0	0	0	0	0	0
1745	0	2	0	0	0	0	0	0	0	0	0	0
1800	0	2	0	0	0	0	0	0	0	0	0	0
1815	0	2	0	0	0	0	0	0	0	0	0	0
1830	0	1	0	0	0	0	0	0	0	0	0	0
1845	0	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	1	0	0	0	0	0	0	0	0	0	0
2015	0	1	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	3	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0

2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2	103	0	0	0	0	0	0	0	0	0	0
06-22	3	111	0	0	0	0	0	0	0	0	0	0
06-00	3	111	0	0	0	0	0	0	0	0	0	0
00-00	3	112	0	0	0	0	0	0	0	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	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	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	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	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	0	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	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	1	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	1	0	0	0	0	0	0	0	0	0	0
0645	0	2	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	2	0	0	0	0	0	0	0	0	0	0
0800	0	1	0	0	0	0	0	0	0	0	0	0
0815	0	2	0	0	0	0	0	0	0	0	0	0
0830	0	2	0	0	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	3	0	0	0	0	0	0	0	0	0	0
0915	0	4	0	0	0	0	0	0	0	0	0	0
0930	1	2	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	1	0	0	0	0	0	0	0	0	0	0
1015	1	2	0	0	0	0	0	0	0	0	0	0
1030	0	5	0	0	0	0	0	0	0	0	0	0
1045	0	2	0	0	0	0	0	0	0	0	0	0
1100	0	2	1	0	0	0	0	0	0	0	0	0
1115	0	8	0	0	0	0	0	0	0	0	0	0

1130	0	5	0	0	0	0	0	0	0	0	0	0
1145	0	3	0	0	0	0	0	0	0	0	0	0
1200	0	3	0	0	0	0	0	0	0	0	0	0
1215	0	5	0	0	0	0	0	0	0	0	0	0
1230	0	1	0	0	0	0	0	0	0	0	0	0
1245	0	2	0	0	0	0	0	0	0	0	0	0
1300	0	4	0	0	0	0	0	0	0	0	0	0
1315	0	0	0	0	0	0	0	0	0	0	0	0
1330	0	3	0	0	0	0	0	0	0	0	0	0
1345	0	2	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	2	0	0	0	0	0	0	0	0	0	0
1430	0	2	0	0	0	0	0	0	0	0	0	0
1445	0	1	0	0	0	0	0	0	0	0	0	0
1500	0	1	0	0	0	0	0	0	0	0	0	0
1515	1	4	0	0	0	0	0	0	0	0	0	0
1530	0	4	0	0	0	0	0	0	0	0	0	0
1545	2	5	0	0	0	0	0	0	0	0	0	0
1600	1	3	0	0	0	0	0	0	0	0	0	0
1615	0	1	0	0	0	0	0	0	0	0	0	0
1630	0	1	0	0	0	0	0	0	0	0	0	0
1645	1	2	0	0	0	0	0	0	0	0	0	0
1700	0	1	0	0	0	0	0	0	0	0	0	0
1715	0	2	0	0	0	0	0	0	0	0	0	0
1730	0	2	0	0	0	0	0	0	0	0	0	0
1745	0	3	0	0	0	0	0	0	0	0	0	0
1800	0	1	0	0	0	0	0	0	0	0	0	0
1815	0	2	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	1	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	1	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	1	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	1	0	0	0	0	0	0	0	0	0	0
2330	1	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7	101	1	0	0	0	0	0	0	0	0	0
06-22	7	107	1	0	0	0	0	0	0	0	0	0
06-00	8	108	1	0	0	0	0	0	0	0	0	0
00-00	8	109	1	0	0	0	0	0	0	0	0	0

Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
	0	5	10	15	20	25	30	35	40	45	50	55
	5	10	15	20	25	30	35	40	45	50	55	60

0000	0	0	0	0	0	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	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	1	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	1	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	1	0	0	0	0	0	0	0	0	0	0
0815	0	1	0	0	0	0	0	0	0	0	0	0
0830	0	2	0	0	0	0	0	0	0	0	0	0
0845	0	2	0	0	0	0	0	0	0	0	0	0
0900	0	7	0	0	0	0	0	0	0	0	0	0
0915	0	2	0	0	0	0	0	0	0	0	0	0
0930	1	1	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	2	0	0	0	0	0	0	0	0	0	0
1015	2	1	0	0	0	0	0	0	0	0	0	0
1030	2	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	2	0	0	0	0	0	0	0	0	0	0	0
1115	1	0	0	0	0	0	0	0	0	0	0	0
1130	1	0	0	0	0	0	0	0	0	0	0	0
1145	1	2	0	0	0	0	0	0	0	0	0	0
1200	0	3	0	0	0	0	0	0	0	0	0	0
1215	0	4	0	0	0	0	0	0	0	0	0	0
1230	0	4	0	0	0	0	0	0	0	0	0	0
1245	0	3	0	0	0	0	0	0	0	0	0	0
1300	0	3	0	0	0	0	0	0	0	0	0	0
1315	0	3	0	0	0	0	0	0	0	0	0	0
1330	0	1	0	0	0	0	0	0	0	0	0	0
1345	0	1	0	0	0	0	0	0	0	0	0	0
1400	4	1	0	0	0	0	0	0	0	0	0	0
1415	2	0	0	0	0	0	0	0	0	0	0	0
1430	2	0	0	0	0	0	0	0	0	0	0	0
1445	5	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0

1515	1	0	0	0	0	0	0	0	0	0	0	0
1530	2	0	0	0	0	0	0	0	0	0	0	0
1545	3	0	0	0	0	0	0	0	0	0	0	0
1600	2	0	0	0	0	0	0	0	0	0	0	0
1615	2	0	0	0	0	0	0	0	0	0	0	0
1630	5	0	0	0	0	0	0	0	0	0	0	0
1645	2	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	0	0	0	0	0	0	0
1715	1	0	0	0	0	0	0	0	0	0	0	0
1730	1	0	0	0	0	0	0	0	0	0	0	0
1745	2	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	0	0	0	0	0	0	0	0
1815	1	2	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	2	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	1	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	47	47	0	0	0	0	0	0	0	0	0	0
06-22	48	50	0	0	0	0	0	0	0	0	0	0
06-00	48	51	0	0	0	0	0	0	0	0	0	0
00-00	48	51	1	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	1	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	1	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	1	0	0	0	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	3	0	0	0	0	0	0	0	0	0	0
1015	0	1	0	0	0	0	0	0	0	0	0	0
1030	0	2	0	0	0	0	0	0	0	0	0	0
1045	0	1	0	0	0	0	0	0	0	0	0	0
1100	0	4	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	0	0	0	0	0	0	0	0	0
1145	0	1	0	0	0	0	0	0	0	0	0	0
1200	0	5	0	0	0	0	0	0	0	0	0	0
1215	0	2	0	0	0	0	0	0	0	0	0	0
1230	0	1	1	0	0	0	0	0	0	0	0	0
1245	0	1	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0
1315	0	2	0	0	0	0	0	0	0	0	0	0
1330	0	2	0	0	0	0	0	0	0	0	0	0
1345	0	3	0	0	0	0	0	0	0	0	0	0
1400	0	1	0	0	0	0	0	0	0	0	0	0
1415	0	2	0	0	0	0	0	0	0	0	0	0
1430	0	2	1	0	0	0	0	0	0	0	0	0
1445	0	2	0	0	0	0	0	0	0	0	0	0
1500	0	2	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	4	0	0	0	0	0	0	0	0	0	0
1545	0	3	0	0	0	0	0	0	0	0	0	0
1600	0	1	0	0	0	0	0	0	0	0	0	0
1615	0	1	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	1	0	0	0	0	0	0	0	0	0	0
1730	0	2	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	1	0	0	0	0	0	0	0	0	0	0
1845	0	3	0	0	0	0	0	0	0	0	0	0

1900	0	1	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	0	55	2	0	0	0	0	0	0	0	0	0
06-22	0	56	2	0	0	0	0	0	0	0	0	0
06-00	0	57	2	0	0	0	0	0	0	0	0	0
00-00	1	59	2	0	0	0	0	0	0	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
0100	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
0300	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
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	1	0	0	0	0	0	0	0	0	0	0
0700	0	3	0	0	0	0	0	0	0	0	0	0
0800	1	5	0	0	0	0	0	0	0	0	0	0
0900	1	8	0	0	0	0	0	0	0	0	0	0
1000	2	6	0	0	0	0	0	0	0	0	0	0
1100	3	7	0	0	0	0	0	0	0	0	0	0
1200	1	8	0	0	0	0	0	0	0	0	0	0
1300	1	7	0	0	0	0	0	0	0	0	0	0
1400	4	7	0	0	0	0	0	0	0	0	0	0
1500	1	10	0	0	0	0	0	0	0	0	0	0
1600	2	7	0	0	0	0	0	0	0	0	0	0
1700	1	7	0	0	0	0	0	0	0	0	0	0
1800	0	4	0	0	0	0	0	0	0	0	0	0
1900	0	1	0	0	0	0	0	0	0	0	0	0
2000	0	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
07-19	17	79	1	0	0	0	0	0	0	0	0	0
06-22	18	82	1	0	0	0	0	0	0	0	0	0
06-00	18	83	1	0	0	0	0	0	0	0	0	0
00-00	18	83	1	0	0	0	0	0	0	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
Mon	31	72	2	0	0	0	0	0	0	0	0	0
Tue	11	83	1	0	0	0	0	0	0	0	0	0
Wed	26	98	2	0	0	0	0	0	0	0	0	0
Thu	3	112	0	0	0	0	0	0	0	0	0	0
Fri	8	109	1	0	0	0	0	0	0	0	0	0
Sat	48	51	1	0	0	0	0	0	0	0	0	0
Sun	1	59	2	0	0	0	0	0	0	0	0	0
--	128	584	9	0	0	0	0	0	0	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
--	128	584	9	0	0	0	0	0	0	0	0	0

[illegible]

ARUN DISTRICT COUNCIL A/136/20/PL

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
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	4.6 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	5.7 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	6.3 -	0	0	0	0	0	0
0	6 -	0	0	0	0	0	0
0	6.7 -	0	0	0	0	0	0
0	6.7 -	0	0	0	0	0	0
0	6.3 -	0	0	0	0	0	0
0	5.9 -	0	0	0	0	0	0
0	5.9 -	0	0	0	0	0	0
0	5.5 -	0	0	0	0	0	0
0	8.6 -	0	0	0	0	0	0
0	5.1 -	0	0	0	0	0	0
0	5.1 -	0	0	0	0	0	0
0	5.1 -	0	0	0	0	0	0
0	2.2 -	0	0	0	0	0	0
0	3.3 -	0	0	0	0	0	0
0	3.1 -	0	0	0	0	0	0
0	4.6 -	0	0	0	0	0	0
0	3.1 -	0	0	0	0	0	0
0	6 -	0	0	0	0	0	0
0	5 -	0	0	0	0	0	0
0	5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	6.2 -	0	0	0	0	0	0
0	5.9 -	0	0	0	0	0	0
0	6.8 -	0	0	0	0	0	0
0	6.8 -	0	0	0	0	0	0
0	6.8 -	0	0	0	0	0	0
0	6.3 -	0	0	0	0	0	0
0	5 -	0	0	0	0	0	0
0	5.7 -	0	0	0	0	0	0
0	7.6 -	0	0	0	0	0	0
0	7.6 -	0	0	0	0	0	0
0	7.6 -	0	0	0	0	0	0
0	7.6 -	0	0	0	0	0	0
0	7.6 -	0	0	0	0	0	0
0	7.6 -	0	0	0	0	0	0
0	7.6 -	0	0	0	0	0	0
0	9.1 -	0	0	0	0	0	0
0	6.3 -	0	0	0	0	0	0
0	7.3 -	0	0	0	0	0	0
0	7.2 -	0	0	0	0	0	0
0	5.9 -	0	0	0	0	0	0
0	7.4 -	0	0	0	0	0	0
0	7.7 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	7.7 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0

0	7.7	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	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	-	-	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	7.4	-	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	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0
0	6.2	7.5	0	0	0	0	0	0
0	6.2	7.5	0	0	0	0	0	0
0	6.2	7.5	0	0	0	0	0	0
0	6.2	7.5	0	0	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	7.4 -		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 -	-		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 -	-		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 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	6.5 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	5.7 -		0	0	0	0	0	0	
0	5.7 -		0	0	0	0	0	0	

0	5.7 -	0	0	0	0	0	0
0	5.7 -	0	0	0	0	0	0
0	5.7 -	0	0	0	0	0	0
0	7 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	6.6 -	0	0	0	0	0	0
0	6.6 -	0	0	0	0	0	0
0	6.6 -	0	0	0	0	0	0
0	6.6 -	0	0	0	0	0	0
0	6.6 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	5.2 -	0	0	0	0	0	0
0	5.2 -	0	0	0	0	0	0
0	8.8 -	0	0	0	0	0	0
0	7 -	0	0	0	0	0	0
0	7 -	0	0	0	0	0	0
0	8.2 -	0	0	0	0	0	0
0	7 -	0	0	0	0	0	0
0	7 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	6.9 -	0	0	0	0	0	0
0	6.9 -	0	0	0	0	0	0
0	6.9 -	0	0	0	0	0	0
0	5.8 -	0	0	0	0	0	0
0	6.4 -	0	0	0	0	0	0
0	6.4 -	0	0	0	0	0	0
0	6.4 -	0	0	0	0	0	0
0	6.4 -	0	0	0	0	0	0
0	6.3 -	0	0	0	0	0	0
0	5.8 -	0	0	0	0	0	0
0	6.2 -	0	0	0	0	0	0
0	5 -	0	0	0	0	0	0
0	5.4 -	0	0	0	0	0	0
0	5.4 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	5.4 -	0	0	0	0	0	0
0	6 -	0	0	0	0	0	0
0	5.4 -	0	0	0	0	0	0
0	5.4 -	0	0	0	0	0	0
0	5.4 -	0	0	0	0	0	0
0	5.4 -	0	0	0	0	0	0
0	5.4 -	0	0	0	0	0	0
0	5.3 -	0	0	0	0	0	0
0	5.7 -	0	0	0	0	0	0
0	5.5 -	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	5.5 -	0	0	0	0	0	0
0	5.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	6.5 -	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 -	-	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	0	0	0
0	6.1	7	0	0	0	0	0	0	0
0	6.2	7	0	0	0	0	0	0	0
0	6.2	7	0	0	0	0	0	0	0
0	6.2	7	0	0	0	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
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	
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	
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	
0	-	-	0	0	0	0	0	0	
0	5.5	-	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	7.1	-	0	0	0	0	0	0	
0	6.8	-	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	6.9	-	0	0	0	0	0	0	
0	8.1	-	0	0	0	0	0	0	
0	6.9	-	0	0	0	0	0	0	
0	6.9	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	6.9	-	0	0	0	0	0	0	
0	6.9	-	0	0	0	0	0	0	
0	5.4	-	0	0	0	0	0	0	
0	-	-	0	0	0	0	0	0	
0	5.4	-	0	0	0	0	0	0	
0	5	-	0	0	0	0	0	0	
0	5.1	-	0	0	0	0	0	0	
0	5.7	-	0	0	0	0	0	0	
0	9.4	-	0	0	0	0	0	0	
0	7.5	-	0	0	0	0	0	0	

0	6.3 -		0	0	0	0	0	0
0	6.1 -		0	0	0	0	0	0
0	7.3 -		0	0	0	0	0	0
0	7.5 -		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0	5.6 -		0	0	0	0	0	0
0	5.4 -		0	0	0	0	0	0
0	5.4 -		0	0	0	0	0	0
0	5.7 -		0	0	0	0	0	0
0	5.3 -		0	0	0	0	0	0
0	5.3 -		0	0	0	0	0	0
0	6.1 -		0	0	0	0	0	0
0	6.8 -		0	0	0	0	0	0
0	7.1 -		0	0	0	0	0	0
0	7.4 -		0	0	0	0	0	0
0	7.7 -		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0	7.9 -		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0	7.9 -		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	7.9 -		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 -	-		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0	8.6 -		0	0	0	0	0	0
0	4.6 -		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0	6.7	7.8	0	0	0	0	0	0
0	6.7	7.9	0	0	0	0	0	0
0	6.7	7.9	0	0	0	0	0	0
0	6.7	7.9	0	0	0	0	0	0

Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1
60		85	30	30	35	35	45	45	
130					ACPO	ACPO	DFT	DFT	

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
0 -	-	0	0	0	0	0	0
0	10.6 -	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 -	-	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 -	-	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 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	6.6 -	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	6.6 -	0	0	0	0	0	0
0	6.6 -	0	0	0	0	0	0
0	6.6 -	0	0	0	0	0	0
0	6.6 -	0	0	0	0	0	0
0	6.6 -	0	0	0	0	0	0
0	6.7 -	0	0	0	0	0	0
0	4.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	5.3 -	0	0	0	0	0	0
0	4.7 -	0	0	0	0	0	0
0	4.7 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	4.7 -	0	0	0	0	0	0
0	4.7 -	0	0	0	0	0	0
0	4.7 -	0	0	0	0	0	0
0	5.4 -	0	0	0	0	0	0
0	5.5 -	0	0	0	0	0	0
0	5.5 -	0	0	0	0	0	0
0	6.2 -	0	0	0	0	0	0
0	6.2 -	0	0	0	0	0	0
0	6.9 -	0	0	0	0	0	0
0	6.2 -	0	0	0	0	0	0
0	5 -	0	0	0	0	0	0
0	5 -	0	0	0	0	0	0
0	4.2 -	0	0	0	0	0	0
0	4.2 -	0	0	0	0	0	0
0	4.2 -	0	0	0	0	0	0
0	4.2 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0

0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	4.2 -		0	0	0	0	0	0
0	6.3 -		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	0
0 -	-		0	0	0	0	0	0
0	6.3 -		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	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	5.5 -		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	5.5 -		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0	5.2	6.6	0	0	0	0	0	0
0	5.2	6.6	0	0	0	0	0	0
0	5.2	6.6	0	0	0	0	0	0
0	5.3	6.6	0	0	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
0 -	-		0	0	0	0	0	0	
0	5.5 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	5.2 -		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 -	-		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 -	-	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 -	-	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 -	-	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	5.2 -	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	5.2 -	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	6.4 -	0	0	0	0	0	0
0	7.1 -	0	0	0	0	0	0
0	7.1 -	0	0	0	0	0	0
0	7.1 -	0	0	0	0	0	0
0	7.1 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	5.4 -	0	0	0	0	0	0
0	6.8 -	0	0	0	0	0	0
0	7.8 -	0	0	0	0	0	0
0	9.2 -	0	0	0	0	0	0
0	9.2 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	6 -	0	0	0	0	0	0
0	7.2 -	0	0	0	0	0	0
0	7.9 -	0	0	0	0	0	0
0	7.9 -	0	0	0	0	0	0
0	7.9 -	0	0	0	0	0	0
0	9.2 -	0	0	0	0	0	0
0	7.9 -	0	0	0	0	0	0
0	7.9 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	7.9 -	0	0	0	0	0	0
0	7.5 -	0	0	0	0	0	0
0	7.3 -	0	0	0	0	0	0
0	7.3 -	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	0
0	7.3 -	0	0	0	0	0	0
0	7.3 -	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	0
0	7.3 -	0	0	0	0	0	0
0	7.3 -	0	0	0	0	0	0

Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1
60		85	30	30	35	35	45	45	
130					ACPO	ACPO	DFT	DFT	
0	5.6	7	0	0	0	0	0	0	
0	6.4	7.4	0	0	0	0	0	0	
0	6.2	7.5	0	0	0	0	0	0	
0	6.2	7	0	0	0	0	0	0	
0	6.7	7.9	0	0	0	0	0	0	
0	5.3	6.6	0	0	0	0	0	0	
0	7.3	7.9	0	0	0	0	0	0	
0	6.2	7.6	0	0	0	0	0	0	

Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1
60		85	30	30	35	35	45	45	
130					ACPO	ACPO	DFT	DFT	
0	6.2	7.6	0	0	0	0	0	0	

TSP Class Profile All Days 15 Mins

Report Id - CustomList-166

Site Name - WEST SUSSEX 002

Description - MAYFLOWERWAY [30M]

Direction - West

19 February 2018

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	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	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0
0730	2	0	1	0	0	1	0	0	0	0	0	0
0745	5	2	3	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	0	1	0	0	0	0	0
0815	6	0	6	0	0	0	0	0	0	0	0	0
0830	10	0	10	0	0	0	0	0	0	0	0	0
0845	11	1	10	0	0	0	0	0	0	0	0	0
0900	5	0	4	0	0	1	0	0	0	0	0	0
0915	5	1	4	0	0	0	0	0	0	0	0	0
0930	4	1	3	0	0	0	0	0	0	0	0	0
0945	3	0	3	0	0	0	0	0	0	0	0	0
1000	2	0	2	0	0	0	0	0	0	0	0	0
1015	2	0	1	0	0	1	0	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0	0
1045	5	1	3	0	0	1	0	0	0	0	0	0
1100	6	0	5	0	0	1	0	0	0	0	0	0
1115	1	0	1	0	0	0	0	0	0	0	0	0
1130	5	0	3	0	0	2	0	0	0	0	0	0

1145	6	0	6	0	0	0	0	0	0	0	0	0
1200	1	0	1	0	0	0	0	0	0	0	0	0
1215	4	1	3	0	0	0	0	0	0	0	0	0
1230	5	0	4	0	0	1	0	0	0	0	0	0
1245	2	0	1	0	0	1	0	0	0	0	0	0
1300	1	0	1	0	0	0	0	0	0	0	0	0
1315	5	0	5	0	0	0	0	0	0	0	0	0
1330	3	0	3	0	0	0	0	0	0	0	0	0
1345	4	0	4	0	0	0	0	0	0	0	0	0
1400	2	1	1	0	0	0	0	0	0	0	0	0
1415	2	0	2	0	0	0	0	0	0	0	0	0
1430	8	0	7	0	0	1	0	0	0	0	0	0
1445	5	0	5	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	5	1	4	0	0	0	0	0	0	0	0	0
1530	7	2	5	0	0	0	0	0	0	0	0	0
1545	4	0	4	0	0	0	0	0	0	0	0	0
1600	5	0	5	0	0	0	0	0	0	0	0	0
1615	5	1	4	0	0	0	0	0	0	0	0	0
1630	2	0	2	0	0	0	0	0	0	0	0	0
1645	5	1	3	0	1	0	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0	0
1715	4	0	4	0	0	0	0	0	0	0	0	0
1730	1	0	1	0	0	0	0	0	0	0	0	0
1745	1	1	0	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0
1815	1	0	1	0	0	0	0	0	0	0	0	0
1830	1	0	1	0	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	170	14	144	0	1	10	1	0	0	0	0	0
06-22	178	14	152	0	1	10	1	0	0	0	0	0
06-00	180	14	154	0	1	10	1	0	0	0	0	0
00-00	180	14	154	0	1	10	1	0	0	0	0	0

20 February 2018

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	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	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	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	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	1	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	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	0	0	1	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0
0745	3	1	2	0	0	0	0	0	0	0	0
0800	6	1	4	0	0	0	1	0	0	0	0
0815	1	0	1	0	0	0	0	0	0	0	0
0830	4	0	4	0	0	0	0	0	0	0	0
0845	2	0	2	0	0	0	0	0	0	0	0
0900	2	0	1	0	0	1	0	0	0	0	0
0915	4	1	3	0	0	0	0	0	0	0	0
0930	3	0	3	0	0	0	0	0	0	0	0
0945	3	0	3	0	0	0	0	0	0	0	0
1000	4	0	4	0	0	0	0	0	0	0	0
1015	4	0	4	0	0	0	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0
1100	6	0	5	0	0	1	0	0	0	0	0
1115	10	2	7	0	0	1	0	0	0	0	0
1130	2	0	2	0	0	0	0	0	0	0	0
1145	4	0	4	0	0	0	0	0	0	0	0
1200	2	0	2	0	0	0	0	0	0	0	0
1215	2	0	2	0	0	0	0	0	0	0	0
1230	1	0	1	0	0	0	0	0	0	0	0
1245	1	0	1	0	0	0	0	0	0	0	0
1300	2	0	2	0	0	0	0	0	0	0	0
1315	3	0	2	0	0	1	0	0	0	0	0
1330	2	0	2	0	0	0	0	0	0	0	0
1345	7	2	5	0	0	0	0	0	0	0	0
1400	3	0	3	0	0	0	0	0	0	0	0
1415	3	0	3	0	0	0	0	0	0	0	0
1430	2	0	2	0	0	0	0	0	0	0	0
1445	1	1	0	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0
1515	5	0	5	0	0	0	0	0	0	0	0

1530	5	1	4	0	0	0	0	0	0	0	0	0
1545	5	0	5	0	0	0	0	0	0	0	0	0
1600	3	0	3	0	0	0	0	0	0	0	0	0
1615	2	0	2	0	0	0	0	0	0	0	0	0
1630	3	0	3	0	0	0	0	0	0	0	0	0
1645	1	0	1	0	0	0	0	0	0	0	0	0
1700	6	0	6	0	0	0	0	0	0	0	0	0
1715	3	0	2	0	0	1	0	0	0	0	0	0
1730	1	0	1	0	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0	0
1800	3	1	2	0	0	0	0	0	0	0	0	0
1815	1	0	1	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	134	10	118	0	0	5	1	0	0	0	0	0
06-22	139	10	122	0	1	5	1	0	0	0	0	0
06-00	140	10	123	0	1	5	1	0	0	0	0	0
00-00	141	10	124	0	1	5	1	0	0	0	0	0

21 February 2018

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	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	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	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	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
0415	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	1	0	1	0	0	0	0	0	0	0	0
0745	3	0	3	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0
0815	5	0	5	0	0	0	0	0	0	0	0
0830	5	0	5	0	0	0	0	0	0	0	0
0845	9	1	7	0	1	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0
0915	11	0	10	0	0	1	0	0	0	0	0
0930	4	0	4	0	0	0	0	0	0	0	0
0945	5	0	5	0	0	0	0	0	0	0	0
1000	5	1	4	0	0	0	0	0	0	0	0
1015	5	1	3	0	0	0	1	0	0	0	0
1030	4	0	4	0	0	0	0	0	0	0	0
1045	5	0	5	0	0	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0
1115	6	0	6	0	0	0	0	0	0	0	0
1130	2	0	2	0	0	0	0	0	0	0	0
1145	1	0	1	0	0	0	0	0	0	0	0
1200	8	1	6	0	0	0	1	0	0	0	0
1215	3	2	1	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0
1245	5	0	5	0	0	0	0	0	0	0	0
1300	3	0	3	0	0	0	0	0	0	0	0
1315	2	0	2	0	0	0	0	0	0	0	0
1330	4	0	4	0	0	0	0	0	0	0	0
1345	6	1	5	0	0	0	0	0	0	0	0
1400	6	1	5	0	0	0	0	0	0	0	0
1415	4	0	4	0	0	0	0	0	0	0	0
1430	3	0	3	0	0	0	0	0	0	0	0
1445	2	0	2	0	0	0	0	0	0	0	0
1500	7	1	5	0	1	0	0	0	0	0	0
1515	2	0	2	0	0	0	0	0	0	0	0
1530	5	1	4	0	0	0	0	0	0	0	0
1545	2	0	2	0	0	0	0	0	0	0	0
1600	4	1	3	0	0	0	0	0	0	0	0
1615	4	1	3	0	0	0	0	0	0	0	0
1630	4	0	4	0	0	0	0	0	0	0	0
1645	4	0	4	0	0	0	0	0	0	0	0
1700	5	1	4	0	0	0	0	0	0	0	0
1715	6	0	6	0	0	0	0	0	0	0	0
1730	2	0	2	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0

1915	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0
1945	1	1	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	176	13	158	0	2	1	2	0	0	0	0
06-22	179	14	160	0	2	1	2	0	0	0	0
06-00	179	14	160	0	2	1	2	0	0	0	0
00-00	179	14	160	0	2	1	2	0	0	0	0

22 February 2018

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	0	0	0	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	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	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	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	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	
0515	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	
0615	0	0	0	0	0	0	0	0	0	0	0	
0630	2	0	2	0	0	0	0	0	0	0	0	
0645	1	0	1	0	0	0	0	0	0	0	0	
0700	0	0	0	0	0	0	0	0	0	0	0	
0715	1	0	1	0	0	0	0	0	0	0	0	
0730	3	0	3	0	0	0	0	0	0	0	0	

0745	3	0	2	0	0	1	0	0	0	0	0
0800	6	0	6	0	0	0	0	0	0	0	0
0815	2	0	2	0	0	0	0	0	0	0	0
0830	2	1	1	0	0	0	0	0	0	0	0
0845	5	0	4	0	0	0	1	0	0	0	0
0900	2	0	2	0	0	0	0	0	0	0	0
0915	2	1	1	0	0	0	0	0	0	0	0
0930	3	0	2	0	1	0	0	0	0	0	0
0945	3	0	3	0	0	0	0	0	0	0	0
1000	1	0	1	0	0	0	0	0	0	0	0
1015	3	2	1	0	0	0	0	0	0	0	0
1030	1	0	1	0	0	0	0	0	0	0	0
1045	1	0	1	0	0	0	0	0	0	0	0
1100	3	0	3	0	0	0	0	0	0	0	0
1115	6	1	5	0	0	0	0	0	0	0	0
1130	6	0	4	0	1	1	0	0	0	0	0
1145	3	1	2	0	0	0	0	0	0	0	0
1200	4	1	3	0	0	0	0	0	0	0	0
1215	3	0	2	0	0	1	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0
1245	4	0	4	0	0	0	0	0	0	0	0
1300	4	0	4	0	0	0	0	0	0	0	0
1315	3	0	3	0	0	0	0	0	0	0	0
1330	2	0	2	0	0	0	0	0	0	0	0
1345	6	0	5	0	0	0	1	0	0	0	0
1400	4	0	4	0	0	0	0	0	0	0	0
1415	4	1	3	0	0	0	0	0	0	0	0
1430	4	0	3	0	0	1	0	0	0	0	0
1445	6	1	5	0	0	0	0	0	0	0	0
1500	4	1	3	0	0	0	0	0	0	0	0
1515	4	0	4	0	0	0	0	0	0	0	0
1530	5	0	4	0	0	1	0	0	0	0	0
1545	4	0	4	0	0	0	0	0	0	0	0
1600	4	0	4	0	0	0	0	0	0	0	0
1615	3	0	3	0	0	0	0	0	0	0	0
1630	2	0	2	0	0	0	0	0	0	0	0
1645	6	0	6	0	0	0	0	0	0	0	0
1700	4	0	4	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0
1730	2	0	1	0	0	1	0	0	0	0	0
1745	1	0	1	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0
1915	2	0	1	0	0	1	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0

2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	141	10	121	0	2	6	2	0	0	0	0
06-22	155	10	134	0	2	7	2	0	0	0	0
06-00	157	10	136	0	2	7	2	0	0	0	0
00-00	158	10	137	0	2	7	2	0	0	0	0

23 February 2018

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	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	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	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	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	0	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	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	1	0	1	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0	0
0800	2	0	2	0	0	0	0	0	0	0	0	0
0815	3	0	3	0	0	0	0	0	0	0	0	0
0830	5	0	5	0	0	0	0	0	0	0	0	0
0845	1	0	1	0	0	0	0	0	0	0	0	0
0900	4	0	4	0	0	0	0	0	0	0	0	0
0915	2	0	2	0	0	0	0	0	0	0	0	0
0930	3	0	2	0	0	1	0	0	0	0	0	0
0945	3	0	2	0	1	0	0	0	0	0	0	0
1000	1	0	1	0	0	0	0	0	0	0	0	0
1015	9	1	8	0	0	0	0	0	0	0	0	0
1030	5	0	5	0	0	0	0	0	0	0	0	0
1045	8	0	8	0	0	0	0	0	0	0	0	0
1100	5	0	5	0	0	0	0	0	0	0	0	0
1115	9	0	9	0	0	0	0	0	0	0	0	0

1130	9	2	7	0	0	0	0	0	0	0	0	0
1145	4	0	4	0	0	0	0	0	0	0	0	0
1200	7	1	5	0	0	1	0	0	0	0	0	0
1215	4	0	4	0	0	0	0	0	0	0	0	0
1230	2	0	1	0	0	1	0	0	0	0	0	0
1245	2	0	2	0	0	0	0	0	0	0	0	0
1300	1	0	1	0	0	0	0	0	0	0	0	0
1315	0	0	0	0	0	0	0	0	0	0	0	0
1330	3	0	3	0	0	0	0	0	0	0	0	0
1345	4	1	3	0	0	0	0	0	0	0	0	0
1400	4	1	3	0	0	0	0	0	0	0	0	0
1415	3	0	3	0	0	0	0	0	0	0	0	0
1430	3	0	3	0	0	0	0	0	0	0	0	0
1445	1	0	1	0	0	0	0	0	0	0	0	0
1500	4	1	3	0	0	0	0	0	0	0	0	0
1515	9	1	7	0	0	1	0	0	0	0	0	0
1530	4	0	4	0	0	0	0	0	0	0	0	0
1545	3	0	3	0	0	0	0	0	0	0	0	0
1600	3	0	3	0	0	0	0	0	0	0	0	0
1615	3	0	3	0	0	0	0	0	0	0	0	0
1630	3	0	2	0	0	1	0	0	0	0	0	0
1645	2	0	2	0	0	0	0	0	0	0	0	0
1700	2	1	1	0	0	0	0	0	0	0	0	0
1715	2	0	2	0	0	0	0	0	0	0	0	0
1730	2	0	2	0	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0
1815	1	0	1	0	0	0	0	0	0	0	0	0
1830	1	0	1	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	151	9	136	0	1	5	0	0	0	0	0	0
06-22	157	9	142	0	1	5	0	0	0	0	0	0
06-00	159	9	144	0	1	5	0	0	0	0	0	0
00-00	160	9	145	0	1	5	0	0	0	0	0	0

24 February 2018

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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0000	0	0	0	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	0	0	0	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	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	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	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0
0800	3	0	3	0	0	0	0	0	0	0	0
0815	2	0	2	0	0	0	0	0	0	0	0
0830	3	1	2	0	0	0	0	0	0	0	0
0845	2	0	2	0	0	0	0	0	0	0	0
0900	10	0	10	0	0	0	0	0	0	0	0
0915	4	1	3	0	0	0	0	0	0	0	0
0930	2	0	2	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0
1000	2	0	2	0	0	0	0	0	0	0	0
1015	4	1	3	0	0	0	0	0	0	0	0
1030	5	0	5	0	0	0	0	0	0	0	0
1045	1	0	1	0	0	0	0	0	0	0	0
1100	6	0	6	0	0	0	0	0	0	0	0
1115	1	0	1	0	0	0	0	0	0	0	0
1130	3	0	1	0	1	1	0	0	0	0	0
1145	5	0	4	0	0	1	0	0	0	0	0
1200	4	1	3	0	0	0	0	0	0	0	0
1215	2	0	2	0	0	0	0	0	0	0	0
1230	3	0	3	0	0	0	0	0	0	0	0
1245	6	1	4	0	0	1	0	0	0	0	0
1300	7	1	6	0	0	0	0	0	0	0	0
1315	2	0	2	0	0	0	0	0	0	0	0
1330	6	0	6	0	0	0	0	0	0	0	0
1345	2	0	2	0	0	0	0	0	0	0	0
1400	6	1	5	0	0	0	0	0	0	0	0
1415	5	0	5	0	0	0	0	0	0	0	0
1430	1	0	1	0	0	0	0	0	0	0	0
1445	7	1	6	0	0	0	0	0	0	0	0
1500	4	2	2	0	0	0	0	0	0	0	0

1515	3	0	3	0	0	0	0	0	0	0	0	0
1530	1	0	1	0	0	0	0	0	0	0	0	0
1545	4	0	4	0	0	0	0	0	0	0	0	0
1600	2	0	2	0	0	0	0	0	0	0	0	0
1615	3	0	3	0	0	0	0	0	0	0	0	0
1630	7	0	7	0	0	0	0	0	0	0	0	0
1645	1	0	1	0	0	0	0	0	0	0	0	0
1700	2	0	2	0	0	0	0	0	0	0	0	0
1715	2	0	2	0	0	0	0	0	0	0	0	0
1730	1	0	1	0	0	0	0	0	0	0	0	0
1745	1	0	1	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0
1945	2	0	2	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	140	10	126	0	1	3	0	0	0	0	0	0
06-22	145	10	131	0	1	3	0	0	0	0	0	0
06-00	148	10	134	0	1	3	0	0	0	0	0	0
00-00	149	10	135	0	1	3	0	0	0	0	0	0

25 February 2018

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	0
0015	1	0	1	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	2	1	1	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	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	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
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	0	0	0	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	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0
0845	1	0	1	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0
0915	1	0	0	0	0	1	0	0	0	0	0
0930	1	0	1	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0
1000	3	1	2	0	0	0	0	0	0	0	0
1015	4	0	4	0	0	0	0	0	0	0	0
1030	3	0	3	0	0	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0
1100	3	0	3	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0
1130	1	1	0	0	0	0	0	0	0	0	0
1145	2	0	2	0	0	0	0	0	0	0	0
1200	4	0	4	0	0	0	0	0	0	0	0
1215	5	0	4	0	0	1	0	0	0	0	0
1230	5	1	4	0	0	0	0	0	0	0	0
1245	4	0	4	0	0	0	0	0	0	0	0
1300	3	1	2	0	0	0	0	0	0	0	0
1315	2	0	2	0	0	0	0	0	0	0	0
1330	4	0	4	0	0	0	0	0	0	0	0
1345	3	0	3	0	0	0	0	0	0	0	0
1400	2	0	2	0	0	0	0	0	0	0	0
1415	6	0	6	0	0	0	0	0	0	0	0
1430	2	0	2	0	0	0	0	0	0	0	0
1445	5	0	5	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0
1530	4	0	4	0	0	0	0	0	0	0	0
1545	1	0	1	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0
1715	1	0	1	0	0	0	0	0	0	0	0
1730	3	0	3	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0
1815	1	0	1	0	0	0	0	0	0	0	0
1830	1	0	1	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0

1900	1	1	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	81	4	75	0	0	2	0	0	0	0	0	0
06-22	85	5	78	0	0	2	0	0	0	0	0	0
06-00	86	5	79	0	0	2	0	0	0	0	0	0
00-00	90	6	82	0	0	2	0	0	0	0	0	0

Virtual Day (7)

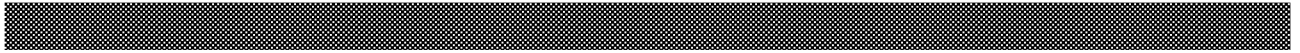
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0
0700	4	0	4	0	0	0	0	0	0	0	0	0
0800	14	1	13	0	0	0	0	0	0	0	0	0
0900	13	1	11	0	0	1	0	0	0	0	0	0
1000	14	1	12	0	0	0	0	0	0	0	0	0
1100	17	1	14	0	0	1	0	0	0	0	0	0
1200	13	1	11	0	0	1	0	0	0	0	0	0
1300	13	1	12	0	0	0	0	0	0	0	0	0
1400	15	1	13	0	0	0	0	0	0	0	0	0
1500	15	2	13	0	0	0	0	0	0	0	0	0
1600	12	1	11	0	0	0	0	0	0	0	0	0
1700	8	0	8	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0
07-19	142	10	125	0	1	5	1	0	0	0	0	0
06-22	148	10	131	0	1	5	1	0	0	0	0	0
06-00	150	10	133	0	1	5	1	0	0	0	0	0
00-00	151	10	134	0	1	5	1	0	0	0	0	0

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
Mon	180	14	154	0	1	10	1	0	0	0	0	
Tue	141	10	124	0	1	5	1	0	0	0	0	
Wed	179	14	160	0	2	1	2	0	0	0	0	
Thu	158	10	137	0	2	7	2	0	0	0	0	
Fri	160	9	145	0	1	5	0	0	0	0	0	
Sat	149	10	135	0	1	3	0	0	0	0	0	
Sun	90	6	82	0	0	2	0	0	0	0	0	
--	1057	73	937	0	8	33	6	0	0	0	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
--	1057	73	937	0	8	33	6	0	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	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	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	1	0	0	0	0	0	0	0	0	0
0715	0	0	2	0	0	0	0	0	0	0	0	0
0730	0	2	0	0	0	0	0	0	0	0	0	0
0745	1	3	1	0	0	0	0	0	0	0	0	0
0800	0	1	0	0	0	0	0	0	0	0	0	0
0815	0	4	2	0	0	0	0	0	0	0	0	0
0830	0	6	4	0	0	0	0	0	0	0	0	0
0845	0	6	5	0	0	0	0	0	0	0	0	0
0900	0	4	1	0	0	0	0	0	0	0	0	0
0915	0	2	3	0	0	0	0	0	0	0	0	0
0930	0	4	0	0	0	0	0	0	0	0	0	0
0945	0	3	0	0	0	0	0	0	0	0	0	0
1000	0	1	1	0	0	0	0	0	0	0	0	0
1015	0	2	0	0	0	0	0	0	0	0	0	0
1030	0	2	0	0	0	0	0	0	0	0	0	0
1045	1	3	1	0	0	0	0	0	0	0	0	0
1100	0	2	4	0	0	0	0	0	0	0	0	0
1115	0	0	1	0	0	0	0	0	0	0	0	0
1130	0	1	4	0	0	0	0	0	0	0	0	0

1145	0	0	6	0	0	0	0	0	0	0	0	0
1200	0	0	1	0	0	0	0	0	0	0	0	0
1215	0	4	0	0	0	0	0	0	0	0	0	0
1230	0	2	2	1	0	0	0	0	0	0	0	0
1245	0	0	2	0	0	0	0	0	0	0	0	0
1300	0	0	1	0	0	0	0	0	0	0	0	0
1315	0	4	1	0	0	0	0	0	0	0	0	0
1330	0	0	3	0	0	0	0	0	0	0	0	0
1345	0	4	0	0	0	0	0	0	0	0	0	0
1400	0	2	0	0	0	0	0	0	0	0	0	0
1415	0	2	0	0	0	0	0	0	0	0	0	0
1430	0	6	2	0	0	0	0	0	0	0	0	0
1445	0	3	2	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	1	4	0	0	0	0	0	0	0	0	0
1530	2	4	1	0	0	0	0	0	0	0	0	0
1545	0	1	3	0	0	0	0	0	0	0	0	0
1600	0	0	5	0	0	0	0	0	0	0	0	0
1615	0	0	5	0	0	0	0	0	0	0	0	0
1630	0	0	2	0	0	0	0	0	0	0	0	0
1645	1	1	3	0	0	0	0	0	0	0	0	0
1700	0	1	0	0	0	0	0	0	0	0	0	0
1715	0	3	1	0	0	0	0	0	0	0	0	0
1730	0	0	1	0	0	0	0	0	0	0	0	0
1745	0	0	1	0	0	0	0	0	0	0	0	0
1800	0	0	1	0	0	0	0	0	0	0	0	0
1815	0	0	1	0	0	0	0	0	0	0	0	0
1830	0	0	1	0	0	0	0	0	0	0	0	0
1845	0	0	1	0	0	0	0	0	0	0	0	0
1900	0	1	1	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	1	2	0	0	0	0	0	0	0	0	0
2000	0	0	1	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	1	0	0	0	0	0	0	0	0	0
2100	0	0	1	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	1	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5	84	80	1	0	0	0	0	0	0	0	0
06-22	5	86	86	1	0	0	0	0	0	0	0	0
06-00	5	86	88	1	0	0	0	0	0	0	0	0
00-00	5	86	88	1	0	0	0	0	0	0	0	0

Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55
0000	0	0	0	0	0	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	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	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	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	1	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	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	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	1	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	3	0	0	0	0	0	0	0	0	0
0800	0	0	6	0	0	0	0	0	0	0	0	0
0815	0	0	1	0	0	0	0	0	0	0	0	0
0830	0	3	1	0	0	0	0	0	0	0	0	0
0845	0	0	2	0	0	0	0	0	0	0	0	0
0900	0	1	1	0	0	0	0	0	0	0	0	0
0915	0	4	0	0	0	0	0	0	0	0	0	0
0930	0	1	2	0	0	0	0	0	0	0	0	0
0945	0	2	1	0	0	0	0	0	0	0	0	0
1000	0	4	0	0	0	0	0	0	0	0	0	0
1015	0	3	1	0	0	0	0	0	0	0	0	0
1030	0	2	0	0	0	0	0	0	0	0	0	0
1045	0	2	0	0	0	0	0	0	0	0	0	0
1100	0	6	0	0	0	0	0	0	0	0	0	0
1115	0	10	0	0	0	0	0	0	0	0	0	0
1130	0	2	0	0	0	0	0	0	0	0	0	0
1145	0	4	0	0	0	0	0	0	0	0	0	0
1200	0	2	0	0	0	0	0	0	0	0	0	0
1215	0	1	1	0	0	0	0	0	0	0	0	0
1230	0	0	1	0	0	0	0	0	0	0	0	0
1245	0	0	1	0	0	0	0	0	0	0	0	0
1300	0	0	2	0	0	0	0	0	0	0	0	0
1315	0	2	1	0	0	0	0	0	0	0	0	0
1330	0	2	0	0	0	0	0	0	0	0	0	0
1345	1	3	3	0	0	0	0	0	0	0	0	0
1400	0	3	0	0	0	0	0	0	0	0	0	0
1415	0	1	2	0	0	0	0	0	0	0	0	0
1430	0	0	2	0	0	0	0	0	0	0	0	0
1445	0	1	0	0	0	0	0	0	0	0	0	0
1500	0	3	0	0	0	0	0	0	0	0	0	0
1515	0	3	2	0	0	0	0	0	0	0	0	0

1530	0	2	3	0	0	0	0	0	0	0	0	0
1545	0	2	3	0	0	0	0	0	0	0	0	0
1600	0	1	2	0	0	0	0	0	0	0	0	0
1615	0	0	2	0	0	0	0	0	0	0	0	0
1630	0	0	3	0	0	0	0	0	0	0	0	0
1645	0	0	1	0	0	0	0	0	0	0	0	0
1700	0	2	4	0	0	0	0	0	0	0	0	0
1715	0	2	1	0	0	0	0	0	0	0	0	0
1730	0	1	0	0	0	0	0	0	0	0	0	0
1745	0	2	0	0	0	0	0	0	0	0	0	0
1800	0	3	0	0	0	0	0	0	0	0	0	0
1815	0	1	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	1	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	1	0	0	0	0	0	0	0	0	0	0
2115	0	1	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1	81	52	0	0	0	0	0	0	0	0	0
06-22	1	86	52	0	0	0	0	0	0	0	0	0
06-00	1	87	52	0	0	0	0	0	0	0	0	0
00-00	1	87	53	0	0	0	0	0	0	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	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	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	1	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	1	0	0	0	0	0	0	0	0	0	0
0745	0	1	2	0	0	0	0	0	0	0	0	0
0800	0	0	1	0	0	0	0	0	0	0	0	0
0815	0	0	5	0	0	0	0	0	0	0	0	0
0830	0	4	1	0	0	0	0	0	0	0	0	0
0845	0	6	3	0	0	0	0	0	0	0	0	0
0900	0	2	1	0	0	0	0	0	0	0	0	0
0915	0	7	4	0	0	0	0	0	0	0	0	0
0930	0	1	3	0	0	0	0	0	0	0	0	0
0945	0	0	5	0	0	0	0	0	0	0	0	0
1000	0	0	5	0	0	0	0	0	0	0	0	0
1015	0	2	3	0	0	0	0	0	0	0	0	0
1030	0	2	2	0	0	0	0	0	0	0	0	0
1045	0	1	4	0	0	0	0	0	0	0	0	0
1100	0	0	2	0	0	0	0	0	0	0	0	0
1115	0	4	2	0	0	0	0	0	0	0	0	0
1130	0	0	2	0	0	0	0	0	0	0	0	0
1145	0	1	0	0	0	0	0	0	0	0	0	0
1200	0	5	3	0	0	0	0	0	0	0	0	0
1215	0	3	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	4	1	0	0	0	0	0	0	0	0	0
1300	0	2	1	0	0	0	0	0	0	0	0	0
1315	0	0	2	0	0	0	0	0	0	0	0	0
1330	0	0	4	0	0	0	0	0	0	0	0	0
1345	0	2	4	0	0	0	0	0	0	0	0	0
1400	1	4	1	0	0	0	0	0	0	0	0	0
1415	0	4	0	0	0	0	0	0	0	0	0	0
1430	0	2	1	0	0	0	0	0	0	0	0	0
1445	0	1	1	0	0	0	0	0	0	0	0	0
1500	0	5	2	0	0	0	0	0	0	0	0	0
1515	0	0	2	0	0	0	0	0	0	0	0	0
1530	0	2	3	0	0	0	0	0	0	0	0	0
1545	0	2	0	0	0	0	0	0	0	0	0	0
1600	0	3	1	0	0	0	0	0	0	0	0	0
1615	0	0	4	0	0	0	0	0	0	0	0	0
1630	0	2	2	0	0	0	0	0	0	0	0	0
1645	0	1	3	0	0	0	0	0	0	0	0	0
1700	0	3	2	0	0	0	0	0	0	0	0	0
1715	0	0	5	1	0	0	0	0	0	0	0	0
1730	0	0	2	0	0	0	0	0	0	0	0	0
1745	0	0	2	0	0	0	0	0	0	0	0	0
1800	0	0	4	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	1	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0

1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	1	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	1	0	0	0	0	0	0	0	0	0	0
2100	0	1	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1	78	96	1	0	0	0	0	0	0	0	0
06-22	1	81	96	1	0	0	0	0	0	0	0	0
06-00	1	81	96	1	0	0	0	0	0	0	0	0
00-00	1	81	96	1	0	0	0	0	0	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	0	0	0	0	0	0	0	0
0030	0	1	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	2	0	0	0	0	0	0	0	0	0	0
0645	0	1	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	1	0	0	0	0	0	0	0	0	0	0
0730	0	3	0	0	0	0	0	0	0	0	0	0

0745	0	2	1	0	0	0	0	0	0	0	0	0
0800	0	6	0	0	0	0	0	0	0	0	0	0
0815	0	1	1	0	0	0	0	0	0	0	0	0
0830	0	2	0	0	0	0	0	0	0	0	0	0
0845	0	0	5	0	0	0	0	0	0	0	0	0
0900	0	0	2	0	0	0	0	0	0	0	0	0
0915	0	2	0	0	0	0	0	0	0	0	0	0
0930	0	2	1	0	0	0	0	0	0	0	0	0
0945	0	1	2	0	0	0	0	0	0	0	0	0
1000	0	0	1	0	0	0	0	0	0	0	0	0
1015	0	2	1	0	0	0	0	0	0	0	0	0
1030	0	0	1	0	0	0	0	0	0	0	0	0
1045	0	0	1	0	0	0	0	0	0	0	0	0
1100	0	2	1	0	0	0	0	0	0	0	0	0
1115	0	2	4	0	0	0	0	0	0	0	0	0
1130	0	5	1	0	0	0	0	0	0	0	0	0
1145	0	2	1	0	0	0	0	0	0	0	0	0
1200	0	0	4	0	0	0	0	0	0	0	0	0
1215	0	2	1	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	1	3	0	0	0	0	0	0	0	0	0
1300	0	1	3	0	0	0	0	0	0	0	0	0
1315	0	0	3	0	0	0	0	0	0	0	0	0
1330	0	0	2	0	0	0	0	0	0	0	0	0
1345	0	4	2	0	0	0	0	0	0	0	0	0
1400	0	0	4	0	0	0	0	0	0	0	0	0
1415	1	3	0	0	0	0	0	0	0	0	0	0
1430	0	2	2	0	0	0	0	0	0	0	0	0
1445	0	5	1	0	0	0	0	0	0	0	0	0
1500	0	4	0	0	0	0	0	0	0	0	0	0
1515	0	4	0	0	0	0	0	0	0	0	0	0
1530	0	5	0	0	0	0	0	0	0	0	0	0
1545	0	3	1	0	0	0	0	0	0	0	0	0
1600	0	4	0	0	0	0	0	0	0	0	0	0
1615	0	3	0	0	0	0	0	0	0	0	0	0
1630	0	1	1	0	0	0	0	0	0	0	0	0
1645	0	1	5	0	0	0	0	0	0	0	0	0
1700	0	3	1	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	2	0	0	0	0	0	0	0	0	0
1745	0	0	1	0	0	0	0	0	0	0	0	0
1800	0	0	1	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	1	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	1	1	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	1	0	0	0	0	0	0	0	0	0	0
2000	0	3	0	0	0	0	0	0	0	0	0	0
2015	0	1	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	3	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	1	0	0	0	0	0	0	0	0	0	0
2230	0	1	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0

2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1	79	61	0	0	0	0	0	0	0	0	0
06-22	1	92	62	0	0	0	0	0	0	0	0	0
06-00	1	94	62	0	0	0	0	0	0	0	0	0
00-00	1	95	62	0	0	0	0	0	0	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	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	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	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	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	0	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	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	1	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	1	0	0	0	0	0	0	0	0	0	0
0645	0	1	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	1	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	1	0	0	0	0	0	0	0	0	0	0
0800	0	1	1	0	0	0	0	0	0	0	0	0
0815	0	0	3	0	0	0	0	0	0	0	0	0
0830	0	1	4	0	0	0	0	0	0	0	0	0
0845	0	0	1	0	0	0	0	0	0	0	0	0
0900	0	0	4	0	0	0	0	0	0	0	0	0
0915	0	0	2	0	0	0	0	0	0	0	0	0
0930	1	2	0	0	0	0	0	0	0	0	0	0
0945	0	2	1	0	0	0	0	0	0	0	0	0
1000	0	1	0	0	0	0	0	0	0	0	0	0
1015	1	8	0	0	0	0	0	0	0	0	0	0
1030	0	0	5	0	0	0	0	0	0	0	0	0
1045	0	8	0	0	0	0	0	0	0	0	0	0
1100	0	3	2	0	0	0	0	0	0	0	0	0
1115	0	9	0	0	0	0	0	0	0	0	0	0

1130	1	7	1	0	0	0	0	0	0	0	0	0
1145	0	2	2	0	0	0	0	0	0	0	0	0
1200	0	2	5	0	0	0	0	0	0	0	0	0
1215	0	2	2	0	0	0	0	0	0	0	0	0
1230	0	0	2	0	0	0	0	0	0	0	0	0
1245	0	0	2	0	0	0	0	0	0	0	0	0
1300	0	1	0	0	0	0	0	0	0	0	0	0
1315	0	0	0	0	0	0	0	0	0	0	0	0
1330	0	2	1	0	0	0	0	0	0	0	0	0
1345	0	4	0	0	0	0	0	0	0	0	0	0
1400	0	3	1	0	0	0	0	0	0	0	0	0
1415	0	0	3	0	0	0	0	0	0	0	0	0
1430	0	0	3	0	0	0	0	0	0	0	0	0
1445	0	0	1	0	0	0	0	0	0	0	0	0
1500	0	1	3	0	0	0	0	0	0	0	0	0
1515	0	1	8	0	0	0	0	0	0	0	0	0
1530	1	3	0	0	0	0	0	0	0	0	0	0
1545	0	3	0	0	0	0	0	0	0	0	0	0
1600	0	1	2	0	0	0	0	0	0	0	0	0
1615	0	3	0	0	0	0	0	0	0	0	0	0
1630	0	2	1	0	0	0	0	0	0	0	0	0
1645	0	1	1	0	0	0	0	0	0	0	0	0
1700	0	0	2	0	0	0	0	0	0	0	0	0
1715	0	0	2	0	0	0	0	0	0	0	0	0
1730	0	0	2	0	0	0	0	0	0	0	0	0
1745	0	1	1	0	0	0	0	0	0	0	0	0
1800	0	0	1	0	0	0	0	0	0	0	0	0
1815	0	0	1	0	0	0	0	0	0	0	0	0
1830	0	0	1	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	1	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	1	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	1	0	0	0	0	0	0	0	0	0
2030	0	0	1	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	1	0	0	0	0	0	0	0	0	0
2330	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4	76	71	0	0	0	0	0	0	0	0	0
06-22	4	78	75	0	0	0	0	0	0	0	0	0
06-00	4	79	76	0	0	0	0	0	0	0	0	0
00-00	4	80	76	0	0	0	0	0	0	0	0	0

Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
	0	5	10	15	20	25	30	35	40	45	50	55
	5	10	15	20	25	30	35	40	45	50	55	60

0000	0	0	0	0	0	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	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	1	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	2	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	3	0	0	0	0	0	0	0	0	0
0815	0	0	2	0	0	0	0	0	0	0	0	0
0830	0	3	0	0	0	0	0	0	0	0	0	0
0845	0	2	0	0	0	0	0	0	0	0	0	0
0900	0	4	6	0	0	0	0	0	0	0	0	0
0915	0	4	0	0	0	0	0	0	0	0	0	0
0930	1	1	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	2	0	0	0	0	0	0	0	0	0	0
1015	0	4	0	0	0	0	0	0	0	0	0	0
1030	0	5	0	0	0	0	0	0	0	0	0	0
1045	0	1	0	0	0	0	0	0	0	0	0	0
1100	0	2	4	0	0	0	0	0	0	0	0	0
1115	0	1	0	0	0	0	0	0	0	0	0	0
1130	0	3	0	0	0	0	0	0	0	0	0	0
1145	0	5	0	0	0	0	0	0	0	0	0	0
1200	0	4	0	0	0	0	0	0	0	0	0	0
1215	0	2	0	0	0	0	0	0	0	0	0	0
1230	0	3	0	0	0	0	0	0	0	0	0	0
1245	0	3	3	0	0	0	0	0	0	0	0	0
1300	0	5	2	0	0	0	0	0	0	0	0	0
1315	0	2	0	0	0	0	0	0	0	0	0	0
1330	0	5	1	0	0	0	0	0	0	0	0	0
1345	0	0	2	0	0	0	0	0	0	0	0	0
1400	0	6	0	0	0	0	0	0	0	0	0	0
1415	0	5	0	0	0	0	0	0	0	0	0	0
1430	0	1	0	0	0	0	0	0	0	0	0	0
1445	0	6	1	0	0	0	0	0	0	0	0	0
1500	0	3	1	0	0	0	0	0	0	0	0	0

1515	0	2	1	0	0	0	0	0	0	0	0	0
1530	0	1	0	0	0	0	0	0	0	0	0	0
1545	0	4	0	0	0	0	0	0	0	0	0	0
1600	0	2	0	0	0	0	0	0	0	0	0	0
1615	0	3	0	0	0	0	0	0	0	0	0	0
1630	0	6	1	0	0	0	0	0	0	0	0	0
1645	0	0	1	0	0	0	0	0	0	0	0	0
1700	0	0	2	0	0	0	0	0	0	0	0	0
1715	0	1	1	0	0	0	0	0	0	0	0	0
1730	0	1	0	0	0	0	0	0	0	0	0	0
1745	0	1	0	0	0	0	0	0	0	0	0	0
1800	0	0	1	0	0	0	0	0	0	0	0	0
1815	0	0	2	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	1	0	0	0	0	0	0	0	0	0
1945	0	1	1	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	1	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	2	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1	103	36	0	0	0	0	0	0	0	0	0
06-22	1	106	38	0	0	0	0	0	0	0	0	0
06-00	1	109	38	0	0	0	0	0	0	0	0	0
00-00	1	109	39	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0
0015	0	1	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	2	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	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	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	0	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	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	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	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	1	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0	0
0845	0	1	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0
0915	0	0	1	0	0	0	0	0	0	0	0	0
0930	0	1	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	3	0	0	0	0	0	0	0	0	0	0
1015	0	2	2	0	0	0	0	0	0	0	0	0
1030	0	1	2	0	0	0	0	0	0	0	0	0
1045	0	0	2	0	0	0	0	0	0	0	0	0
1100	0	3	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	1	0	0	0	0	0	0	0	0	0	0	0
1145	0	1	1	0	0	0	0	0	0	0	0	0
1200	0	4	0	0	0	0	0	0	0	0	0	0
1215	0	4	1	0	0	0	0	0	0	0	0	0
1230	1	4	0	0	0	0	0	0	0	0	0	0
1245	0	4	0	0	0	0	0	0	0	0	0	0
1300	0	2	1	0	0	0	0	0	0	0	0	0
1315	0	2	0	0	0	0	0	0	0	0	0	0
1330	0	4	0	0	0	0	0	0	0	0	0	0
1345	0	3	0	0	0	0	0	0	0	0	0	0
1400	0	2	0	0	0	0	0	0	0	0	0	0
1415	0	6	0	0	0	0	0	0	0	0	0	0
1430	0	1	1	0	0	0	0	0	0	0	0	0
1445	0	5	0	0	0	0	0	0	0	0	0	0
1500	0	1	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	2	2	0	0	0	0	0	0	0	0	0
1545	0	0	1	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	1	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	1	0	0	0	0	0	0	0	0	0	0
1730	0	0	3	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	1	0	0	0	0	0	0	0	0	0	0
1830	0	1	0	0	0	0	0	0	0	0	0	0
1845	0	0	1	0	0	0	0	0	0	0	0	0

1900	0	1	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	2	0	0	0	0	0	0	0	0	0
2015	0	0	1	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	1	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2	60	19	0	0	0	0	0	0	0	0	0
06-22	2	61	22	0	0	0	0	0	0	0	0	0
06-00	2	61	23	0	0	0	0	0	0	0	0	0
00-00	2	64	24	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0
0100	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
0300	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
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	1	0	0	0	0	0	0	0	0	0	0
0700	0	2	2	0	0	0	0	0	0	0	0	0
0800	0	7	7	0	0	0	0	0	0	0	0	0
0900	0	7	6	0	0	0	0	0	0	0	0	0
1000	0	9	5	0	0	0	0	0	0	0	0	0
1100	0	11	5	0	0	0	0	0	0	0	0	0
1200	0	8	5	0	0	0	0	0	0	0	0	0
1300	0	8	6	0	0	0	0	0	0	0	0	0
1400	0	11	4	0	0	0	0	0	0	0	0	0
1500	0	9	6	0	0	0	0	0	0	0	0	0
1600	0	5	7	0	0	0	0	0	0	0	0	0
1700	0	3	5	0	0	0	0	0	0	0	0	0
1800	0	1	3	0	0	0	0	0	0	0	0	0
1900	0	1	1	0	0	0	0	0	0	0	0	0
2000	0	1	1	0	0	0	0	0	0	0	0	0
2100	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2	80	59	0	0	0	0	0	0	0	0	0
06-22	2	84	62	0	0	0	0	0	0	0	0	0
06-00	2	85	62	0	0	0	0	0	0	0	0	0
00-00	2	86	63	0	0	0	0	0	0	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
Mon	5	86	88	1	0	0	0	0	0	0	0	0
Tue	1	87	53	0	0	0	0	0	0	0	0	0
Wed	1	81	96	1	0	0	0	0	0	0	0	0
Thu	1	95	62	0	0	0	0	0	0	0	0	0
Fri	4	80	76	0	0	0	0	0	0	0	0	0
Sat	1	109	39	0	0	0	0	0	0	0	0	0
Sun	2	64	24	0	0	0	0	0	0	0	0	0
--	15	602	438	2	0	0	0	0	0	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
--	15	602	438	2	0	0	0	0	0	0	0	0

[illegible]

0	11.2 -	0	0	0	0	0	0
0	11.7 -	0	0	0	0	0	0
0	7.4 -	0	0	0	0	0	0
0	11.2 -	0	0	0	0	0	0
0	11.2 -	0	0	0	0	0	0
0	10.5 -	0	0	0	0	0	0
0	9.2 -	0	0	0	0	0	0
0	11.8 -	0	0	0	0	0	0
0	8.4 -	0	0	0	0	0	0
0	7.7 -	0	0	0	0	0	0
0	6.8 -	0	0	0	0	0	0
0	9.3 -	0	0	0	0	0	0
0	9.3 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	9.7 -	0	0	0	0	0	0
0	7.3 -	0	0	0	0	0	0
0	12 -	0	0	0	0	0	0
0	11.6 -	0	0	0	0	0	0
0	11 -	0	0	0	0	0	0
0	10.7 -	0	0	0	0	0	0
0	8.9 -	0	0	0	0	0	0
0	9.5 -	0	0	0	0	0	0
0	10.2 -	0	0	0	0	0	0
0	10.9 -	0	0	0	0	0	0
0	11.4 -	0	0	0	0	0	0
0	11.1 -	0	0	0	0	0	0
0	11.1 -	0	0	0	0	0	0
0	10.1 -	0	0	0	0	0	0
0	10.6 -	0	0	0	0	0	0
0	9.2 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	11.5 -	0	0	0	0	0	0
0	11.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	11.5 -	0	0	0	0	0	0
0	14.8 -	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	12.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	12.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	9.6	11.2	0	0	0	0	0
0	9.6	11.4	0	0	0	0	0
0	9.7	11.5	0	0	0	0	0
0	9.7	11.5	0	0	0	0	0

Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1
60		85	30	30	35	35	45	45	
130					ACPO	ACPO	DFT	DFT	
0 -	-		0	0	0	0	0	0	

0	10.7 -		0	0	0	0	0	0
0	10.2 -		0	0	0	0	0	0
0	11 -		0	0	0	0	0	0
0	10.5 -		0	0	0	0	0	0
0	10.9 -		0	0	0	0	0	0
0	11.6 -		0	0	0	0	0	0
0	10.6 -		0	0	0	0	0	0
0	9.9 -		0	0	0	0	0	0
0	9.9 -		0	0	0	0	0	0
0	9.9 -		0	0	0	0	0	0
0	8.8 -		0	0	0	0	0	0
0	8.8 -		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0 -	-		0	0	0	0	0	0
0	8.8 -		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 -	-		0	0	0	0	0	0
0	8.8 -		0	0	0	0	0	0
0	8.8 -		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	8.8 -		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	9.7	11.2	0	0	0	0	0	0
0	9.6	11.1	0	0	0	0	0	0
0	9.6	11.1	0	0	0	0	0	0
0	9.6	11.2	0	0	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
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	
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	
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
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
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	8.8 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	8.8 -	0	0	0	0	0	0
0	10.6 -	0	0	0	0	0	0
0	10.1 -	0	0	0	0	0	0
0	11 -	0	0	0	0	0	0
0	9.8 -	0	0	0	0	0	0
0	10 -	0	0	0	0	0	0
0	9.6 -	0	0	0	0	0	0
0	10.1	12.5	0	0	0	0	0
0	10.6 -	0	0	0	0	0	0
0	11 -	0	0	0	0	0	0
0	11.2 -	0	0	0	0	0	0
0	10.2 -	0	0	0	0	0	0
0	10.4 -	0	0	0	0	0	0
0	11.2 -	0	0	0	0	0	0
0	12.9 -	0	0	0	0	0	0
0	10.2 -	0	0	0	0	0	0
0	11 -	0	0	0	0	0	0
0	9.8 -	0	0	0	0	0	0
0	9.4 -	0	0	0	0	0	0
0	9.4 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	8.9 -	0	0	0	0	0	0
0	10.3 -	0	0	0	0	0	0
0	11.8 -	0	0	0	0	0	0
0	11.9 -	0	0	0	0	0	0
0	10.4 -	0	0	0	0	0	0
0	7.4 -	0	0	0	0	0	0
0	6.5 -	0	0	0	0	0	0
0	7.7 -	0	0	0	0	0	0
0	9.9 -	0	0	0	0	0	0
0	8.7 -	0	0	0	0	0	0
0	13 -	0	0	0	0	0	0
0	9.6 -	0	0	0	0	0	0
0	8.2 -	0	0	0	0	0	0
0	8.6 -	0	0	0	0	0	0
0	11.4 -	0	0	0	0	0	0
0	10.2 -	0	0	0	0	0	0
0	10 -	0	0	0	0	0	0
0	9.2 -	0	0	0	0	0	0
0	13.5 -	0	0	0	0	0	0
0	14.2 -	0	0	0	0	0	0
0	12 -	0	0	0	0	0	0
0	12 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	12 -	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	7.1	-	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	9.6	-	0	0	0	0	0	0
0	9.6	-	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	-	-	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	10.2	12	0	0	0	0	0	0
0	10.2	12	0	0	0	0	0	0
0	10.2	12	0	0	0	0	0	0
0	10.2	12	0	0	0	0	0	0

0	9.8 -	0	0	0	0	0	0
0	9.8 -	0	0	0	0	0	0
0	10 -	0	0	0	0	0	0
0	6.7 -	0	0	0	0	0	0
0	11.4 -	0	0	0	0	0	0
0	12.1 -	0	0	0	0	0	0
0	9.2 -	0	0	0	0	0	0
0	9 -	0	0	0	0	0	0
0	10.3 -	0	0	0	0	0	0
0	10 -	0	0	0	0	0	0
0	8.3 -	0	0	0	0	0	0
0	11 -	0	0	0	0	0	0
0	10.5 -	0	0	0	0	0	0
0	9.9 -	0	0	0	0	0	0
0	10.5 -	0	0	0	0	0	0
0	9.4 -	0	0	0	0	0	0
0	9.1 -	0	0	0	0	0	0
0	10.5 -	0	0	0	0	0	0
0	9.9 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	9.6 -	0	0	0	0	0	0
0	11.1 -	0	0	0	0	0	0
0	10.5 -	0	0	0	0	0	0
0	11.7 -	0	0	0	0	0	0
0	9 -	0	0	0	0	0	0
0	11.5 -	0	0	0	0	0	0
0	5.8 -	0	0	0	0	0	0
0	10.7 -	0	0	0	0	0	0
0	8.2 -	0	0	0	0	0	0
0	9.2 -	0	0	0	0	0	0
0	9.4 -	0	0	0	0	0	0
0	8.1 -	0	0	0	0	0	0
0	7.6 -	0	0	0	0	0	0
0	9.3 -	0	0	0	0	0	0
0	9.3 -	0	0	0	0	0	0
0	9.7 -	0	0	0	0	0	0
0	9.8 -	0	0	0	0	0	0
0	9.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	12.9 -	0	0	0	0	0	0
0	11.9 -	0	0	0	0	0	0
0	11.9 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	10.8 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	9.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	9.7 -	0	0	0	0	0	0
0	9.7 -	0	0	0	0	0	0
0	9.7 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	8.9 -	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	7.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	8.8 -	0	0	0	0	0	0
0	8.8 -	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	9.6	11.2	0	0	0	0	0	0	0
0	9.5	11.2	0	0	0	0	0	0	0
0	9.5	11.2	0	0	0	0	0	0	0
0	9.5	11.2	0	0	0	0	0	0	0

[illegible]

0	8 -	0	0	0	0	0	0
0	10.1 -	0	0	0	0	0	0
0	11.6 -	0	0	0	0	0	0
0	10.1 -	0	0	0	0	0	0
0	10.6 -	0	0	0	0	0	0
0	10.7 -	0	0	0	0	0	0
0	9.9 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	10.2 -	0	0	0	0	0	0
0	9.7 -	0	0	0	0	0	0
0	9.1 -	0	0	0	0	0	0
0	10.6 -	0	0	0	0	0	0
0	11.3 -	0	0	0	0	0	0
0	11.3 -	0	0	0	0	0	0
0	10.8 -	0	0	0	0	0	0
0	11.4 -	0	0	0	0	0	0
0	6.5 -	0	0	0	0	0	0
0	9 -	0	0	0	0	0	0
0	10.2 -	0	0	0	0	0	0
0	9.9 -	0	0	0	0	0	0
0	10.4 -	0	0	0	0	0	0
0	9.5 -	0	0	0	0	0	0
0	10.7 -	0	0	0	0	0	0
0	10.7 -	0	0	0	0	0	0
0	10.7 -	0	0	0	0	0	0
0	9.2 -	0	0	0	0	0	0
0	10.7 -	0	0	0	0	0	0
0	10.7 -	0	0	0	0	0	0
0	10.7 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	10.7 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	10.7 -	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 -	-	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 -	-	0	0	0	0	0	0
0	11.9 -	0	0	0	0	0	0
0	8.9 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	9.8	11.3	0	0	0	0	0
0	9.8	11.3	0	0	0	0	0
0	9.8	11.3	0	0	0	0	0
0	9.8	11.3	0	0	0	0	0

Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1
60		85	30	30	35	35	45	45	
130					ACPO	ACPO	DFT	DFT	

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
0 -	-	0	0	0	0	0	0
0	10.6 -	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 -	-	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 -	-	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 -	-	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	10.5 -	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	10.5 -	0	0	0	0	0	0
0	10.5 -	0	0	0	0	0	0
0	9 -	0	0	0	0	0	0
0	8.9 -	0	0	0	0	0	0
0	9.4 -	0	0	0	0	0	0
0	9.3 -	0	0	0	0	0	0
0	6.3 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	8.9 -	0	0	0	0	0	0
0	7.9 -	0	0	0	0	0	0
0	7.5 -	0	0	0	0	0	0
0	7.5 -	0	0	0	0	0	0
0	9.3 -	0	0	0	0	0	0
0	9.4 -	0	0	0	0	0	0
0	7.5 -	0	0	0	0	0	0
0	6.7 -	0	0	0	0	0	0
0	6.7 -	0	0	0	0	0	0
0	6.7 -	0	0	0	0	0	0
0	8.4 -	0	0	0	0	0	0
0	10.8 -	0	0	0	0	0	0
0	9.6 -	0	0	0	0	0	0
0	8.2 -	0	0	0	0	0	0
0	10.4 -	0	0	0	0	0	0
0	12 -	0	0	0	0	0	0
0	8.3 -	0	0	0	0	0	0
0	9.1 -	0	0	0	0	0	0
0	7.3 -	0	0	0	0	0	0
0	7.8 -	0	0	0	0	0	0
0	8.2 -	0	0	0	0	0	0

0	9.1 -	0	0	0	0	0	0
0	9.1 -	0	0	0	0	0	0
0	9.1 -	0	0	0	0	0	0
0	7.1 -	0	0	0	0	0	0
0	8.5 -	0	0	0	0	0	0
0	9.2 -	0	0	0	0	0	0
0	11.5 -	0	0	0	0	0	0
0	10.9 -	0	0	0	0	0	0
0	9.9 -	0	0	0	0	0	0
0	8.9 -	0	0	0	0	0	0
0	8.9 -	0	0	0	0	0	0
0	10 -	0	0	0	0	0	0
0	10 -	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	10 -	0	0	0	0	0	0
0	9.1 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	6.1 -	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	7.6 -	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	7.6 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	7.6 -	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	8.9	10.5	0	0	0	0	0
0	8.9	10.5	0	0	0	0	0
0	8.9	10.5	0	0	0	0	0
0	8.9	10.5	0	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
0	11 -		0	0	0	0	0	0	
0	9.5 -		0	0	0	0	0	0	
0 -	-		0	0	0	0	0	0	
0	7.8 -		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 -	-		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 -	-	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 -	-	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 -	-	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	8.4 -	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	8.4 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	10.6 -	0	0	0	0	0	0
0	9.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	8 -	0	0	0	0	0	0
0	9.8 -	0	0	0	0	0	0
0	11.1 -	0	0	0	0	0	0
0	10.6 -	0	0	0	0	0	0
0	8.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	4.8 -	0	0	0	0	0	0
0	9.5 -	0	0	0	0	0	0
0	7.3 -	0	0	0	0	0	0
0	7.6 -	0	0	0	0	0	0
0	6.9 -	0	0	0	0	0	0
0	7.3 -	0	0	0	0	0	0
0	9 -	0	0	0	0	0	0
0	6 -	0	0	0	0	0	0
0	7.2 -	0	0	0	0	0	0
0	7.2 -	0	0	0	0	0	0
0	7.6 -	0	0	0	0	0	0
0	7.8 -	0	0	0	0	0	0
0	9.8 -	0	0	0	0	0	0
0	9.3 -	0	0	0	0	0	0
0	8.9 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	10.2 -	0	0	0	0	0	0
0	10.5 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	10.5 -	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	9.7 -	0	0	0	0	0	0
0	10.1 -	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0 -	-	0	0	0	0	0	0
0	9.1 -	0	0	0	0	0	0
0	9.1 -	0	0	0	0	0	0
0	12.4 -	0	0	0	0	0	0

0	8.7	-	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	10.5	-	0	0	0	0	0	0	0
0	10.9	-	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	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	10.7	-	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	0	0	0	0
0	-	-	0	0	0	0	0	0	0
0	8.6	10.5	0	0	0	0	0	0	0
0	8.6	10.5	0	0	0	0	0	0	0
0	8.7	10.6	0	0	0	0	0	0	0
0	8.7	10.6	0	0	0	0	0	0	0

Vbin	Mean	Vpp	JPSL	JPSL%	JSL1	JSL1%	JSL2	JSL2%	Fix1
60		85	30	30	35	35	45	45	
130					ACPO	ACPO	DFT	DFT	
0	8.8	-	0	0	0	0	0	0	0
0	10.6	-	0	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0	0
0	-	-	0	0	0	0	0	0	0
0	12.5	-	0	0	0	0	0	0	0
0	8.8	-	0	0	0	0	0	0	0
0	8.3	-	0	0	0	0	0	0	0
0	9.3	-	0	0	0	0	0	0	0
0	10.1	11.3	0	0	0	0	0	0	0
0	9.5	10.8	0	0	0	0	0	0	0
0	9.3	11.1	0	0	0	0	0	0	0
0	9.3	11	0	0	0	0	0	0	0
0	9.3	11.7	0	0	0	0	0	0	0
0	9.6	11.6	0	0	0	0	0	0	0
0	8.8	10.8	0	0	0	0	0	0	0
0	9.4	11.5	0	0	0	0	0	0	0
0	10	11.3	0	0	0	0	0	0	0
0	10.7	-	0	0	0	0	0	0	0
0	10.6	-	0	0	0	0	0	0	0
0	9.7	-	0	0	0	0	0	0	0
0	9.8	-	0	0	0	0	0	0	0
0	9.5	-	0	0	0	0	0	0	0
0	9.5	-	0	0	0	0	0	0	0
0	9.7	-	0	0	0	0	0	0	0
0	9.5	11.2	0	0	0	0	0	0	0
0	9.5	11.2	0	0	0	0	0	0	0
0	9.5	11.2	0	0	0	0	0	0	0
0	9.5	11.2	0	0	0	0	0	0	0

Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
0	9.7	11.5	0	0	0	0	0	0	
0	9.6	11.2	0	0	0	0	0	0	
0	10.2	12	0	0	0	0	0	0	
0	9.5	11.2	0	0	0	0	0	0	
0	9.8	11.3	0	0	0	0	0	0	
0	8.9	10.5	0	0	0	0	0	0	
0	8.7	10.6	0	0	0	0	0	0	
0	9.5	11.2	0	0	0	0	0	0	

Vbin 60 130	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT	Fix1
0	9.5	11.2	0	0	0	0	0	0	

APPENDIX D

PARKING DEMAND CALCULATION

APPENDIX E

TRICS OUTPUTS

Calculation Reference: AUDIT-236601-180227-0232

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	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: 7 to 82 (units:)
 Range Selected by User: 6 to 82 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 27/11/17

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	4 days
Tuesday	6 days
Wednesday	4 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	22 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	13

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	18
No Sub Category	4

Secondary Filtering selection:

Use Class:
C3 22 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 4 days
5,001 to 10,000 7 days
10,001 to 15,000 7 days
15,001 to 20,000 2 days
20,001 to 25,000 2 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 3 days
25,001 to 50,000 5 days
50,001 to 75,000 4 days
75,001 to 100,000 10 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 9 days
1.1 to 1.5 13 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 2 days
No 20 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 22 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED	CUMBRIA
	MOORCLOSE ROAD		
	SALTERBACK		
	WORKINGTON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	82	
	Survey date: FRIDAY	24/04/09	Survey Type: MANUAL
2	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
3	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
5	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
6	HC-03-A-19	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	62	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL
7	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	WILLESBOROUGH		
	ASHFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
8	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
10	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
11	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
12	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
13	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
14	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
15	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	OLD HOSPITAL COMPOUND		
	CATTERICK GARRISON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
16	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
17	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

LIST OF SITES relevant to selection parameters (Cont.)

18	SH-03-A-03	DETACHED	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
19	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
20	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
21	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
22	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	22	35	0.086	22	35	0.286	22	35	0.372
08:00 - 09:00	22	35	0.138	22	35	0.389	22	35	0.527
09:00 - 10:00	22	35	0.153	22	35	0.179	22	35	0.332
10:00 - 11:00	22	35	0.134	22	35	0.139	22	35	0.273
11:00 - 12:00	22	35	0.143	22	35	0.155	22	35	0.298
12:00 - 13:00	22	35	0.161	22	35	0.146	22	35	0.307
13:00 - 14:00	22	35	0.143	22	35	0.156	22	35	0.299
14:00 - 15:00	22	35	0.152	22	35	0.178	22	35	0.330
15:00 - 16:00	22	35	0.242	22	35	0.183	22	35	0.425
16:00 - 17:00	22	35	0.285	22	35	0.163	22	35	0.448
17:00 - 18:00	22	35	0.355	22	35	0.144	22	35	0.499
18:00 - 19:00	22	35	0.242	22	35	0.151	22	35	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.234			2.269			4.503

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.

APPENDIX F

MCC SURVEY DATA

Project Number: **TSP13700**
Project Name: **Angmering, West Sussex**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **Roundstone Lane / Mayflower Way**





Project Number: TSP13700
 Project Name: Angmering, West Sussex
 Survey Type: Manual Classified Turning Count
 Site No: 1
 Location: Roundstone Lane / Mayflower Way
 Date: 20 February 2018, Tuesday



Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	45	7	1					53	53.5
07:15								0	0	35	10			1	1	2	49	47.8
07:30								0	0	67	10			1		1	79	79.2
07:45								0	0	79	9	1		2		1	92	93.7
H/Total	0	0	0	0	0	0	0	0	0	226	36	2	0	4	1	4	273	274.2
08:00								0	0	57	7	1		1	2		68	68.3
08:15								0	0	75	8	1		1	1		86	86.9
08:30								0	0	98	10	4		2	1	1	116	118.6
08:45								0	0	52	5	1					58	58.5
H/Total	0	0	0	0	0	0	0	0	0	282	30	7	0	4	4	1	328	332.3
09:00								0	0	49	3		1	1		1	55	56.5
09:15								0	0	42	8	1	1		1	1	54	54.4
09:30								0	0	61	2	2					65	66
09:45								0	0	45	11	1		2			59	61.5
H/Total	0	0	0	0	0	0	0	0	0	197	24	4	2	3	1	2	233	238.4
Total	0	0	0	0	0	0	0	0	0	705	90	13	2	11	6	7	834	844.9

Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	55	6	1					62	62.5
16:15								0	0	52	4	1		2	1		60	61.9
16:30								0	0	57	11	1		2		1	73	74.1
16:45								0	0	44	8					2	54	52.4
H/Total	0	0	0	0	0	0	0	0	0	208	29	3	0	4	2	3	249	250.9
17:00								0	0	63	5				1		69	68.4
17:15								0	0	33	2	1		1	1		38	38.9
17:30								0	0	47	5					2	54	52.4
17:45								0	0	48	6						54	54
H/Total	0	0	0	0	0	0	0	0	0	191	18	1	0	1	2	2	215	213.7
18:00								0	0	50	1				1		52	51.4
18:15								0	0	57	3			1			61	62
18:30								0	0	52	2						54	54
18:45								0	0	27	3	1					31	31.5
H/Total	0	0	0	0	0	0	0	0	0	186	9	1	0	1	1	0	198	198.9
Total	0	0	0	0	0	0	0	0	0	585	56	5	0	6	5	5	662	663.5

Project Number: TSP13700
 Project Name: Angmering, West Sussex
 Survey Type: Manual Classified Turning Count
 Site No: 1
 Location: Roundstone Lane / Mayflower Way
 Date: 20 February 2018, Tuesday



Time	A - C									B - A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	13	7			1			21	22
07:15								0	0	8	7	1		1	1	1	19	19.1
07:30		1						1	1	18	8				1		27	26.4
07:45								0	0	26	8	1		1			36	37.5
H/Total	0	1	0	0	0	0	0	1	1	65	30	2	0	3	2	1	103	105
08:00	4		1					5	5.5	24	9	1					34	34.5
08:15		1						1	1	41	7	2					50	51
08:30	1							1	1	43	3	3		2			51	54.5
08:45	2							2	2	27	7		2				36	38.6
H/Total	7	1	1	0	0	0	0	9	9.5	135	26	6	2	2	0	0	171	178.6
09:00	1							1	1	30	4	1		1			36	37.5
09:15		3						3	3	30		2				1	33	33.2
09:30	3							3	3	33	4	1		2			40	42.5
09:45								0	0	36	7	2		1			46	48
H/Total	4	3	0	0	0	0	0	7	7	129	15	6	0	4	0	1	155	161.2
Total	11	5	1	0	0	0	0	17	17.5	329	71	14	2	9	2	2	429	444.8

Time	A - C									B - A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	3	1						4	4	52	3	1		2			58	60.5
16:15								0	0	39	3	2					44	45
16:30	1	1						2	2	39	2	1			1		43	42.9
16:45	1	1						2	2	38	9						47	47
H/Total	5	3	0	0	0	0	0	8	8	168	17	4	0	2	1	0	192	195.4
17:00	1							1	1	47	3			1			51	52
17:15		1						1	1	25	2				1	1	29	27.6
17:30								0	0	43	2					2	47	45.4
17:45								0	0	63	1			1		2	67	66.4
H/Total	1	1	0	0	0	0	0	2	2	178	8	0	0	2	1	5	194	191.4
18:00								0	0	64	8			2		1	75	76.2
18:15								0	0	59	2						61	61
18:30								0	0	51	1	1			1		54	53.9
18:45								0	0	49	3	2		1	1		56	57.4
H/Total	0	0	0	0	0	0	0	0	0	223	14	3	0	3	2	1	246	248.5
Total	6	4	0	0	0	0	0	10	10	569	39	7	0	7	4	6	632	635.3

Project Number: **TSP13700**
 Project Name: **Angmering, West Sussex**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Roundstone Lane / Mayflower Way**
 Date: **20 February 2018, Tuesday**



Time	B - B									B - C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	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		1					1	1	1
07:45								0	0	2	1					1	4	3.2
H/Total	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	5	4.2
08:00								0	0	1	3						4	4
08:15								0	0	2							2	2
08:30								0	0	4	1						5	5
08:45								0	0	1							1	1
H/Total	0	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	12	12
09:00								0	0		1						1	1
09:15								0	0	2	1						3	3
09:30								0	0	1	2						3	3
09:45								0	0	1	1						2	2
H/Total	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	9	9
Total	0	0	0	0	0	0	0	0	0	14	11	0	0	0	0	1	26	25.2

Time	B - B									B - C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0		2						2	2
16:15								0	0								0	0
16:30								0	0	2		1					3	3.5
16:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	5.5
17:00								0	0	3						1	4	3.2
17:15								0	0		2						2	2
17:30								0	0								0	0
17:45								0	0	1							1	1
H/Total	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	1	7	6.2
18:00								0	0								0	0
18:15								0	0	1							1	1
18:30								0	0								0	0
18:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	1	13	12.7

Project Number: **TSP13700**
 Project Name: **Angmering, West Sussex**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Roundstone Lane / Mayflower Way**
 Date: **20 February 2018, Tuesday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	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		1						1	1		
07:45								0	0		1						1	1		
H/Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2		
08:00								0	0	2						1	3	2.2		
08:15								0	0		1						1	1		
08:30	1							1	1		1						1	1		
08:45	1							1	1	2	1					1	4	3.2		
H/Total	2	0	0	0	0	0	0	2	2	4	3	0	0	0	0	2	9	7.4		
09:00								0	0	2							2	2		
09:15								0	0	1							1	1		
09:30	1	1						2	2		1						1	1		
09:45		1						1	1	2							2	2		
H/Total	1	2	0	0	0	0	0	3	3	5	1	0	0	0	0	0	6	6		
Total	3	2	0	0	0	0	0	5	5	11	4	0	0	0	0	2	17	15.4		

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)		
16:00	2							2	2	1							1	1		
16:15								0	0	3	1						4	4		
16:30	2							2	2	2							3	3		
16:45	1							1	1	4	1	1					6	6.5		
H/Total	5	0	0	0	0	0	0	5	5	11	2	1	0	0	0	0	14	14.5		
17:00	1							1	1	4	1						5	5		
17:15	1	1						2	2								0	0		
17:30	1							1	1	3	3						6	6		
17:45								0	0	4	1						5	5		
H/Total	3	1	0	0	0	0	0	4	4	11	5	0	0	0	0	0	16	16		
18:00								0	0	2	1						3	3		
18:15	1							1	1								0	0		
18:30		1						1	1								0	0		
18:45								0	0		1						1	1		
H/Total	1	1	0	0	0	0	0	2	2	2	2	0	0	0	0	0	4	4		
Total	9	2	0	0	0	0	0	11	11	24	9	1	0	0	0	0	34	34.5		

Project Number: **TSP13700**
 Project Name: **Angmering, West Sussex**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Roundstone Lane / Mayflower Way**
 Date: **20 February 2018, Tuesday**



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

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

Project Number: **TSP13700**
Project Name: **Angmering, West Sussex**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **Roundstone Lane / Mayflower Way**
Date: **20 February 2018, Tuesday**



Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	45	7	1	0	0	0	0	53	53.5	13	7	0	0	1	0	0	21	22
07:15	35	10	0	0	1	1	2	49	47.8	8	7	1	0	1	1	1	19	19.1
07:30	67	11	0	0	1	0	1	80	80.2	18	8	0	0	0	1	0	27	26.4
07:45	79	9	1	0	2	0	1	92	93.7	26	8	1	0	1	0	0	36	37.5
H/Total	226	37	2	0	4	1	4	274	275.2	65	30	2	0	3	2	1	103	105
08:00	61	7	2	0	1	2	0	73	73.8	24	9	1	0	0	0	0	34	34.5
08:15	75	9	1	0	1	1	0	87	87.9	41	7	2	0	0	0	0	50	51
08:30	99	10	4	0	2	1	1	117	119.6	44	3	3	0	2	0	0	52	55.5
08:45	54	5	1	0	0	0	0	60	60.5	28	7	0	2	0	0	0	37	39.6
H/Total	289	31	8	0	4	4	1	337	341.8	137	26	6	2	2	0	0	173	180.6
09:00	50	3	0	1	1	0	1	56	57.5	30	4	1	0	1	0	0	36	37.5
09:15	42	11	1	1	0	1	1	57	57.4	30	0	2	0	0	0	1	33	33.2
09:30	64	2	2	0	0	0	0	68	69	34	5	1	0	2	0	0	42	44.5
09:45	45	11	1	0	2	0	0	59	61.5	36	8	2	0	1	0	0	47	49
H/Total	201	27	4	2	3	1	2	240	245.4	130	17	6	0	4	0	1	158	164.2
Total	716	95	14	2	11	6	7	851	862.4	332	73	14	2	9	2	2	434	449.8

Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	58	7	1	0	0	0	0	66	66.5	54	3	1	0	2	0	0	60	62.5
16:15	52	4	1	0	2	1	0	60	61.9	39	3	2	0	0	0	0	44	45
16:30	58	12	1	0	2	1	1	75	76.1	41	2	1	0	0	1	0	45	44.9
16:45	45	9	0	0	0	0	2	56	54.4	39	9	0	0	0	0	0	48	48
H/Total	213	32	3	0	4	2	3	257	258.9	173	17	4	0	2	1	0	197	200.4
17:00	64	5	0	0	0	1	0	70	69.4	48	3	0	0	1	0	0	52	53
17:15	33	3	1	0	1	1	0	39	39.9	26	3	0	0	0	1	1	31	29.6
17:30	47	5	0	0	0	0	2	54	52.4	44	2	0	0	0	0	2	48	46.4
17:45	48	6	0	0	0	0	0	54	54	63	1	0	0	1	0	2	67	66.4
H/Total	192	19	1	0	1	2	2	217	215.7	181	9	0	0	2	1	5	198	195.4
18:00	50	1	0	0	0	1	0	52	51.4	64	8	0	0	2	0	1	75	76.2
18:15	57	3	0	0	1	0	0	61	62	60	2	0	0	0	0	0	62	62
18:30	52	2	0	0	0	0	0	54	54	51	2	1	0	0	1	0	55	54.9
18:45	27	3	1	0	0	0	0	31	31.5	49	3	2	0	1	1	0	56	57.4
H/Total	186	9	1	0	1	1	0	198	198.9	224	15	3	0	3	2	1	248	250.5
Total	591	60	5	0	6	5	5	672	673.5	578	41	7	0	7	4	6	643	646.3

Project Number: TSP13700
 Project Name: Angmering, West Sussex
 Survey Type: Manual Classified Turning Count
 Site No: 1
 Location: Roundstone Lane / Mayflower Way
 Date: 20 February 2018, Tuesday



Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	13	7	0	0	1	0	0	21	22	45	7	1	0	0	0	0	53	53.5
07:15	8	7	1	0	1	1	1	19	19.1	35	10	0	0	1	1	2	49	47.8
07:30	18	9	0	0	0	1	0	28	27.4	68	10	0	0	1	0	1	80	80.2
07:45	28	9	1	0	1	0	1	40	40.7	80	9	1	0	2	0	1	93	94.7
H/Total	67	32	2	0	3	2	2	108	109.2	228	36	2	0	4	1	4	275	276.2
08:00	25	12	1	0	0	0	0	38	38.5	59	7	1	0	1	2	1	71	70.5
08:15	43	7	2	0	0	0	0	52	53	75	9	1	0	1	1	0	87	87.9
08:30	47	4	3	0	2	0	0	56	59.5	98	11	4	0	2	1	1	117	119.6
08:45	28	7	0	2	0	0	0	37	39.6	54	6	1	0	0	0	1	62	61.7
H/Total	143	30	6	2	2	0	0	183	190.6	286	33	7	0	4	4	3	337	339.7
09:00	30	5	1	0	1	0	0	37	38.5	51	3	0	1	1	0	1	57	58.5
09:15	32	1	2	0	0	0	1	36	36.2	43	8	1	1	0	1	1	55	55.4
09:30	34	6	1	0	2	0	0	43	45.5	61	3	2	0	0	0	0	66	67
09:45	37	8	2	0	1	0	0	48	50	47	11	1	0	2	0	0	61	63.5
H/Total	133	20	6	0	4	0	1	164	170.2	202	25	4	2	3	1	2	239	244.4
Total	343	82	14	2	9	2	3	455	470	716	94	13	2	11	6	9	851	860.3

Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	54	3	1	0	2	0	0	60	62.5	56	6	1	0	0	0	0	63	63.5
16:15	39	3	2	0	0	0	0	44	45	55	5	1	0	2	1	0	64	65.9
16:30	41	2	2	0	0	1	0	46	46.4	60	11	1	0	2	1	1	76	77.1
16:45	38	9	0	0	0	0	0	47	47	48	9	1	0	0	0	2	60	58.9
H/Total	172	17	5	0	2	1	0	197	200.9	219	31	4	0	4	2	3	263	265.4
17:00	50	3	0	0	1	0	1	55	55.2	67	6	0	0	0	1	0	74	73.4
17:15	25	4	0	0	0	1	1	31	29.6	33	2	1	0	1	1	0	38	38.9
17:30	43	2	0	0	0	0	2	47	45.4	50	8	0	0	0	0	2	60	58.4
17:45	64	1	0	0	1	0	2	68	67.4	52	7	0	0	0	0	0	59	59
H/Total	182	10	0	0	2	1	6	201	197.6	202	23	1	0	1	2	2	231	229.7
18:00	64	8	0	0	2	0	1	75	76.2	52	2	0	0	0	1	0	55	54.4
18:15	60	2	0	0	0	0	0	62	62	57	3	0	0	1	0	0	61	62
18:30	51	1	1	0	0	1	0	54	53.9	52	2	0	0	0	0	0	54	54
18:45	49	3	2	0	1	1	0	56	57.4	27	4	1	0	0	0	0	32	32.5
H/Total	224	14	3	0	3	2	1	247	249.5	188	11	1	0	1	1	0	202	202.9
Total	578	41	8	0	7	4	7	645	648	609	65	6	0	6	5	5	696	698

Project Number: TSP13700
 Project Name: Angmering, West Sussex
 Survey Type: Manual Classified Turning Count
 Site No: 1
 Location: Roundstone Lane / Mayflower Way
 Date: 20 February 2018, Tuesday



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	2		
07:45	1	0	0	0	0	0	0	1	1	2	1	0	0	0	0	1	4	3.2		
H/Total	2	0	0	0	0	0	0	2	2	2	3	0	0	0	0	1	6	5.2		
08:00	2	0	0	0	0	0	1	3	2.2	5	3	1	0	0	0	0	9	9.5		
08:15	0	1	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3	3		
08:30	1	1	0	0	0	0	0	2	2	5	1	0	0	0	0	0	6	6		
08:45	3	1	0	0	0	0	1	5	4.2	3	0	0	0	0	0	0	3	3		
H/Total	6	3	0	0	0	0	2	11	9.4	15	5	1	0	0	0	0	21	21.5		
09:00	2	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	2	2		
09:15	1	0	0	0	0	0	0	1	1	2	4	0	0	0	0	0	6	6		
09:30	1	2	0	0	0	0	0	3	3	4	2	0	0	0	0	0	6	6		
09:45	2	1	0	0	0	0	0	3	3	1	1	0	0	0	0	0	2	2		
H/Total	6	3	0	0	0	0	0	9	9	8	8	0	0	0	0	0	16	16		
Total	14	6	0	0	0	0	2	22	20.4	25	16	1	0	0	0	1	43	42.7		

Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	3	0	0	0	0	0	0	3	3	5	1	0	0	0	0	0	6	6
16:15	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:30	5	0	0	0	0	0	0	5	5	3	1	1	0	0	0	0	5	5.5
16:45	5	1	1	0	0	0	0	7	7.5	1	1	0	0	0	0	0	2	2
H/Total	16	2	1	0	0	0	0	19	19.5	9	3	1	0	0	0	0	13	13.5
17:00	5	1	0	0	0	0	0	6	6	4	0	0	0	0	0	1	5	4.2
17:15	1	1	0	0	0	0	0	2	2	0	3	0	0	0	0	0	3	3
17:30	4	3	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
17:45	4	1	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1
H/Total	14	6	0	0	0	0	0	20	20	5	3	0	0	0	0	1	9	8.2
18:00	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
18:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/Total	3	3	0	0	0	0	0	6	6	1	0	0	0	0	0	0	1	1
Total	33	11	1	0	0	0	0	45	45.5	15	6	1	0	0	0	1	23	22.7

Project Number: **TSP13700**
Project Name: **Angmering, West Sussex**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **Roundstone Lane / Mayflower Way**
Date: **20 February 2018, Tuesday**



Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	58	14	1	0	1	0	0	74	75.5
07:15	43	17	1	0	2	2	3	68	66.9
07:30	86	20	0	0	1	1	1	109	108.6
07:45	108	18	2	0	3	0	2	133	135.4
H/Total	295	69	4	0	7	3	6	384	386.4
08:00	88	19	3	0	1	2	1	114	114.5
08:15	118	17	3	0	1	1	0	140	141.9
08:30	147	15	7	0	4	1	1	175	181.1
08:45	85	13	1	2	0	0	1	102	104.3
H/Total	438	64	14	2	6	4	3	531	541.8
09:00	82	8	1	1	2	0	1	95	98
09:15	75	12	3	1	0	1	2	94	94.6
09:30	99	10	3	0	2	0	0	114	117.5
09:45	84	20	3	0	3	0	0	110	114.5
H/Total	340	50	10	2	7	1	3	413	424.6
Total	1073	183	28	4	20	8	12	1328	1352.8

Peak Hours	Totals
07:00 08:00	384
07:15 08:15	424
07:30 08:30	496
07:45 08:45	386

08:00 09:00	531
08:15 09:15	512
08:30 09:30	466
08:45 09:45	405

09:00 10:00	95
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Time	Whole Junction							TOTAL	TOTAL (PCU)
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY		
16:00	115	10	2	0	2	0	0	129	132
16:15	94	8	3	0	2	1	0	108	110.9
16:30	104	14	3	0	2	2	1	126	127.5
16:45	88	19	1	0	0	0	2	110	108.9
H/Total	401	51	9	0	6	3	3	473	479.3
17:00	119	9	0	0	1	1	1	131	130.6
17:15	59	8	1	0	1	2	1	72	71.5
17:30	94	10	0	0	0	0	4	108	104.8
17:45	116	8	0	0	1	0	2	127	126.4
H/Total	388	35	1	0	3	3	8	438	433.3
18:00	116	10	0	0	2	1	1	130	130.6
18:15	118	5	0	0	1	0	0	124	125
18:30	103	4	1	0	0	1	0	109	108.9
18:45	76	7	3	0	1	1	0	88	89.9
H/Total	413	26	4	0	4	3	1	451	454.4
Total	1202	112	14	0	13	9	12	1362	1367

Peak Hours	Totals
16:00 17:00	473
16:15 17:15	475
16:30 17:30	439
16:45 17:45	421

17:00 18:00	438
17:15 18:15	437
17:30 18:30	489
17:45 18:45	433

18:00 19:00	130
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APPENDIX G

JUNCTIONS 9 DATA

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
[Redacted] Solution information, p [Redacted]
[Redacted]
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Mayflower way Roundstone Lane junction.j9

Path: T:\Projects\13000 Series\13658ITB - Mayflower Way, Angmering\Tech\Junction Assessments\Picady

Report generation date: 05/03/2018 10:32:09

- » Base 2018, AM
- » Base 2018, PM
- » 2020 Opening Year, AM
- » 2020 Opening Year, PM
- » 2023 Future Year, AM
- » 2023 Future Year, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Base 2018								
Stream B-AC	0.0	6.90	0.01	A	0.0	6.85	0.02	A
Stream C-AB	0.0	4.46	0.02	A	0.0	0.00	0.00	A
2020 Opening Year								
Stream B-AC	0.0	7.06	0.03	A	0.0	7.94	0.03	A
Stream C-AB	0.0	4.43	0.02	A	0.0	4.78	0.01	A
2023 Future Year								
Stream B-AC	0.0	7.13	0.03	A	0.0	8.10	0.04	A
Stream C-AB	0.0	4.39	0.02	A	0.0	4.75	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	22/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Base 2018	AM	DIRECT	07:45	08:45	60	15
D2	Base 2018	PM	DIRECT	16:45	17:45	60	15
D3	2020 Opening Year	AM	DIRECT	07:45	08:45	60	15
D4	2020 Opening Year	PM	DIRECT	16:45	17:45	60	15
D5	2023 Future Year	AM	DIRECT	07:45	08:45	60	15
D6	2023 Future Year	PM	DIRECT	16:45	17:45	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mayflower Way / Roundstone Lane	T-Junction	Two-way	0.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Roundstone Lane S		Major
B	Mayflower Way		Minor
C	Roundstone Lane N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Roundstone Lane N	6.75			75.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mayflower Way	One lane	5.00	60	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	614	0.108	0.273	0.172	0.390
1	B-C	771	0.114	0.289	-	-
1	C-B	617	0.231	0.231	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Base 2018	AM	DIRECT	07:45	08:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Roundstone Lane S		✓	100.000
B - Mayflower Way		✓	100.000
C - Roundstone Lane N		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
07:45 - 08:00	From		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		A - Roundstone Lane S	0	14	171
		B - Mayflower Way	5	0	1
		C - Roundstone Lane N	360	7	0

Demand (Veh/hr)

		To			
08:00 - 08:15	From		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		A - Roundstone Lane S	0	14	171
		B - Mayflower Way	5	0	1
		C - Roundstone Lane N	360	7	0

Demand (Veh/hr)

		To			
08:15 - 08:30	From		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		A - Roundstone Lane S	0	14	171
		B - Mayflower Way	5	0	1
		C - Roundstone Lane N	360	7	0

Demand (Veh/hr)

		To			
08:30 - 08:45	From		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		A - Roundstone Lane S	0	14	171
		B - Mayflower Way	5	0	1
		C - Roundstone Lane N	360	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
	From		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		A - Roundstone Lane S	0	0	0
		B - Mayflower Way	0	0	0
		C - Roundstone Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.01	6.90	0.0	A
C-AB	0.02	4.46	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	528	0.011	6	0.0	6.901	A
C-AB	12	820	0.015	12	0.0	4.459	A
C-A	355			355			
A-B	14			14			
A-C	171			171			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	528	0.011	6	0.0	6.902	A
C-AB	13	820	0.015	13	0.0	4.459	A
C-A	354			354			
A-B	14			14			
A-C	171			171			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	528	0.011	6	0.0	6.902	A
C-AB	13	820	0.015	13	0.0	4.459	A
C-A	354			354			
A-B	14			14			
A-C	171			171			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	528	0.011	6	0.0	6.902	A
C-AB	13	820	0.015	13	0.0	4.461	A
C-A	354			354			
A-B	14			14			
A-C	171			171			

Base 2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mayflower Way / Roundstone Lane	T-Junction	Two-way	0.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	Base 2018	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Roundstone Lane S		✓	100.000
B - Mayflower Way		✓	100.000
C - Roundstone Lane N		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
16:45 - 17:00	From	A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		0	2	254
		8	0	2
		221	0	0

Demand (Veh/hr)

		To		
17:00 - 17:15	From	A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		0	2	254
		8	0	2
		221	0	0

Demand (Veh/hr)

17:15 - 17:30

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	2	254
	B - Mayflower Way	8	0	2
	C - Roundstone Lane N	221	0	0

Demand (Veh/hr)

17:30 - 17:45

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	2	254
	B - Mayflower Way	8	0	2
	C - Roundstone Lane N	221	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	0	0
	B - Mayflower Way	0	0	0
	C - Roundstone Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	6.85	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	10	535	0.019	10	0.0	6.851	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	221			221			
A-B	2			2			
A-C	254			254			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	10	535	0.019	10	0.0	6.851	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	221			221			
A-B	2			2			
A-C	254			254			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	10	535	0.019	10	0.0	6.851	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	221			221			
AB	2			2			
AC	254			254			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	10	535	0.019	10	0.0	6.853	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	221			221			
AB	2			2			
AC	254			254			

2020 Opening Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mayflower Way / Roundstone Lane	T-Junction	Two-way	0.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2020 Opening Year	AM	DIRECT	07:45	08:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Roundstone Lane S		✓	100.000
B - Mayflower Way		✓	100.000
C - Roundstone Lane N		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:45 - 08:00		To		
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	17	264
	B - Mayflower Way	9	0	8
	C - Roundstone Lane N	594	8	0

Demand (Veh/hr)

08:00 - 08:15		To		
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	14	176
	B - Mayflower Way	5	0	1
	C - Roundstone Lane N	370	7	0

Demand (Veh/hr)

08:15 - 08:30

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	14	176
	B - Mayflower Way	5	0	1
	C - Roundstone Lane N	370	7	0

Demand (Veh/hr)

08:30 - 08:45

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	14	176
	B - Mayflower Way	5	0	1
	C - Roundstone Lane N	370	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	0	0
	B - Mayflower Way	0	0	0
	C - Roundstone Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	7.06	0.0	A
C-AB	0.02	4.43	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	17	527	0.032	17	0.0	7.057	A
C-AB	21	964	0.022	21	0.0	3.815	A
C-A	581			581			
A-B	17			17			
A-C	264			264			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	526	0.011	6	0.0	6.929	A
C-AB	13	826	0.015	13	0.0	4.430	A
C-A	364			364			
A-B	14			14			
A-C	176			176			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	525	0.011	6	0.0	6.944	A
C-AB	13	826	0.015	13	0.0	4.428	A
C-A	364			364			
A-B	14			14			
A-C	176			176			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	525	0.011	6	0.0	6.941	A
C-AB	13	826	0.015	13	0.0	4.430	A
C-A	364			364			
A-B	14			14			
A-C	176			176			

2020 Opening Year , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mayflower Way / Roundstone Lane	T-Junction	Two-way	0.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2020 Opening Year	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Roundstone Lane S		✓	100.000
B - Mayflower Way		✓	100.000
C - Roundstone Lane N		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
16:45 - 17:00	From	A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		0	7	475
		11	0	5
		357	5	0

Demand (Veh/hr)

		To		
17:00 - 17:15	From	A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		0	2	261
		8	0	2
		227	0	0

Demand (Veh/hr)

17:15 - 17:30

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	2	261
	B - Mayflower Way	8	0	2
	C - Roundstone Lane N	227	0	0

Demand (Veh/hr)

17:30 - 17:45

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	2	261
	B - Mayflower Way	8	0	2
	C - Roundstone Lane N	227	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	0	0
	B - Mayflower Way	0	0	0
	C - Roundstone Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	7.94	0.0	A
C-AB	0.01	4.78	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	16	469	0.034	16	0.0	7.940	A
C-AB	9	763	0.012	9	0.0	4.779	A
C-A	353			353			
A-B	7			7			
A-C	475			475			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	10	533	0.019	10	0.0	6.887	A
C-AB	0	557	0.000	0.06	0.0	0.000	A
C-A	227			227			
A-B	2			2			
A-C	261			261			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	10	533	0.019	10	0.0	6.891	A
C-AB	0	557	0.000	0	0.0	0.000	A
C-A	227			227			
AB	2			2			
AC	261			261			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	10	533	0.019	10	0.0	6.891	A
C-AB	0	557	0.000	0	0.0	0.000	A
C-A	227			227			
AB	2			2			
AC	261			261			

2023 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mayflower Way / Roundstone Lane	T-Junction	Two-way	0.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2023 Future Year	AM	DIRECT	07:45	08:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Roundstone Lane S		✓	100.000
B - Mayflower Way		✓	100.000
C - Roundstone Lane N		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
07:45 - 08:00	From	A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		0	18	272
		9	0	8
		611	9	0

Demand (Veh/hr)

		To		
08:00 - 08:15	From	A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
		0	15	184
		5	0	1
		387	8	0

Demand (Veh/hr)

08:15 - 08:30

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	15	184
	B - Mayflower Way	5	0	1
	C - Roundstone Lane N	387	8	0

Demand (Veh/hr)

08:30 - 08:45

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	15	184
	B - Mayflower Way	5	0	1
	C - Roundstone Lane N	387	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	0	0
	B - Mayflower Way	0	0	0
	C - Roundstone Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	7.13	0.0	A
C-AB	0.02	4.39	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	17	522	0.033	17	0.0	7.127	A
C-AB	24	974	0.025	24	0.0	3.787	A
C-A	596			596			
A-B	18			18			
A-C	272			272			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	520	0.012	6	0.0	7.001	A
C-AB	15	836	0.018	15	0.0	4.388	A
C-A	380			380			
A-B	15			15			
A-C	184			184			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	519	0.012	6	0.0	7.017	A
C-AB	15	836	0.018	15	0.0	4.386	A
C-A	380			380			
AB	15			15			
AC	184			184			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	519	0.012	6	0.0	7.014	A
C-AB	15	836	0.018	15	0.0	4.388	A
C-A	380			380			
AB	15			15			
AC	184			184			

2023 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mayflower Way / Roundstone Lane	T-Junction	Two-way	0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2023 Future Year	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Roundstone Lane S		✓	100.000
B - Mayflower Way		✓	100.000
C - Roundstone Lane N		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:45 - 17:00	From	To		
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
	A - Roundstone Lane S	0	7	487
	B - Mayflower Way	12	0	5
	C - Roundstone Lane N	367	5	0

Demand (Veh/hr)

17:00 - 17:15	From	To		
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
	A - Roundstone Lane S	0	2	273
	B - Mayflower Way	9	0	2
	C - Roundstone Lane N	237	0	0

Demand (Veh/hr)

17:15 - 17:30

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	2	273
	B - Mayflower Way	9	0	2
	C - Roundstone Lane N	237	0	0

Demand (Veh/hr)

17:30 - 17:45

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	2	273
	B - Mayflower Way	9	0	2
	C - Roundstone Lane N	237	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Roundstone Lane S	B - Mayflower Way	C - Roundstone Lane N
From	A - Roundstone Lane S	0	0	0
	B - Mayflower Way	0	0	0
	C - Roundstone Lane N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	8.10	0.0	A
C-AB	0.01	4.75	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	17	461	0.037	17	0.0	8.103	A
C-AB	10	768	0.012	10	0.0	4.749	A
C-A	362			362			
A-B	7			7			
A-C	487			487			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	11	525	0.021	11	0.0	7.007	A
C-AB	0	554	0.000	0.06	0.0	0.000	A
C-A	237			237			
A-B	2			2			
A-C	273			273			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	11	525	0.021	11	0.0	7.008	A
C-AB	0	554	0.000	0	0.0	0.000	A
C-A	237			237			
AB	2			2			
AC	273			273			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	11	525	0.021	11	0.0	7.008	A
C-AB	0	554	0.000	0	0.0	0.000	A
C-A	237			237			
AB	2			2			
AC	273			273			



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