

LAND NORTH OF WATER LANE, ANGMERING

TRANSPORT ASSESSMENT

Client: Rydon Homes and Gleeson Strategic Land Ltd

i-Transport

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Client: Rydon Homes and Gleeson Strategic Land Ltd



Date: 16 March 2018

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SECTION 1 INTRODUCTION

1.1 i-Transport has been appointed by Rydon Homes and Gleeson Strategic Land Ltd to provide highways and transport advice to support an outline planning application for the development of up to 525 dwellings and 3ha (6,000 sqm) of commercial development on Land to the North of Water Lane, Angmering. The development is being brought forward in accordance with the draft allocation policy SD9 of the draft Arun District Local Plan and accords with both current and emerging policies.

1.2 The application site is located some 850m east of Angmering village centre. The site is located to the north of Water Lane and to the south of the A27. To the west of the site is Dappers Lane and the A280 runs to the east. A location plan is shown at **Figure T1**.

1.3 An outline planning application has been prepared which seeks permission for the principle of development on the land. All detailed matters (such as scale, layout and appearance) are reserved at this stage apart from 'access' which is a matter for consideration and determination as part of this application. An illustrative masterplan is provided at **Appendix A** to identify how the development could be delivered.

1.4 In line with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), this Transport Assessment (TA) consider the transport impacts that may arise from the proposed development, and to consider the proposal against relevant transport policy. Specifically, the TA has been prepared to consider the three critical tests outlined in paragraph 32 of the NPPF:

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

1.5 The scope of the TA, along with the key parameters and methodologies used in its development, have been agreed with West Sussex County Council (WSCC) as the local highway authority, and with Highways England (HE) who are responsible for the management of the Strategic Road Network, in this context the A27 corridor. The text to the Transport Assessment Scoping Report is provided at **Appendix B**.

1.6 A **Framework Travel Plan** (ITB9105-020) has also been prepared to identify a comprehensive package of measures designed to encourage sustainable travel to and from the site. The TA should be read alongside the Framework Travel Plan (FTP).

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Key Conclusions

1.7 Overall, the Transport Assessment concludes that:

- The site is located in an accessible location and is well connected to local services and facilities. The proposals include a comprehensive Sustainable Transport Strategy to improve access for all modes, including providing improved walking and cycling connections and the diversion of Bus Service 9 into the site, to ensure opportunities for sustainable travel are taken up;
- The proposed access arrangements to Water Lane and Dappers Lane comply with the relevant design guidance and deliver safe access for all people; and
- A package of highway improvements is proposed to support the development, including the delivery of a three-arm roundabout at A280 / Water Lane and the improvement of the A27 / Titnore Lane / A280 junction. Subject to the delivery of the identified improvements, the residual cumulative impact of development on the local highway network would be limited and fall far short of severe. The potential improvement of the A280/ Water Lane junction to form a three-arm roundabout would deliver substantial wider benefits by re-assigned traffic from the local village roads.

1.8 On this basis, it is concluded that there are no transport or highway reasons for refusing or preventing the proposed development.

Structure

1.9 The remainder of this TA is structured as follows:

- **Section 2** sets out information on the development proposals;
- **Section 3** reviews relevant national and local transport policy;
- **Section 4** provides an overview of the existing transport conditions on the local transport network in the vicinity of the site;
- **Section 5** sets out the site access arrangements, servicing and parking;
- **Section 6** considers the accessibility of the site relative to local facilities;
- **Section 7** provides an assessment of the likely transport impact; and
- **Section 8** provides a summary of the TA and identifies its conclusions.

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SECTION 2 DEVELOPMENT PROPOSALS

2.1 Proposed Development

2.1.1 The development will provide for up to 525 dwellings, of which some 30% will be affordable dwellings, in addition to 3ha of employment use yielding some 6,000sqm employment floorspace for use within the B Use Classes.

2.1.2 The planning application seeks outline consent only at this stage, and matters including the precise quantum and mix of development, as well as the site layout, will be confirmed at the reserved matters stage.

2.2 Indicative Development Mix

2.2.1 To assist the Transport Assessment, an indicative development mix is provided at **Table 2.1**.

Table 2.1: Illustrative Housing Mix

Dwelling Type	Private	Affordable	Total
1 Bed Flat	9	34	43
1 Bed House	18	0	18
2 Bed Flat	42	42	84
2 Bed House	96	45	141
3 Bed House	134	28	162
4 + Bed House	67	10	77
Total	366	159	525

2.3 Site Access Strategy

2.3.1 Vehicular access to the site is to be provided from Water Lane where a ghost-island priority junction is proposed, along with a secondary access to Dappers Lane for around 30 dwellings in the form of a simple priority junction. Non-vehicular access is provided to Water Lane as well as at multiple points along Dappers Lane to ensure delivery of a connected and permeable development.

2.3.2 **Section 5** provides further information on the Site Access Strategy (**Figure T3**).

2.4 Site Layout and Illustrative Masterplan

2.4.1 Whilst the details of the site layout are still to be determined, the 'principles' of the site layout have been considered and are presented to provide context to the application and to demonstrate how the development can be brought forward.

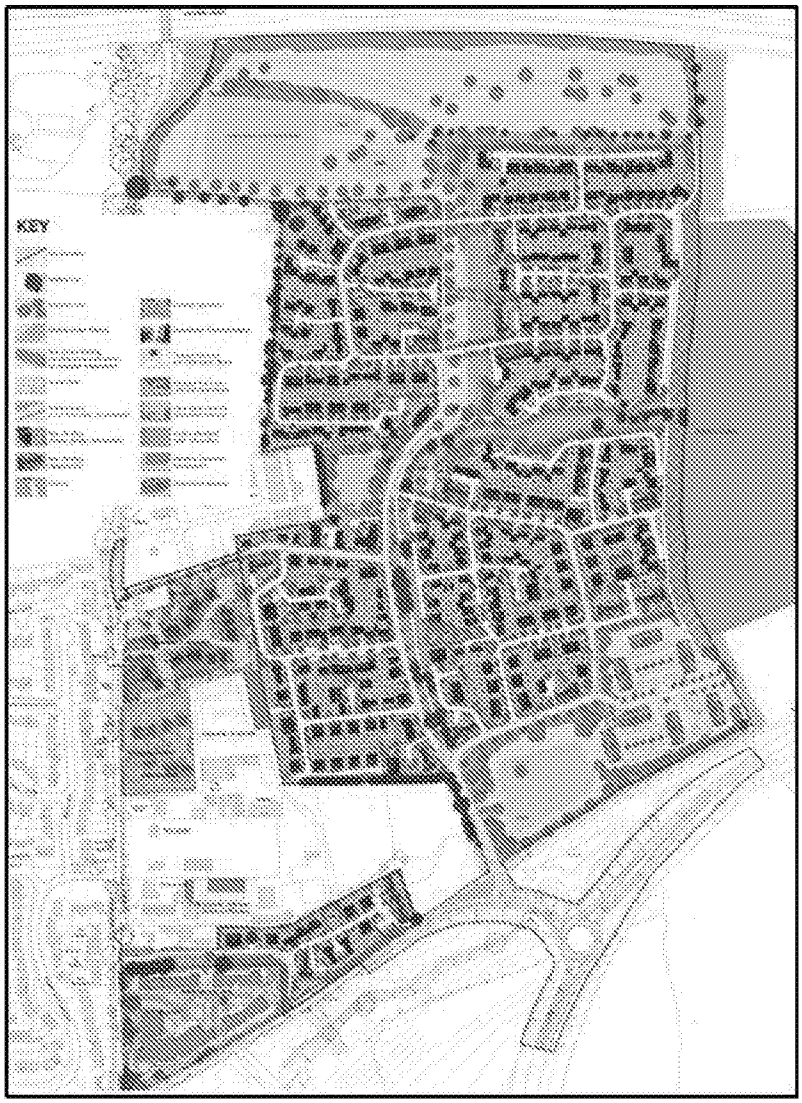
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2.4.2 The site layout will be designed in accordance with contemporary design guidance, namely DfT's *'Manual for Streets'*, and will follow the principles outlined below:

- **Primary Street** – minimum 5.5m carriageway with 2.0m footways on the primary routes through the development. For that section of the spine road where bus access is required, a width of 6.5m is provided;
- **Secondary Streets** – 5.0m shared surfaces with service margins designed to enable access for refuse vehicles; and
- **Private driveways** – narrower shared surface areas where refuse vehicles do not need to enter.

2.4.3 An illustrative site layout is provided at **Appendix A** which demonstrates how these principles can be delivered on the land (extract shown in **Image 2.1**).

Image 2.1: Illustrative Site Layout



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SECTION 3 POLICY REVIEW

3.1.1 To provide context for the assessment, this section of the TA provides a review of the national and local transport planning policies relevant to the proposed development.

3.2 National Policy

National Planning Policy Framework (NPPF)

3.2.1 The NPPF was published in March 2012 and sets out the Government's planning policies for England and provides guidance on how these are expected to be applied.

3.2.2 Paragraph 14 of the NPPF sets out that there is a presumption in favour of sustainable development. Paragraph 32 of the NPPF considers the need for transport assessment and states:

> **"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment."**

3.2.3 In line with this policy requirement, this TA has been prepared to consider the likely transport impacts of the proposal.

3.2.4 Specific transport policies within the NPPF, include paragraph 32, which states that decisions should take account of whether:

> - **"Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site to reduce the need for major transport infrastructure;**
> - **Safe and suitable access to the site can be achieved for all people; and**
> - **Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."**

3.2.5 Therefore, development should provide opportunities for sustainable travel; achieve safe access; and should only be prevented where the residual cumulative impact is 'severe'. This last point provides an even more demanding test than the 'general test' of paragraph 14 – development should only be prevented for transport reasons if the cumulative residual impact would be **'severe'**.

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National Planning Practice Guidance (March 2014)

3.2.6 The web-based NPPG replaced the DfT's *'Guidance on Transport Assessment'* on 6 March 2014 and 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 The NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other:

> **"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 NPPG this TA has been prepared to assess the transport impacts of the development, and to consider whether any effects would be 'severe'.

3.2.9 Section 7 of the TA presents a comprehensive assessment of potential traffic impacts and identifies deliverable and appropriate mitigation to ensure any impacts of the development are not significant. A FTP is also provided to outline a long-term, realistic strategy for the promotion of sustainable travel which seeks to reduce car based travel demand. The FTP should be read in conjunction with the TA.

3.3 Local Policy and Guidance

Saved Policies of the Arun District Local Plan Review 2003-2011 (April 2003)

3.3.1 Local policy is set out in the saved policies of the Arun District Local Plan. The Local Plan was adopted in April 2003 and on 27 September 2007 the Secretary of State agreed to 'Save' a number of policies. These 'saved' policies for the existing development plan against which the proposals must be assessed.

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3.3.2 In relation to transport, the 'Saved' policies are Policies GEN7, GEN12, GEN14 and GEN 15. These are considered in further detail in the following section.

3.3.3 Saved Policy GEN7, *'The Form of New Development'* refers to sustainable development and access for different users, with extracts including:

> **"Development will be permitted provided it:**
>
> **...(iii) promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;**
>
> **(vii) allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians;**
>
> **(viii) provides for vehicle parking in accordance with Policy GEN12 and Appendix 2 and open space in accordance with Policy GEN20."**

3.3.4 Section 5 considers the principles of on-site car parking and safe movement for all people. Section 6 (along with the FTP) considers the sustainability of the development and identifies a series of measures to reduce the need to travel by private car.

3.3.5 Saved Policy GEN12 *"Parking in New Development"*:

> **"The [LPA] will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan. Provision of parking in excess of these standards will not be allowed.**
>
> **The Local Planning Authority may seek a lower provision than required by the standards for developments proposed in town centres and other areas accessible by other means of transport."**

3.3.6 Section 5 considers the principles that will be applied to delivering parking on the site. The details of parking provision will be confirmed at the reserved matters stage.

3.3.7 Saved Policy GEN14 *"Public Transport"* refers to the expectation of new developments to provide adequate access to public transport provision:

> **"The Council will support the provision of comprehensive public transport services throughout the District, and encourage improvements to be made to services wherever possible. Where appropriate, new development will be required to make provision for public transport facilities.**
>
> **Where new development can only take place with improvements to public transport services, or such improvements would be likely to influence desirable travel patterns, the Local Planning Authority will seek contributions towards the cost of improvements."**

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3.3.8 In line with Policy GEN14 the proposed development will create a bus access to the site from Dappers Lane along with bus infrastructure on the site to facilitate the diversion of local bus services. Local operator Stagecoach supports the diversion in principle. Section 6 and the FTP presents a strategy to promote public transport.

3.3.9 Saved Policy GEN15 *"Cycling and Walking"* sets out the council's strategy to improve links for non-motorised users within the district:

> **"The Council will continue to work with West Sussex County Council and others to encourage and support the development of safe cycle and footpath networks. Where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site and in the form of links to the surrounding area."**

3.3.10 Section 5 identifies the layout principles that will be applied to deliver a well-connected network of streets on the site, and also demonstrates how the site integrates well with the local network to provide direct walking and cycling connections to local facilities. The FTP presents measures designed to further encourage walking and cycling including delivery of pedestrian and cycle improvements on both Water Lane and Dappers Lane.

Arun District Council's Emerging New Local Plan 2011-2031

3.3.11 Arun DC has prepared a draft Local Plan which identifies the vision for Arun district to 2031. The site is identified as part of draft Strategic Allocation SD9, for delivery of 800 dwellings and employment uses. Development of the site therefore has policy support. The Local Plan is subject to examination with adoption expected in 2018.

3.3.12 The draft Local Plan identifies a series of draft 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

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- 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** – This 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.

West Sussex Transport Plan 2011-2026 (February 2011)

3.3.13 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.

3.3.14 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, they 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.

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

3.3.15 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 based upon the ward in which the site is located.

West Sussex Walking and Cycling Strategy (2016-2026)

3.3.16 WSCC has developed a Walking and Cycling Strategy to outline the design and safety principles for walking and cycling, recognising the different needs of users, and identifies and prioritises potential infrastructure improvements for the County.

3.3.17 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. The strategy provides no detail on what is expected on these routes.

Relevant Transport Guidance

3.3.18 The TA 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.

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3.4 Policy Summary

3.4.1 Paragraph 32 of the NPPF identifies the three key transport criteria that decisions on development proposals should take account of.

3.4.2 These are whether:

- The opportunities for sustainable travel have been appropriately 'taken up';
- safe and suitable access can be achieved; and
- improvements can be undertaken within the transport network that cost effectively limit the impacts of the development.

3.4.3 These criteria are broadly reflected in existing and emerging local policy. This TA has been prepared to consider the development proposal against these criteria.

3.4.4 The following sections of the TA describe how the proposed development complies with these local and national transport planning policy considerations.

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SECTION 4 EXISTING TRANSPORT CONDITIONS

4.1 Introduction

4.1.1 This section of the TA describes the existing transport conditions in the area, including the opportunities for walking, cycling and the use of public transport. The existing highway conditions are also reviewed to provide a baseline for the TA.

4.2 Site Location

4.2.1 The site is located to the east of Angmering, some 850m from the village centre. The site is located to the north of Water Lane and is bounded by Dappers Lane to the west, A27 to the north and Water Lane to the south. **Figure T1** provides a location plan.

4.3 Walking and Cycling Facilities

Walking Facilities

4.3.1 Angmering village centre is approximately 850m west of the development, and offers a good range of local facilities including a health centre, library, newsagent, café / restaurant and hairdressers. In addition to these facilities, there are significant further facilities within a reasonable walking distance (within 2km) of the site which include schools, employment and local services. Assessment of the local facilities has been undertaken further within this report at **Section 6.3** and are shown on **Figure T4**.

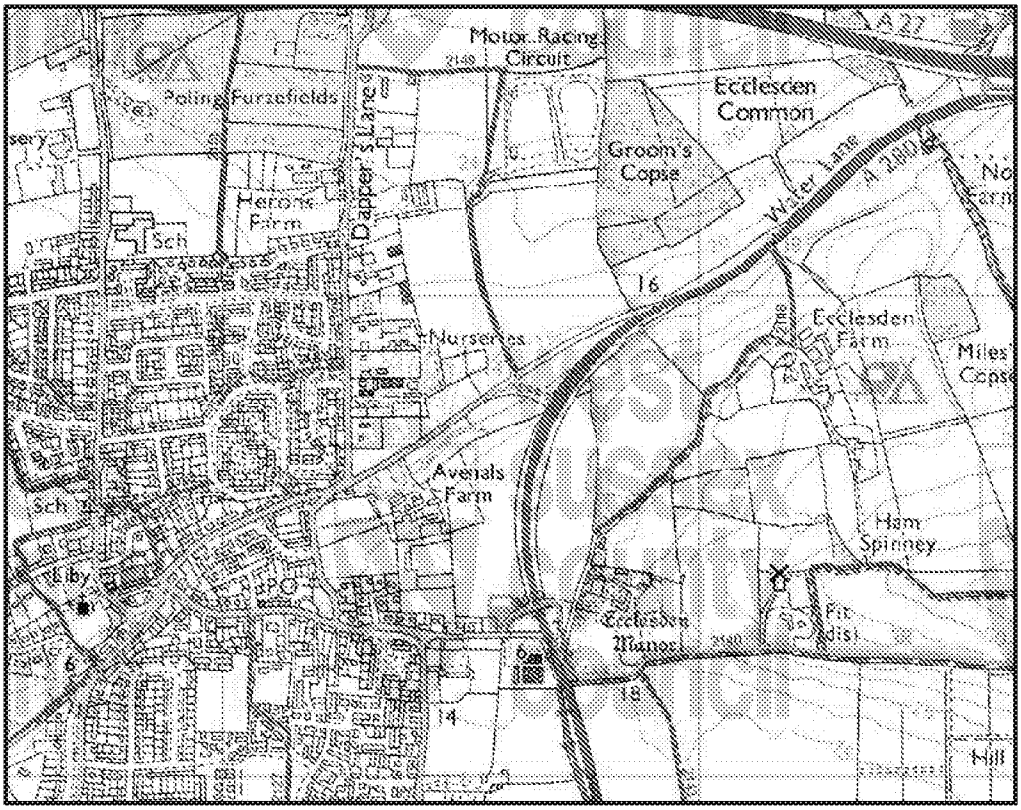
4.3.2 There are no footways on Dappers Lane to the west of the site nor on the southern boundary of the site along Water Lane. The footway commences immediately west of the Dappers Lane junction from which point continuous footway is provided into Angmering Village Centre, with street lighting provided continuously along the route.

4.3.3 Merryfield Crescent provides an alternative walking route west towards the village centre and the schools and facilities located on Arundel Road. Merryfield Crescent, Greenacres Ring and Lansdowne Way are lightly trafficked residential streets with footways provided on both sides of the carriageway.

4.3.4 There is a network of Public Rights of Way (PROWs) in proximity to the site. Footpath 2149 routes through the site connecting Dappers Lane with Water Lane, largely following the alignment of the access road. In addition, footpath number 2153 provides a link west from Greenacres Ring to St Wilfrid's RC Primary School and 2150 connects to the village centre from south of Lansdowne Road (**Image 4.1**).

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Image 4.1: Location of Public Rights of Way



Source: West Sussex County Council Public Rights of Way iMap

4.3.5 The routes which future residents would use to access the local facilities within Angmering have been assessed as part of a Non-Motorised User Audit. This audit has identified any deficiencies in the existing network which may require improvement to encourage future occupants of the development to walk and cycle to the local services and facilities. The Audit is presented in Section 6.4 and **Appendix C** of this report.

Cycling Facilities

4.3.6 Water Lane is suitable for use by cyclist within the carriageway, which connects to the village centre with shuttle-working traffic calming features on the southern side of the carriageway. There are on-road / hard surfaced cycle routes available to the north of the A27, between the A284 and A280.

4.3.7 Other local streets are generally of a residential nature within Angmering and are subject to traffic calming measures. In part local roads are subject to a 20mph speed limit and low traffic volumes. As such cycle trips can be accommodated on the carriageway 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)."**

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4.4 Public Transport

4.4.1 The closest bus stops to the site are located on Merryfield Crescent circa 500m from the centre of the site. These stops are served by the regular local bus Service 9. There is a timetable and flag attached to a lamp post on the southern side of the road. **Table 4.1** shows details of local bus services which are also shown on **Figure T2**.

Table 4.1 – Angmering Bus Services

Bus stop	Service	Operator	Routing	Frequency
Merryfield Crescent	9	Stagecoach South	Shoreham-by-Sea – Lancing – Worthing – Angmering – Littlehampton	Hourly Service (No service on Sundays) First service departs at 0702 with last return journey arriving at 1903
			Littlehampton – Angmering – Worthing – Lancing – Shoreham-by-Sea	Hourly Service (No service on Sundays) First service departs at 0804 with last return journey arriving at 1918
Village Green	X4	Compass Travel	Bognor Regis – Arundel – Shoreham-by-Sea (Holmbush Centre)	Wednesdays Only (Free bus service to Shoreham-by-Sea, 1022 AM pick up, PM drop off at 1250)

Destination	Average Travel Time from Angmering (Bus Stop Merryfield Crescent, Bus Service 9)
Angmering Train Station	11mins
Durrington-on-Sea	20mins
Goring by Sea	23mins
Littlehampton	37mins
Worthing	36mins
Lancing	58mins
Shoreham by Sea	83mins

Source: Traveline

4.4.2 Service 9 provides an hourly service between Shoreham-by-Sea and Littlehampton, including access to Angmering rail station, as shown on **Figure T2**. This service provides good service coverage between Monday and Saturday.

4.4.3 Bus service X4 provides an additional free weekly 'pick up' and 'drop off' service from Bognor Regis to Holmbush Shopping Centre from the Angmering Village Centre.

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Rail

4.4.4 Angmering rail station is located to the south-west of the village with rail services operated by Southern. **Table 4.2** summarises existing services from the station.

Table 4.2 – Angmering Station – Rail Services

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

Source: National Rail

4.4.5 **Table 4.2** demonstrates that the site has access to a frequent rail service to key destinations such as Littlehampton, Worthing, Brighton, London Victoria, Portsmouth and Southampton.

4.4.6 Bus service 9 provides services which connect well with the train times for services to destinations such as Brighton and Bognor Regis, with trains leaving at 0734 and 0817 for services to Bognor returning at 1756 and 1846, and with trains to Brighton leaving at 0726 and 0823 and returning at 1643, 1800 and 1900.

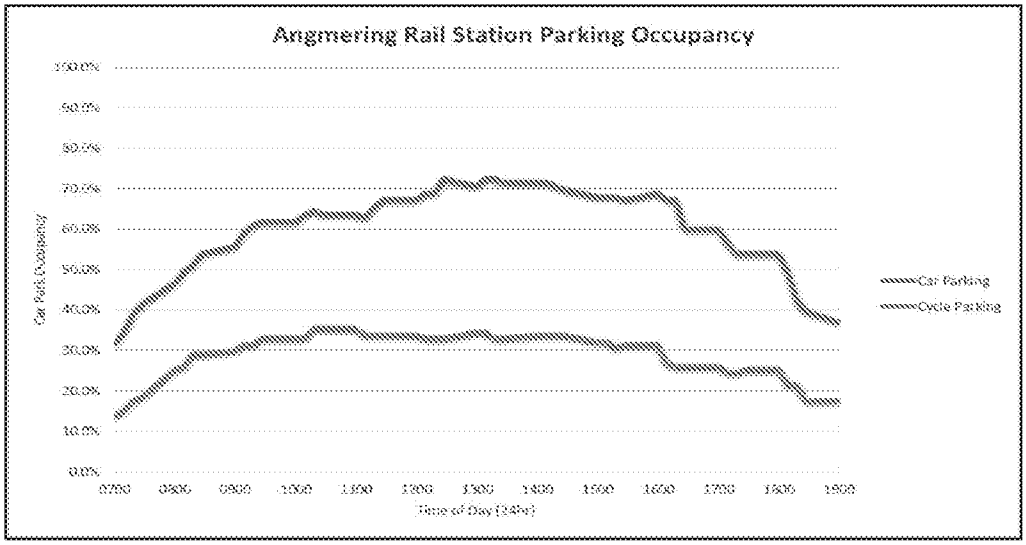
Rail Station Car Parking

4.4.7 Angmering Station has 75 car parking spaces, two accessible car parking spaces, and 142 sheltered cycle parking spaces. Angmering rail station can be accessed for linked trips from the site using the number 9 bus service. A parking survey was conducted at Angmering Rail station on Wednesday 4 May 2016 to establish the existing use of the car park across the day for both cars and cycles.

4.4.8 **Image 4.2** presents a car parking occupancy assessment wich demonstrates that there is sufficient existing capacity for both car and cycle parking by future residents at Angmering Rail Station.

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Image 4.2: Angmering Rail Station Percentage Occupancy



Source: i-Transport and parking surveys

4.4.9 **Image 4.2** demonstrates that the car parking demand doesn't exceeds 75% capacity, with demand falling in the inter-peak period between 1300-1400. This equates to a minimum of 28 spaces unoccupied.

4.4.10 Cycle parking demand doesn't exceed 40% but remains above 30% from 0800-1600 which is consistent with the traditional working day. This equates to a minimum of 78 spaces unoccupied.

4.5 Local Highway Network

4.5.1 The site lies to the south of the A27, which can be accessed via the A280. The A27 forms part of the Strategic Road Network (SRN) and provides a link between Chichester and Portsmouth to the west which are approximately 25km and 55km away respectively, and Brighton and Eastbourne to the east, which are approximately 25km and 60km away respectively.

4.5.2 Water Lane forms the southern boundary of the site and provides the primary road connecting from the A280 to Angmering village and is a single carriageway road circa 6.0m in width and is subject to a 30mph speed limit, which increases to national speed limit approximately 100m west of the access to the Oval Raceway. There are no footways provided on either side of Water Lane near the site however a footway is provided to the west, which begins at the Dappers Lane junction and leads into the village centre. Water Lane benefits from street lighting and is traffic calmed.

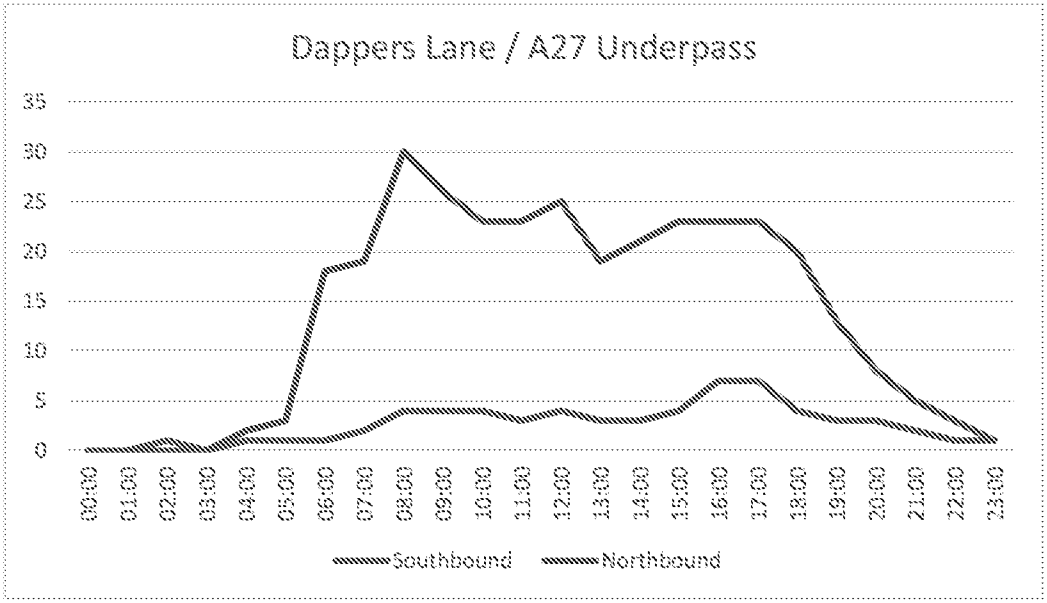
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4.5.3 WSCC recently consulted on its plans to provide a significant traffic calming scheme in the Angmering Village, which is now approved and scheduled to be implemented in in 2018. This will involve the extension of the existing 20mph speed limit south on Station Road to Mill Road, and east on Water Lane to replace the existing 30mph speed limit. In addition, raised tables will be installed at the road junctions in Station Road and Water Lane along with speed cushions with the existing priority pinch points to be removed.

4.5.4 To the west of the site, Dappers Lane provides access towards the existing residential roads within Angmering and access to Angmering Village Centre and local facilities.

4.5.5 To the north of the site Dappers Lane forms a restricted movement junction with Arundel Road north of the A27 whereby only bus traffic is permitted to travel southbound. Concerns have been expressed about the mis-use of the underpass by general traffic. To consider the use of this underpass, an Automatic Traffic Count Survey was carried out for a one-week period in September 2017 (**Appendix D**). This demonstrates that there is very minimal abuse of the existing restriction with an average of only 3 vehicles each hour contravening this restriction. **Table 4.3** presents the summary results.

Image 4.3: Dappers Lane / A27 Underpass

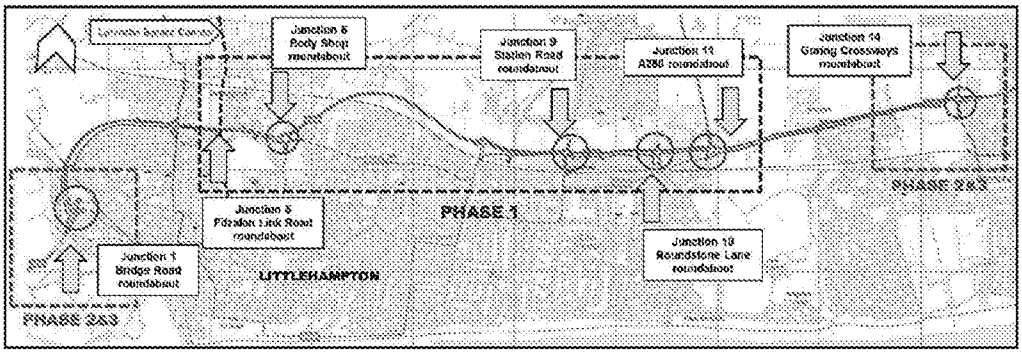


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4.6 A259 Corridor Improvements

4.6.1 Proposals have been developed by West Sussex County Council to improve the A259, to the south of Angmering. The proposals have been the subject of a formal public consultation and are expected to be funded from developer contributions and funding from West Sussex County Council and Government grants, secured through the Coast to Capital Local Enterprise Partnership. A plan showing the location of the improvements is provided at **Image 4.4**.

Image 4.4: A259 Corridor Improvements Location Plan



Source: WSCC A259 Corridor Improvements Consultation

4.6.2 The proposals are expected to be delivered in several phases as local development comes forward.

4.6.3 The phase one works are within the study area (to the south of Angmering Village) and it is understood that the works are expected to start on site in late 2018 and last between 12-18 months.

Local Highway Network Traffic Flows

4.6.4 Traffic flows along Water Lane were surveyed using an Automatic Traffic Counter (ATC) between 24 June – 04 July 2017. The traffic counts are summarised in **Table 4.3**.

Table 4.3: Water Lane Traffic Flows (weekday average)

Time Period	Eastbound		Westbound		Two-Way	
	Total Vehicles	HGV %	Total Vehicles	HGV %	Total Vehicles	HGV %
Morning Peak Hour	216	<1%	314	<1%	530	<1%
Evening Peak Hour	473	1.3%	201	1.3%	674	<1%

Source: ATC Surveys – June 2017

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4.6.5 In addition to recording traffic flows on Water Lane, to inform the TA a large number of Manual Classified Turning Count Traffic surveys were carried out on the local transport network during November 2015, which as defined by the DfT's WebTag Guidance is a ***neutral*** traffic month.

4.6.6 The scope and timing of the surveys were agreed with WSCC as part of the scoping process and comprised the following junctions:

- Dappers Lane/ Water Lane junction;
- A280 / Water Lane junction;
- Water Lane / High Street junction;
- Water Lane / Arundel Road junction;
- A259 / Station Road / Roundstone By-pass Road / B2140 roundabout;
- A259 / Roundstone Lane roundabout;
- A259 / A280 / B2140 Roundabout;
- A280 / Titnore Lane / A27 roundabout; and
- Long Furlong / Arundel Road / A27 / A280 roundabout.

4.6.7 The morning peak period is identified as 07:45 – 08:45, and the evening peak 17:30 – 18:30. Traffic Flow diagrams, which show the observed traffic flows during the morning and evening peaks are provided at **Figures TF1-TF2**.

4.6.8 **Table 4.4** summarises the peak traffic flows on a selection of roads local to the site.

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Table 4.4: Observed Local Road Conditions

Road	Direction	Morning Peak	Evening Peak
Dappers Lane (South of Merryfield Crescent)	Northbound	110	119
	Southbound	165	70
Water Lane (at Site Access)	Eastbound	437	234
	Westbound	268	329
Water Lane (West of High Street)	Eastbound	370	274
	Westbound	422	323
A280 (North of Water Lane)	Northbound	796	468
	Southbound	602	832
A280 (South of Water Lane)	Northbound	326	330
	Southbound	347	487
Station Road (North of A259)	Northbound	550	346
	Southbound	505	458
Weavers Hill (South of Water Lane)	Northbound	113	34
	Southbound	70	145
Roundstone Lane (North of A259)	Northbound	118	217
	Southbound	144	234
A259 (west of Station Road)	Eastbound	1,528	1,383
	Westbound	1,432	1,609
A259 (East of Roundstone Lane)	Eastbound	1,197	1,293
	Westbound	858	1,242

Source: MCC Surveys – November 2015

4.6.9 The traffic surveys demonstrate that:

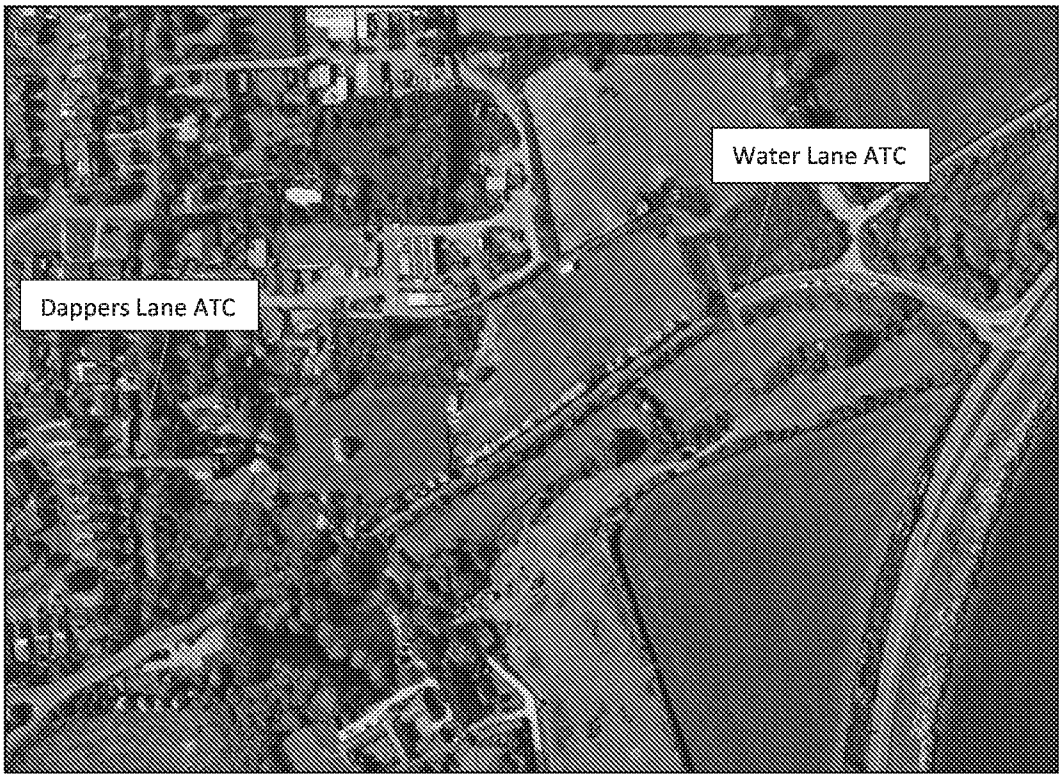
- Dappers Lane is lightly trafficked;
- Traffic flows on Water Lane are modest and are generally tidal;
- Traffic flows on the A280 are significantly greater to the north of Water Lane, due to traffic movements associated with accessing Angmering village;
- The A259 is a busy and strategic road connection that carries a significant flow of traffic in both peak periods.

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Vehicle Speeds on Water Lane

4.6.10 Two Automatic Traffic Count surveys were used to record vehicle speeds along Water Lane and Dappers Lane in the vicinity of the proposed site accesses. In accordance with guidance set in DMRB TA 22/81 'Vehicle Speed Measurement', vehicle speeds have been established for the preferred times for undertaking speed surveys, i.e. between 10:00-12:00 and 14:00-16:00 hours. The results of this surveys are provided in full in **Appendix D**, with **Image 4.4** identifying the location of the survey.

Image 4.4: Location of Local ATC Surveys



4.6.11 **Table 4.5** sets out the observed average and 85th percentile dry and wet weather speeds for eastbound and westbound vehicles on Water Lane and Dappers Lane.

Table 4.5: Water Lane Vehicle Speeds

Road / Direction	Direction	Mean	Dry Weather	Wet Weather*
Water Lane	Eastbound	35.6mph	41.1mph	38.6mph
	Westbound	33.2mph	38.5mph	36.0mph
Dappers Lane	Northbound	31.4mph	31.6mph	29.1mph
	Southbound	30.2mph	30.4mph	27.9mph

Source: Speed Surveys 2015 and 2017

Note: * In accordance with the guidance set out in the DfT's TA 22/81 'Vehicle Speed Measurement on All Purpose Roads' a reduction of 4kph (2.5mph) is required to get from the 85th percentile dry weather to the wet weather journey speed which is the parameter used to determine the required stopping sight distance for existing streets.

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4.6.12 **Table 4.5** demonstrates that average vehicle speeds on Water Lane are a little above 30mph however they are significantly below the derestricted speed limit that is currently in place to the east of the site. 85%ile speeds are shown to be below 40mph.

4.6.13 Average vehicle speeds on Dappers Lane are slightly above the 30mph with 85%ile wet weather speeds shown to be below 30mph.

4.7 Personal Injury Accident Analysis

4.7.1 Personal Injury Accident (PIA) data has been obtained from Sussex Safer Roads Partnership for the most recent five-year period between 1 August 2012 and 31 July 2017 **(Appendix E)**. The study area includes:

- Dappers Lane including the junction with Water Lane and up to and including the junction with Arundel Road;
- Water Lane between Dappers Lane junction and A280;
- The junction of Water Lane with the A280; and
- The A280 north from Water Lane up to the A27 inclusive of the two roundabouts at the A27.

4.7.2 Analysis of the data has been undertaken, and **Table 4.6** provides a summary of the PIAs that have occurred.

Table 4.6: PIA Data Summary

Vehicle	Fatal	Serious	Slight	Total
Motor Vehicle	0	1	15	16
2 Wheeled Motor Vehicle	0	3	1	4
Pedestrians	0	0	0	0
Pedal Cycle	0	0	1	1
Total	**0**	**4**	**17**	**21**

Source: Sussex Safer Roads Partnership

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4.7.3 The data identifies that a total of 21 PIA's have occurred within the study area. These can be summarised as follows and are set out in full at **Appendix F**:

- No accidents have been recorded along the Arundel Road between Dappers Lane and the A27;
- No accidents have occurred on Dappers Lane;
- One accident occurred at the Dappers Lane/Water Lane junction;
- Two accidents occurred along Water Lane between Dappers Lane and A280;
- Three accidents occurred at the A280/ Water Lane Junction;
- Seven accidents have been recorded along the A280 between Water Lane and A27 roundabouts; and
- Eight injury accidents occurred on the A27 roundabouts.

4.7.4 The number, cause and severity of accidents are considered to be typical of a study area of this scale and the detailed assessment does not identify any accident trends or patterns which would suggest that there are any significant safety issues.

4.8 Summary

4.8.1 The site is located within close proximity to a network of existing and proposed walking and cycling facilities which offer safe and convenient routes to local services and facilities on key desire lines, including the retail facilities in Angmering centre.

4.8.2 Angmering has a regular bus service which provides good accessibility to wider destinations, including Littlehampton and Worthing and the timing and frequency of rail services from Angmering rail station provides the opportunity to travel to destinations further afield including London. A review of car and cycle parking capacity at the rail station demonstrates that there is spare capacity.

4.8.3 The site is well connected to the local and strategic road network. Extensive surveys have been carried out to identify the existing conditions on the local highway network and to identify the local network peak periods.

4.8.4 A review of the personal injury accident data does not indicate any specific highway safety problem on the local highway network.

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SECTION 5 SITE ACCESS ARRANGEMENTS, SERVICING AND PARKING

5.1.1 This section of the TA sets out the proposed site access arrangements from the local highway network along with servicing and parking provision.

5.2 Site Access Arrangements

5.2.1 The NPPF at paragraph 32 requires that;

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

5.2.2 To achieve safe access, the development proposal includes the delivery of new vehicular accesses to Water Lane and Dappers Lane with pedestrian connections to the existing footway network from three access points on Dappers Lane. These access proposals are described in the following sections and are shown in principle on **Figure T3** and **Drawing ITB98105-GA-102**.

Vehicular Access

5.2.3 Access to the main development from Water Lane will be in the form of a ghost island priority junction as shown in principle on **Drawing ITB9105-GA-101**. A visibility splay of 2.4m X 120m is achievable to the west, which is in line with the guidance set out in 'Design Manual for Roads and Bridges (DMRB)' for a design speed of 70kph and recorded speeds (Table 4.5). Visibility to the east is available to the junction of the A280 with Water Lane (i.e. 2.4m x 84m).

5.2.4 The ghost island right turn lane into the proposed development has a 10m turning length, 40m deceleration length and 15m direct taper length. This is based on a design speed of 70kph as identified by vehicle speed surveys and was agreed in principle with WSCC during pre-application discussions.

5.2.5 Therefore, the access will provide:

- A site access arm with a 6.5m wide carriageway and 10m radii to enable movement of larger vehicles;
- An offset 3m shared footway / cycleway connecting along Water Lane; and
- Visibility splays of 2.4m x 120m to the west and 2.4m x 85m to the east based on guidance set out in DMRB for a design speed of 70kph.

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5.2.6 An additional access will be provided via a simple priority junction on Dappers Lane approximately 100m north of the junction with Water Lane at St Deny's South. This will provide access for a discrete development parcel of 30 dwellings and will not provide vehicular access to the wider site. Visibility splays of 2.4m x 43m are achievable to the north and south in line with the design speed (see Table 4.5), with a carriageway width of 5.0m and a 2.0m wide footway on the southern side of the access road to connect to Dappers Lane, illustrated in **Drawing ITB9105-GA-117.**

5.2.7 Swept path analysis has been undertaken to demonstrate that the site accesses can accommodate a large refuse vehicle, a fire tender and an articulated vehicle (for Water Lane only). The swept path analysis is shown on **Drawings ITB9105-GA-115 and ITB9105-GA-116**. This demonstrates that the vehicular access is suitable to accommodate the manoeuvres of these vehicles.

5.2.8 A Stage One Road Safety Audit has been undertaken on the proposed site access strategy and is provided in **Appendix G**. The Audit identified the following matters:

- Absence of hazard paving to alert cyclists they are entering a shared facility;
- Absence of barriers at the end of the shared facilities to alert pedestrians of the risk of entering the carriageway.

5.2.9 Each of these matters has been addressed in the final designs and a letter of confirmation from the Auditor is provided at **Appendix G**.

Non-Vehicular Access

5.2.10 Footpath 2149 routes through the site providing a connection from Water Lane to Dappers Lane. At present the footpath is a mainly unmade track and provides for occasional pedestrian use. As part of the proposals the Footpath will be upgraded to provide a 3m cycle track, and legal rights for cycle use will be dedicated.

5.2.11 A 1.5m wide footway connection is proposed adjacent to the site access onto Dappers Lane to connect Water Lane with Merryfield Crescent, shown on **Drawing ITB9105-GA-106**. This would continue to the main vehicular access along the northern side of Water Lane and provide a connection between the site and the village centre. An uncontrolled crossing point (with pedestrian refuge island) would also be provided on Water Lane opposite the access to the Land South of Water Lane development site to ensure community connectivity. This is shown on **Drawing ITB9105-GA-102**.

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5.2.12 A footway/cycleway connection to Dappers Lane will be provided to the north of Oak Tree Farm. This will be in the form of a 3m shared use footway/cycleway and would connect onto Dappers Lane to provide onward connection to the Public Right of Way network. The Footpath through the site will be upgraded to a cycleway.

5.2.13 A third pedestrian/cycle connection is also proposed onto Dappers Lane south of Culberry Nurseries. This would provide access for bus services to route into the site and would facilitate walking and cycling access to Dappers Lane and onto Merryfield Crescent. General vehicular traffic will be prohibited from using this connection. This is shown on **Drawing ITB9105-GA-118.**

5.2.14 These footway/cycleway and bus connections would also operate as emergency accesses should the primary site access be blocked.

5.2.15 A Stage One Road Safety Audit has been undertaken on the Dappers Lane access works and is provided in **Appendix G**. The Audit identified the following matters:

- Restricted pedestrian visibility at the junction with Merryfield Crescent; and
- Unclear restriction measures to prevent unauthorised traffic using the bus/shared access.

5.2.16 Each of these matters has been fully addressed in the final designs and a letter of confirmation from the Auditor is provided at **Appendix G** to confirm there are no residual safety concerns with the proposals.

5.3 Street Hierarchy

5.3.1 The site layout will be designed in accordance with the guidance contained in the Manual for Streets 1 and 2 and the following street hierarchy is proposed:

- **Primary Street** – minimum 5.5m carriageway with 2.0m footways on the primary routes through the development. For that section of the spine road where bus access is required, a width of 6.5m is provided;
- **Secondary Streets** – 5.0m shared surfaces with service margins designed to enable access for refuse vehicles; and
- **Private driveways** – narrower shared surface areas where refuse vehicles do not need to enter.

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5.4 Service and Refuse Collection Arrangements and Emergency Access

5.4.1 The detailed layout of the scheme (which would need to be determined via a separate reserved matter application) will have due regard to the guidance on carry distances for refuse provided in Schedule 1, Part H of the Building Regulations (2000):

- Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point; and
- Waste collections should be able to get within 25m of the storage point.

5.4.2 The site layout will be designed to the guidance in Section 6.8 of the Manual for Streets. Where appropriate, bin stores will be provided such that a refuse vehicle will not have to enter any smaller cul-de-sacs of 55m or less in length.

5.4.3 The site layout will also meet the MfS requirements in terms of providing access for emergency vehicles, with multiple access to the site for emergency vehicles provided at Water Lane and Dappers Lane. All roads within the site will provide in excess of 3.7m width (the required working width for a fire tender).

5.5 Parking

5.5.1 A future reserved matters application would deal with the provision of car parking, which would be provided in accordance with the car parking standards at that time.

5.5.2 A statement of intent with regards to parking is as follows:

- Car and cycle parking to be provided in accordance with local parking standards as set out in adopted guidance;
- Non-curtilage allocated car parking ideally to be located within 25m of individual dwellings;
- Within parking courts, a proportion of parking would be unallocated to provide for efficient use; and
- On-street parking where appropriate to be provided within discrete parking bays on the main routes.

5.5.3 The illustrative masterplan **(Appendix A)** demonstrates a feasible layout which can deliver a level of parking consistent with the current adopted parking standards.

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Cycle Parking

5.5.4 Future reserved matters applications would provide details of cycle parking provision. Adequate cycle parking facilities would be provided for the proposed homes in secure covered parking, such as within a garage or shed. Accordingly, cycle parking would be provided in accordance with the standards set out in **Table 5.1**.

Table 5.1: Cycle Parking Standards

Dwelling Type	Size	Provision
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage, otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Source: West Sussex County Council Guidance for Car Parking in New Residential Developments (September 2010)

5.6 Summary

5.6.1 The development proposal comprises an outline planning application for the development of up to 525 dwellings and 6,000 sqm of employment use.

5.6.2 Vehicular access is proposed to the site through a new ghost island priority junction to Water Lane and an additional priority junction to Dappers Lane. The proposed accesses strategy has been designed in accordance with the relevant design guidance contained in Manual for Streets and DMRB and delivers sufficient geometry and visibility to ensure the safe movement of vehicles through each access junction.

5.6.3 The development will deliver a permeable site layout and will offer a number of different connections to the local walking and cycling networks, to ensure the site is safely accessible by all. This includes the provision of designated pedestrian and cycle accesses to multiple points along Dappers Lane. The central pedestrian / cycle access will also enable (hourly) bus access for the diversion of Service 9 into the site.

5.6.4 In this regard, it is demonstrated that the site will deliver safe and suitable access, and that the proposed development complies therefore with para 32 of the NPPF.

5.6.5 The development will deliver car and cycle parking in line with the relevant adopted guidance and will promote a site layout that has been developed in accordance with the principles of Manual for Streets.

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SECTION 6 TRANSPORT SUSTAINABILITY

6.1 Introduction

6.1.1 Paragraph 32 of the NPPF sets out that development proposals should ensure that:

> **"Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site to reduce the need for major transport infrastructure"**

6.1.2 This section of the TA considers the accessibility of the site to key local services and facilities by walking, cycling and public transport. The opportunities for sustainable travel to the site are identified, and a package of measures is outlined which seeks to ensure that these opportunities are taken up.

6.2 Journey Purpose and Key Destinations

6.2.1 In promoting sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys.

6.2.2 The Department for Transport's (DfT) National Travel Survey identifies the reasons people travel. The proportion of all trips by purpose (by all modes) is summarised in **Table 6.1**.

Table 6.1: Proportion of Trips per Year by Journey Purpose (all modes)

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting/Business	19%
Education/Escort Education	12%
Personal Business	9%
Other Escort	9%
Other	6%

(Source: Table NTS0409 of Transport Statistics Great Britain – 2016 Edition)

Leisure, shopping and education journeys account for more than half of all journeys made. Commuting represents around 20% of all travel.

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Journey to Work Data

6.2.3 The 2011 Census has been analysed to assist in understanding establishing travel patterns for people living Angmering. **Table 6.2** summarises the work destinations (excluding those that work from home) for residents of Angmering.

Table 6.2: Journey to Work Destinations (excluding work from home) - Angmering

Destination	% Journey to Work
Arun	33.9%
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'

6.2.4 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.

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6.3 Accessibility to Local Facilities

6.3.1 Angmering offers a good range of local facilities and services which future residents are likely to visit on a day to day basis. These are summarised in **Table 6.3**, with the locations of these facilities shown on a plan at **Figure T4**.

Table 6.3: Key Local Destinations

Purpose	Destination	Distance from Site (m)	Code
Education	Angmering Village Pre-School	1300	ED1
	St Wilfred's Catholic Primary School	1400	ED2
	Angmering Day Nursery	1800	ED3
	St Margarets CofE Primary School	2000	ED4
	The Angmering School	2200	ED5
Health	Cornerways Dental Practice	970	H1
	Lloyds Pharmacy	1300	H2
	The Coppice and Angmering Medical Centre	1300	H3
Retail	Angmering Village Centre including Woodies News Super Shop, Post Office, Hair Salon, Estate Agents, Opticians and Takeaways	1200	-
	The Co-Operative Food	1200	R2
	Haskins Garden Centre	2600	R3
	Hobby Craft	2700	R4
	Sainsbury's	3000	R5
	Rustington Retail Park	3000	R6
	Halfords	3100	R7
	Asda	3540	R8
	Wyevale Garden Centre	3600	R9
Employment	Angmering Village Centre	1300	EM1
	Rustington Retail Park	3000	EM2
	Rustington Trading Park	3600	EM3
Leisure	The Lamb at Angmering Pub	1100	L1
	The Spotted Cow Pub	1200	L2
	Angmering Village Hall	1300	L3
	Worthing Rugby Football Club	1700	L4
	Bramley Green Park	1800	L5
	Angmering Community Centre	1800	L6
	Ham Manor Golf Club	3000	L7
	Rustington Golf Course	3000	L8
	Out of Bounds	3000	L9
	Virgin Active Rustington	3000	L10
Other	Bus Stop on Merryfield Crescent	500	-
	Angmering Rail Station	2700	-

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6.3.2 Angmering village centre is located within a short (850m) walking distance of the site, providing local convenience retail on Water Lane to the east of the junction with the High Street as well as a Post Office and other local shops and services.

6.3.3 The site is also very well located to the local education facilities. There are two primary schools located close to the site on Arundel Road; St Margaret's CofE and St Wilfred's Catholic schools and in addition a nursery. The local secondary school is located to the south west of the village off Greenwood Drive.

6.3.4 Angmering also has a number of leisure facilities close to the site. These include golf clubs, garden centres, a community centre as well as a park.

6.3.5 In summary, within close proximity of the site there are a good range of shops and facilities including healthcare, leisure, retail and local schools that can satisfy many daily demands of the development.

6.4 Walking Connections

6.4.1 Paragraph 4.4.1 of the Manual for Streets identifies that ***"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas"*** and ***"this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km."***

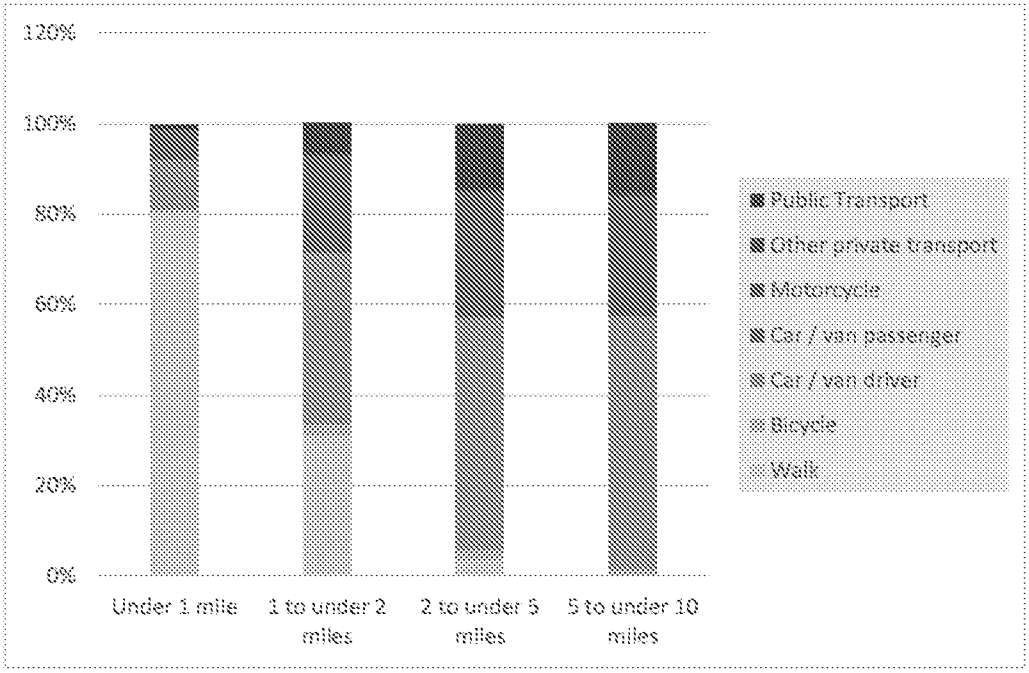
6.4.2 Section 6.3 of CIHT 'Planning for Walking' suggests that most people will walk if their destination is less than a mile away (1.6km):

> ***"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."***
>
> *and .....*
>
> ***"most people will only walk if their destination is less than a mile away. Lane use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," within a typical catchment of around 800m or 10 minutes' walk."***

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6.4.3 This is corroborated by the National Travel Survey (NTS) 2016 which identifies the mode share journeys of different lengths (**Image 6.1**) and confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot.

Image 6.1: Mode Share of Trips by Main Mode for Different Trip Lengths



Source: National Travel Survey: England 2016

6.4.4 Providing new homes within one mile (1.6km) of facilities and services will provide the greatest opportunity for a significant proportion of trips to be made by walking.

6.4.5 That is not to say that a mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything and the NTS data (**Image 6.1**) identifies that a significant proportion (around 31%) of journeys between one and two miles are undertaken on foot i.e a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km). This demonstrates that walking is a realistic and viable travel option for many people for such journeys.

6.4.6 This is supported by paragraph 2.3 of the DMRB TD91/05 *'Provision for Non-Motorised Users'*, which identifies that walking is a 'normal' mode of transport for journeys undertaken within a range of two miles, as follows:

> **"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances".**

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6.4.7 Against all of this background, the following walking distances are identified:

- 800m – A comfortable and attractive walking distance in line with the walkable neighbourhood's concept;
- 1,600m – A reasonable walking distance i.e. the distance within which circa three-quarters of all journeys are made on foot;
- 3,200m – A maximum walking distance i.e. the distance within which a significant proportion (circa one-third) of journeys will still be on foot.

Walking Distance to Education

6.4.8 The recent DfE Guidance[1] identifies statutory walking distances to school (after which home to school transport must be provided). This identifies that children under 8 years of age can be expected to walk up to 2 miles (3.2km), with children between 8 and 16 years of age walking up to 3 miles to school (4.8km). The development at Land North of Water Lane is comfortably within these walking distance thresholds, and as such it can be expected that a proportion of children will walk to school.

Walking Routes

6.4.9 There are two key pedestrian routes between the site and local services and facilities in Angmering. Route 1 provides a link between the site and Angmering Village centre via Merryfield Crescent and PROW 2149 and Route 2 provides a link to St Margaret's C of E Primary School via Chantryfield Road. Additional, the route between the site and the village of Clapham, and Dappers Lane has been assessed. These are summarised below with a full assessment contained in the NMU Audit in **Appendix C**.

Route 1 – Development to village centre via Merryfield Crescent and Lansdowne Road

6.4.10 This route provides a direct connection to the local services in Angmering centre. The route crosses Dappers Lane before using Merryfield Crescent and Lansdowne Road. In addition, PROW 2150_1 can be used to reach St Wilfrid's School.

[1] DfE 'Home to School Travel and Transport Guidance: Statutory guidance for local authorities' July 2014 (section 1.3)

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6.4.11 An assessment of the route identifies that it is:

- **Convenient** – The route offers direct access to the village and primary school;
- **Accessible** – Existing footways offer segregated pedestrian access to the village centre with (generally) appropriate crossing facilities;
- **Safe** – This route is street-lit and has natural surveillance from residential properties, footways separate traffic from pedestrians and the route follows slow and lightly trafficked routes;
- **Comfortable** – Footways are sufficiently wide to pass two pedestrians and the route is generally flat, making walking comfortable; and
- **Attractive** – The slow speed of the residential streets and provision of street lighting mean the route is attractive.

6.4.12 The route is of a good standard and is attractive for pedestrians. There are some crossing points where dropped kerbs could be delivered to improve the route.

Route 2 – Proposed development towards St Margaret's C of E Primary School

6.4.13 Route 2 provides access to St Margaret's C of E Primary School and an alternative route into the village. The route assessment identifies that it is:

- **Convenient** – The route offers direct access to the Primary School;
- **Accessible** – The existing footways offer good pedestrian access to the primary school with (generally) appropriate crossing facilities;
- **Safe** – Segregated footways are in good condition and adjacent roads are lightly trafficked with natural surveillance and street lighting;
- **Comfortable** – The route is relatively flat, and footways are sufficiently wide to pass two pedestrians; and
- **Attractive** – The footways follow low speed roads for the majority of the route and are separated by a grass verge along Chantryfield Road.

6.4.14 The route is of a good standard and is suitable for use by pedestrians. There are some missing dropped kerbs which could be delivered to improve this route.

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Improvements to Walking Facilities

6.4.15 West Sussex County Council has committed to implement a traffic calming scheme in Angmering. This will result in speed reducing measures along Water Lane including an extension of the 20mph zone east of Dappers Lane and a new footway extension with crossing point at the corner of Water Lane and the High Street. This will improve the attractiveness of Route 1 through reducing traffic speeds along Water Lane and the High Street. Additionally, the current puffin signalised crossing will be upgraded to a raised table signal crossing which will improve safety by causing cars to slow down in the vicinity of the signalised crossing.

6.4.16 A 20mph zone will be implemented immediately south of where Route 2 joins Roundstone Lane. Additionally, a new raised table at the junction of Roundstone Lane and Nursery Road will improve pedestrian opportunities to cross. Roundstone Lane will also have traffic calming features installed along its length with existing raised tables replenished and existing cushions replaced with flat top humps.

6.5 Cycling Distances

6.5.1 DMRB TA 91/05 "Provision for Non-Motorised Users" paragraph 2.11 records that:

> **"Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport."**

6.5.2 Guidance within CIHT "Planning for Cycling" also states that:

> **"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)..."**

6.5.3 Paragraph 1.5 in the Department for Transport's (DfT) Local Transport Note 2/08 'Cycle Infrastructure Design' (October 2008) states that:

> **"Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles (4.8km) (ECF, 1998), although for commuter journeys, a trip distance of over 5 miles (8km) is not uncommon."**

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6.5.4 Data provided within the National Travel Survey demonstrates that the average distance per journey by cycle is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km.

6.5.5 On this basis, a 3.2km cycle distance is considered to be 'attractive', a 5km cycling distance is considered to represent a 'reasonable' cycle distance, with 8km considered to be a 'maximum' cycling distance.

6.5.6 All of the local facilities and services located around in and around Angmering village are within an attractive cycle distance from the site, with many other facilities located between within a reasonable distance (2km-5km) including the pharmacy, Angmering Medical Centre, Rustington Trading Park and Angmering Community Centre.

6.5.7 Angmering provides two dedicated cycle facilities which are of use to future residents. Water Lane to the west of the site has an on-road cycle route connecting into Angmering village centre. An off-road cycle route also provides access from Roundstone Lane to The Angmering School.

6.5.8 **Image 6.2** provides a replication of Table 4.1 from the DfT's Local Transport Note (LTN) 02/08 which describes the hierarchy of cycle facilities that should be followed.

Image 6.3: Hierarchy of cycle provision

Consider	Possible actions	
First ↓ Last	Provide for cyclists in the carriageway	Traffic speed/volume reduction HGV reduction Junction/hazard site treatment Reallocation of carriageway space
	Create new shared use routes	
	Convert pedestrian routes to shared use	

Source: Table 4.1 LTN02/08

6.5.9 In view of this advice, the first consideration should be to retain where possible cycle use within the carriageway as is generally the case within Angmering. Assessment of the local PIA data identifies only one slight injury accident over the last 5 years involving a pedal cycle which does not suggest that there is any inherent safety issue with existing cycling facilities.

6.5.10 WSCC's traffic calming scheme will improve the attractiveness of cycling from the site in and around Angmering. Traffic calming measures will reduce traffic speeds making the carriageway more appropriate than at present for accommodating cycles (*MfS, para, 6.4.1*).

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6.6 Public Transport

Bus

6.6.1 The site is well located to existing bus services which provide opportunity for trips to be made to local services and facilities by sustainable modes. Bus services are also important in providing access to destinations for individuals who do not have access to a private car who may otherwise be isolated.

6.6.2 Bus service 9 is the main bus route serving the local area surrounding the site. This route operates an hourly service between Shoreham-by-Sea and Littlehampton, including access to Angmering rail station, with bus stops within proximity of the site (some 500 from the centre of the site), as shown on **Figure T3**. The number 9 service provides a regular service to employment destinations outside of Angmering including retail parks in Shoreham, Brighton and City Airport, Lancing Business Park and Northbrook College in Goring-by-Sea.

6.6.3 Whilst the site is already well located to bus services, to enhance accessibility and maximise opportunities for sustainable travel, the site has been designed with a bus connection to Dappers Lane to facilitate the routing of the Service 9 into the site. The Local operator (Stagecoach) has been engaged (**Appendix N**) and confirms that:

- Stagecoach Service 9 is fully commercial (i.e. not subsidised). It operates hourly but with limited potential to increase frequency;
- The site would generate good levels of additional patronage and so revenue, which is attractive to Stagecoach and will help to retain the service in the village; and
- Providing the right infrastructure is provided (i.e. the bus link to Dappers Lane and a bus friendly layout), Stagecoach would expect to route the service into and through the site.

6.6.4 The diversion of the service into the site is facilitated by the illustrative layout and site access arrangements proposed as part of the application.

6.6.5 In addition, it is proposed to deliver two bus stop facilities within the site to pick-up and drop of passengers. These are included in the Sustainable Transport Strategy.

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Rail

6.6.6 Angmering rail station is located to the south west of the village and is operated by Southern. Angmering Station provides links to a number of destinations such as Littlehampton, Worthing, Brighton, London Victoria, Portsmouth and Southampton which demonstrates that the site has access to a frequent rail service.

6.6.7 The proposed development is likely to generate around seven two-way rail trips in the morning and evening peak periods (0800-0900 and 1700-1800), based upon the 2011 Census modal split for Angmering. To reach the rail network, these residents are likely to travel either by bus Service 9 from the site, cycle, or drive.

6.6.8 In terms of bus access, Service 9 provides a direct connection between the site and the station on an hourly basis. This offers a realistic and attractive option for accessing the rail network and reduces the costs that would be associated with accessing the station by car such as car parking.

6.6.9 In relation to cycling, the station is located just over 2km from the site and so falls within a reasonable cycle distance (a 10-minute cycle) from the site. Section 3 has demonstrated that there is ample existing cycle parking available at the station. Cycling is therefore a realistic option for accessing the station for onward travel. There is ample available cycle parking at the station.

6.6.10 For those trips that will be undertaken by car, Angmering Rail Station car park has more than adequate capacity to accommodate trips made to the rail station.

6.7 Accessibility Summary

6.7.1 The primary destinations for future residents of the proposed development within the local area are listed in **Table 6.4**, which includes facilities for education, leisure, retail, employment and health (also shown on **Figure T3**).

6.7.2 The accessibility to each local destination is assessed by each mode of transport to determine whether there are realistic opportunities for sustainable travel.

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Table 6.4: Key Local Destinations – Distance and Journey Time from Centre of Site

Purpose	Destination	Code	Distance from Site (m)	Walk	Cycle
Education	Angmering Village Pre-School	ED1	1300	✓✓	✓✓✓
	St Wilfred's Catholic Primary School	ED2	1400	✓✓	✓✓✓
	Angmering Day Nursery	ED3	1800	✓✓	✓✓✓
	St Margarets CofE Primary School	ED4	2000	✓✓	✓✓✓
	The Angmering School	ED5	2200	✓✓	✓✓✓
Health	Cornerways Dental Practice	H1	970	✓✓	✓✓✓
	Lloyds Pharmacy	H2	1300	✓✓	✓✓✓
	The Coppice and Angmering Medical Centre	H3	1300	✓✓	✓✓✓
Retail	Angmering Village Centre including Woodies News Super Shop, Post Office, Hair Salon, Estate Agents, Opticians and Takeaways	-	1200	✓✓	✓✓✓
	The Co-Operative Food	R2	1200	✓✓	✓✓✓
	Haskins Garden Centre	R3	2600	✓✓	✓✓✓
	Hobby Craft	R4	2700	✓✓	✓✓✓
	Sainsbury's	R5	3000	✓	✓✓✓
	Rustington Retail Park	R6	3000	✓	✓✓✓
	Halfords	R7	3100	✓	✓✓✓
	Asda	R8	3540	-	✓✓✓
	Wyevale Garden Centre	R9	3600	-	✓✓✓
Employment	Angmering Village Centre	EM1	1300	✓✓	✓✓✓
	Rustington Retail Park	EM2	3000	✓	✓✓✓
	Rustington Trading Park	EM3	3600	-	✓✓
Leisure	The Lamb at Angmering Pub	L1	1100	✓✓	✓✓✓
	The Spotted Cow Pub	L2	1200	✓✓	✓✓✓
	Angmering Village Hall	L3	1300	✓✓	✓✓✓
	Worthing Rugby Football Club	L4	1700	✓✓	✓✓✓
	Bramley Green Park	L5	1800	✓✓	✓✓✓
	Angmering Community Centre	L6	1800	✓✓	✓✓✓
	Ham Manor Golf Club	L7	3000	✓	✓✓✓
	Rustington Golf Course	L8	3000	✓	✓✓✓
	Out of Bounds	L9	3000	✓	✓✓✓
	Virgin Active Rustington	L10	3000	✓	✓✓✓
Other	Bus Stop on Merryfield Crescent	-	500	✓✓✓	✓✓✓
	Angmering Rail Station	-	2700	✓	✓✓✓

Source: Consultant's Estimates – Measured from centre of the site

Notes: Walk Distances – ✓✓✓ 800m or less ✓✓ between 801m and 1.6km, ✓ between 1.6km and 3.2km
Cycle Distances – ✓✓✓ less than 2km ✓✓ between 2km and 5km, ✓ between 5km and 8km

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6.7.3 Overall, it is concluded that:

- All facilities within Angmering village are located within a short and attractive cycle distance, including the village centre, bus stops, schools, medical facilities and community and leisure facilities. Existing walking connections are generally attractive and convenient to make walking a realistic option for many local trips, and will be supplemented by the development proposals;

- Further facilities, including particularly the rail station and employment areas adjacent to the A259 are located within likely maximum walking distances, and within a reasonable cycle journey. Provisions for cycling in Angmering are appropriate to encourage cycling;

- The site benefits from its close proximity to regular bus services which provide a realistic connection to the rail station, employment areas and higher-order centres. The site will facilitate the diversion of the bus service into the site;

- The site is well located to the national rail network offering regular and direct access to destinations further afield. The station is accessible by walk, car, cycle and by bus. There is sufficient parking for cycles and cars at the station.

6.8 Sustainable Transport Strategy

6.8.1 The site benefits from its proximity to a range of everyday services and facilities that cater for many journey purposes. The site is located within a reasonable walking distance of these facilities, all of which are within a comfortable cycle distance. Regular bus services are also accessible to the site. Overall there are a number of realistic and viable transport choices available to future residents of the site.

6.8.2 In order to ensure these opportunities are taken up, a *'Sustainable Transport Strategy'* has been developed. The Strategy comprises:

- Delivering sustainable access connections from the site to the local walking and cycling network;

- Delivering improvements to the walking network to address identified barriers to sustainable travel and to encourage walking for local journeys;

- Improving the public transport network to encourage access and use.

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6.8.3 The strategy comprises a series of 'Hard' measures, which provide physical infrastructure improvements, and 'Soft' measures which are designed to encourage use of sustainable travel through incentivisation, promotion and marketing.

Hard Measures

6.8.4 To encourage walking for local trips and address the issues identified in the Non-Motorised User Audit, a package of infrastructure improvements has been developed to improve local walking connections. These comprise:

- The provision of a new 3m wide footway / cycleway along Water Lane to connect the site access with Dappers Lane, including provision of a pedestrian and cycle refuge island crossing of Water Lane to connect to the proposed development at Land South of Water Lane (**Drawing ITB9105-GA-102**);
- The provision of a new 1.5m wide footway on the western side of Dappers Lane to connect the site access to Merryfield Crescent and Water Lane (**Drawing ITB9105-GA-106**) and to integrate with the improvements being delivered by committed developments on Dappers Lane;
- Delivery of a comprehensive network of footways and routes within the site to improve the pedestrian and cycle permeability of the site including a central walking and cycling spine formed by upgrading the status of Footpath 2149 through dedicating cycle rights (Masterplan at **Appendix A**);
- Delivery of improved informal crossing facilities on the approach to the village centre comprising dropped kerbs and tactile paving; and
- Provision of wayfinding signage in the site.

6.8.5 To encourage cycling, the site will deliver good quality cycle parking facilities within the development, in line with the West Sussex County Council parking standards. The precise quantum, location and specification of these facilities will be determined at the reserved matters stage. This is in line with CIHT guidance *'Planning for Cycling'* with some of the most important measures including the following:

6.8.6 To promote public transport, the development would deliver a bus connection to Dappers Lane to enable the diversion of Stagecoach Service 9 into the site **(Drawing ITB9105-GA-118)**, along with delivery of two sets of bus stops in the site.

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Soft Measures

6.8.7 To support the TA, a Framework Travel Plan has been developed which sets out a detailed and comprehensive strategy for the delivery of measures to encourage sustainable travel *(report ref: ITB9105-020 R).*

6.8.8 The overarching aims of the Framework Travel Plan are:

- To reduce the number of single occupancy car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport and thereby encourage the use of other travel modes.

6.8.9 The overarching aims have been set in order to achieve a number of key transport objectives and targets. The key target of the FTP is to:

> **"To reduce single occupancy vehicle trips to and from the site over a 12-hour weekday by 10% from the baseline position by year five."**

6.8.10 To achieve the aims and objectives, a package of 'Soft' measures designed to encourage residents to consider sustainable travel opportunities are promoted through the FTP. The Framework Travel Plan identifies the following measures;

- Provision of a residents 'Residents Travel Information Pack', to provide information of travel opportunities and to promote travel;
- Offer of a sustainable travel voucher to be used either on public transport (such as Stagecoach Taster Tickets) or on cycle equipment;
- Creation of a community travel website, to provide travel information, including promoting digital applications to support modern travel behaviours, such as Stagecoach Buses new travel app;
- Creation of a steering group consisting of local residents to guide and oversee the delivery of the Travel Plan;
- Community noticeboards to identify travel opportunities and incentives;
- Promotion of local car-share and bicycle user groups; and
- Negotiation of discounts for cycle equipment.

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6.8.11 The FTP identifies a delivery and management strategy for these measures and commits to future monitoring of the success of the travel plan. In combination with the hard measures identified earlier, this will ensure opportunities to travel sustainably are taken up.

6.8.12 An Action Plan is provided in **Table 6.5** which summarises the comprehensive package of measures proposed to be delivered to encourage sustainable access to and from the site. Further detail is provided within the FTP that accompanies this TA.

Table 6.5: Sustainable Transport Strategy

Objective	Measure	Timescale
Overall cross-objective	Appoint a Travel Plan Coordinator	Prior to Occupation
	Develop web-site / twitter feed	Prior to Occupation
	Distribute Travel Welcome Packs	Prior to Occupation
Reduce the Need to Travel	Deliver connections to broadband network	Prior to Occupation
Promotion of Walking and cycling	Walking and cycling maps and health information	Prior to Occupation
	Improvement of Footpath 2149 to accommodate cyclists, including dedication of legal rights	Prior to Occupation
	Delivery of a 3m Shared Footway / Cycleway along Water Lane to connect to Dappers Lane, including provision of crossing facility of Water Lane	Prior to Occupation
	Pedestrian and Cycle connections to Dappers Lane	Prior to relevant phase of Development
	Provision of a 1.5m footway on western side of Dappers Lane to connect Water Lane with Merryfield Crescent	Phased with Development
	Improved uncontrolled pedestrian crossings to the village centre, in line with NMU Audit	Prior to Occupation
	Provision of improved wayfinding	Prior to Occupation
	Delivery of MfS layout – interconnecting streets, shared streets and home zones	Phased with Development
	Offer of a £150 travel voucher to each dwelling for cycle equipment purchase	On occupation (within Travel Information Packs)
	Provision of cycle storage within each unit	Phased with Development
	Set up a Bicycle User Group (BUG)	6 months after occupation
Promotion of Public Transport	Delivery of a Bus Link to Dappers Lane to facilitate diversion of Service 9 into site	Prior to relevant phase of Development
	Provision of bus stop infrastructure in the site to service the diverted Service 9	Prior to relevant phase of Development
	Promotion of digital travel applications (including the Stagecoach App)	Prior to Occupation
	Offer of £150 Bus Taster ticket	On occupation (within Travel Information Packs)
Managing Car Demand	Promotion of car sharing schemes through liftshare.com	Prior to Occupation and Ongoing
	Installation of electric vehicle charging facilities throughout the development	Phased with Development

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6.9 Summary

6.9.1 Angmering village provides a good range of local services and facilities, which the future residents of the proposed development will visit on a regular basis. This includes local convenience stores, pharmacy, post office, community centre, and retail park. In addition, local schools and leisure facilities are within a reasonable walking distance from the proposed site.

6.9.2 Future residents of the proposed development will have the opportunity to access a range of everyday destinations by a choice of different travel modes.

6.9.3 Walking is a realistic mode of travel to and from the site, with well-connected routes providing direct access to local facilities which are located within a short walk of the site. A significant proportion of travel from the site can be expected to be made on foot to reach the village centre as well as local schools and services. The Sustainable Transport Strategy outlines a series of walking improvements to make routes more attractive for pedestrians to use.

6.9.4 Facilities and services located around Angmering Village are within a reasonable cycle distance from the site and local roads support the use of cycling and the site is promoted in a manner to encourage cycling travel.

6.9.5 An hourly bus service operates from within 500m of the centre of the site, providing connections to Worthing, Littlehampton and Lancing and to key employment areas in Angmering. The bus also connects to Angmering Rail station which provides for direct and regular onward travel to higher-order destinations. The site has been designed to facilitate diversion of the service into the site, with a bus link from Dappers Lane.

6.9.6 The FTP identifies opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes.

6.9.7 Future residents at the proposed development therefore have the opportunity to access a range of destinations by a choice of sustainable transport modes. The proposed development is located where the need to travel will be minimised and, through the Framework Travel Plan, the use of sustainable transport modes can be maximised. In line with the NPPF requirements, it is therefore demonstrated that the opportunities for sustainable travel can be and have been taken up.

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SECTION 7 TRAFFIC IMPACT

7.1.1 This section of the TA summarises the traffic impact of the proposed development. The scope of the TA has been discussed and agreed with WSCC and HE. The agreed assessment parameters are contained within the Scoping Note as **Appendix B**.

7.2 Opening Year Traffic Flows

7.2.1 The Highways England (HE) advice in Circular 02/2013 identifies that:

> **"Assessments should be carried out for:**
>
> - **the development and construction phase;**
> - **the opening year, assuming full build out and occupation; and**
> - **either date ten years after the date of registration of the associated planning application or the end of the Local Plan period (whichever is the greater).**
>
> **The assessment at opening will be used for the determination of impact mitigation needs whilst the latter is necessary to determine the risk which will transfer to us."**

7.2.2 To ensure consistency with this approach it is proposed to test the impact of the development at its projected Opening Year, assumed to be 2021. The impact of the fully occupied development will be considered at this time, along with the impact of already permitted development. An additional test would normally be done at 2027 (10 years after application registration). However, in light of the local plan timescales, and pre-application comments from WSCC and HE, a 2031 scenario has been tested.

7.2.3 To consider future year traffic flows, growth factors to 2017, 2021 and 2031 have been derived from the TEMPRO database for 'urban' and 'all roads' in the Arundel (45UC5) area. The growth factors are summarised in **Table 7.1** and projected traffic flows for the network are shown in Figures TF3-6.

Table 7.1: Growth Rates

Date Range	Morning Peak	Evening Peak
2015-2017	1.0174	1.0184
2015-2021	1.0586	1.0620
2015-2031	1.1527	1.1659

Source: TEMPRO 6.2

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7.2.4 The TEMPRO planning assumptions assume that 38 additional jobs will have been created and that 297 new dwellings will have been built in Arundel between 2015-2031. To take account of the committed development at Roundstone Lane which have been directly included in the model (a total of 700 dwellings), 297 dwellings have been removed from the planning assumptions.

7.2.5 These growth rates have been obtained using TEMPRO 6.2 in line with the agreed approach for the Land South of Water Lane Site. A further analysis was undertaken using TEMPRO 7.2 however, this shows that when removing the alternative assumptions, it produces considerable lower growth rates. For robustness the original growth rates have therefore been used.

7.3 Committed Development

7.3.1 Committed developments within the area have been identified and are listed below. These committed developments have been agreed to be assessed as part of the Transport Assessment with WSCC:

- **Roundstone Lane masterplan** for up to 700 dwellings. The applications which make up the masterplan are at varying points in the planning process, with some sites under construction and others awaiting planning applications. For this assessment, the full impact of the following sites is considered:
  - Application number A/51/14/OUT - Manor Nurseries for 32 residential dwellings – Approved March 2015;
  - Application number A/82/12 – Land East of Roundstone Lane for 138 residential dwellings – Approved May 2015;
  - Application number A/135/12 – JV Plants – Pound Nursery for 36 residential dwellings – Approved November 2014;
  - Application number A/154/14/OUT – Pound Place Roundstone Lane for 18 residential dwellings – Approved April 2015;
  - Application number A/122/12 - VHB Nurseries for 195 residential dwellings – Approved February 2015; and
  - Worthing Rugby Club for 193 residential dwellings – Awaiting Planning Application.

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- **Dappers Lane Developments** – A series of recently permitted developments on Dappers lane have been appraised and included:
    - Application number A/142/16/OUT - Merry England Nursery site for 18 dwellings – Approved September 2016;
    - Application number A/27/16/PL – Broadlees site for 53 care apartments – Approved February 2017; and
    - Application number A178/17/OUT – Crete Nursery site for 7 dwellings – Approved January 2018.

7.3.2 Traffic flow estimates for each of the development sites have been extracted from relevant transport assessments and are included in the future Opening Year traffic flows to ensure the cumulative impacts of development are assessed.

7.3.3 A summary of the total committed development vehicle trips is shown on **Figure TF7-8** with the 2021 / 2031 plus committed development traffic shown on **Figures TF9-112** for the morning and evening peaks respectively.

7.3.4 A further sensitivity test has also been carried out to consider the impact of the development alongside delivery of the remainder of draft Strategic Allocation SD9, so considering the addition of the development at Land South of Water Lane (175 dwellings) and a further 100 dwellings at Herons Farm (Dappers Lane).

7.4 Development Traffic Generation

7.4.1 To understand how many car trips the proposed development will generate the TRICS database has been used. This database contains over 6,000 independent traffic surveys for a number of different land uses.

7.4.2 The previously agreed residential trip rates from the Land south of Water Lane application have been re-used and applied to the development proposal.

7.4.3 It is not yet known precisely what form of employment will be provided on site. Therefore, for the purposes of this assessment B1a employment rates have been obtained from TRICS as this represents a 'worst case' as the highest trip generating employment use. These trip rates have also previously been agreed with WSCC and are contained in **Appendix H**.

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7.4.4 The trip rates and traffic generation for 525 dwellings and 6,000 sqm of B1a employment, are summarised in **Table 7.2.**

Table 7.2: Proposed Development Trip Generation

Time Period	Trip Rate per unit			Vehicular Trip Generation		
	In	Out	Two-way	In	Out	Two-way
Private and Affordable units – 525						
0800-0900	0.135	0.325	0.460	71	171	242
1700-1800	0.283	0.167	0.450	149	88	237
Employment – 6,000 sqm B1						
0800-0900	1.248	0.208	1.456	75	12	87
1700-1800	0.072	1.126	1.198	4	68	72
Total – 525 Units and B1 Employment						
0800-0900	-	-	-	146	183	329
1700-1800	-	-	-	153	156	308

Source: TRICS

7.4.5 The analysis demonstrates that the development proposal is likely to generate approximately 330 two-way vehicle movements in the morning peak and 310 in the evening peak hour, equivalent to around 5 additional vehicles per minute.

7.5 Development Traffic Distribution and Assignment

7.5.1 Data derived from the National Travel Survey (NTS) 2015 (DfT) outlines the proportion of peak hour trips made by car, split into journey purpose. The summary results are presented in **Table 7.3**.

Table 7.3: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	AM Peak (0800-0900)	PM Peak (1700-1800)
Commuting/Business	40%	45%
All Other Journey Purposes	60%	55%
Total	**100%**	**100%**

Source: Table 8.2 Trip start time by time of day and trip purpose (Monday to Friday only), Car driver: 2010/14, National Travel Survey, DfT, 2015

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7.5.2 The analysis demonstrates that 40% of the total residential vehicular trips in the morning peak hour period are likely to be employment journeys. The remaining 60% of the vehicle trips are likely to be for other purposes, such as: education, shopping, leisure and personal business. In the evening peak hour, the proportion of employment related journeys is similar accounting for 45% whilst other journeys comprise 55% of the total vehicular trips. For the purposes of this assessment the analysis has been undertaken based on the evening peak hour percentages. This is a worst case appraisal as employment journeys on average, are longer, and therefore are likely to have a greater impact on the wider highway network. No allowance has been made for the potential for residents to work within the employment allocation.

7.5.3 In order to provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes:

- For commuting and business trips, the 2011 National Census Journey to Work statistics (for car drivers) for the Arun 002 and 005 Super Output Area –have been used. This dataset identifies existing resident's employment locations and so existing commuting patterns; and

- For other journey purpose trips, a P/T^2 gravity model has been undertaken using the population of key urban areas (from the 2011 Census) within a 50-minute drive time of the site (estimated from Google Maps Directions facility). This includes Angmering, Chichester, Bognor Regis, Crawley, Worthing, Littlehampton and Portsmouth.

7.5.4 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment. The combined data is set out in **Table 7.4** with the full analysis included in **Appendix I.**

7.5.5 For the employment traffic, a similar approach has been taken. 2011 Census Journey to Work Data has been obtained for the Arun 002 and Arun 005 Super Output Areas, which considers employee residential origins. This is used to project the origin and destination of employment trips, and is presented at **Appendix I**.

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Table 7.4: Distribution of Car Drivers

Destination		Employment Trips %	Non-Employment Trips %	% All Trips Combined
Arun	Angmering	4.3%	18.1%	22.4%
	Littlehampton	4.0%	5.0%	9.0%
	Bognor Regis	1.4%	2.7%	4.1%
	Rustington	1.6%	1.1%	2.7%
	East Preston	1.3%	1.2%	2.5%
	Arundel	0.9%	0.5%	1.4%
	Ferring	0.5%	0.5%	0.9%
	Yapton	0.8%	-	0.8%
	Eastergate, Barnham and Walberton	0.4%	-	0.4%
South East	Worthing	12.5%	11.1%	23.6%
	Brighton and Hove	1.9%	3.8%	5.7%
	Horsham	3.5%	1.3%	4.8%
	Shoreham-by-Sea	2.0%	2.3%	4.3%
	Chichester	3.1%	0.9%	3.9%
	Crawley	1.7%	1.9%	3.6%
	Portsmouth	0.2%	2.5%	2.7%
	Havant	0.2%	1.0%	1.2%
	Burgess Hill	0.4%	0.5%	0.9%
	Haywards Heath	0.4%	0.5%	0.9%
	Lewes	0.3%	0.3%	0.7%
London		1.21%	-	1.21%
Other N Direction		1.09%	-	1.09%
Other North West		0.47%	-	0.47%
Other North East		0.37%	-	0.37%
Other West Direction		0.25%	-	0.25%
Other East Direction		0.08%	-	0.08%
Total		**45.0%**	**55.0%**	**100%**

Source: 2011 Census / Gravity Model and Consultant Estimates

7.5.6 The assessment demonstrates that the greatest peak period travel demands will be to Angmering (22%) and Worthing (24%). Littlehampton also attracts a significant proportion of trips (9%) with Bognor Regis, Brighton, Horsham and Shoreham-on-sea all notable trip attractors.

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7.6 Proposed Development – Assignment

7.6.1 The expected traffic that would be generated by the site (**Table 7.3**) has been distributed onto the local network to the destinations identified in **Table 7.4**.

7.6.2 To consider the routing of trips to these destinations, trips were assigned to the road network based on the quickest peak hour route (taken as 08:00) from the site to the destination location using the Google Maps 'Directions' Facility. The resulting morning and evening peak hour development traffic distribution and assignment on the local road network is presented in **Table 7.5**.

Table 7.5: Combined Trip Assignment - Residential

Primary Route	%	Secondary Route	%	Tertiary Route	%	Quaternary Route	%
Residential							
Water Lane East	57%	A280 N	57%	A280 North	31%	A27 East	20%
						A280 North	12%
				A27 west	10%	-	-
				Titnore Lane	16%	Titnore Lane	16%
Water Lane West	43%	Station Road South	35%	A259 West	24%	Mill Lane south	10%
						-	-
						A259 West	14%
				B2140 South	10%	-	-
		Weavers Hill /Roundstone Lane	8%	A259 East	3%	A259 East	1%
				Roundstone Lane	5%	-	-
Total	**100%**		**100%**		**100%**		**73%**
Employment							
Water Lane East	52%	A280 N	52%	A280 North (Bridge)	25%	A27 East	22%
						A280 Long Furlong North	5%
				A27 west	8%	-	-
				Titnore Lane South	17%	Titnore Lane south	17%
Water Lane West	48%	Station Road South	32%	A259 West	25%	Mill Lane south	4%
						-	-
						A259 West	21%
				B2140 South	7%	-	-
		Weavers Hill /Roundstone Lane	11%	A259 East	2%	-	-
				Roundstone Lane south of A259	9%	-	-
		Arundel Road	2%	-	-	-	-
		Dappers Lane	2%	-	-	-	
Total	**100%**		**100%**		**94%**		**69%**

Source: Consultant's Estimates

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7.6.3 To validate the residential distribution, a turning count was undertaken at the junction of Water Lane with Dappers Lane between the hours of 0700 to 1000 and 1600 to 1900 on the 24th November 2015. The turning movements at this junction identified that 58% departed east along Water Lane with 42% departing west along Water Lane in the morning peak. In the evening peak 62% arrived from the east and 38% arrived from the west. Therefore, the trip assignment summarised in **Table 7.5** is shown to be very comparable to that of existing vehicle movements in the area. The development traffic distribution and assignment are shown on **Figures TF13-16** respectively.

7.7 Future Year Traffic Flows

7.7.1 Development traffic flows have been added to the 2021 Opening Year traffic flows and committed development to provide the Opening Year scenario **(Figures TF17-18)** and for the Future year in 2031 at **Figures TF19-20**. The sensitivity test scenario which includes the remainder of draft Allocation SD98 are shown on **Figures TF21-24.**

7.8 Traffic Impact

7.8.1 Development traffic has been compared to the baseline traffic flows at key junctions to consider the proportionate impact of the development (**Table 7.6**).

Table 7.6: Proportionate impact on the local highway network

Junction	Observed 2015 Flows		Development Trips		Proportionate Impact	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
A280 / Water Lane	1,365	1,396	185	174	13.5%	12.5%
Water Lane / High Street	861	661	114	106	13.2%	16.0%
Water Lane / Arundel Road	1,364	950	114	106	8.4%	11.2%
A280 / A27 on-slip / A280 (north) A27 off-slip / Titnore Lane	2,602	2,495	185	174	7.1%	7.0%
A280 (south) / A27 off-slip / Arundel Road / Long Furlong	2,121	1,980	82	80	3.9%	4.0%
A259 / Golfers Lane / Mill Lane	3,289	3,463	97	75	2.9%	2.2%
A259 / Station Road / B2140	3,563	3,475	111	105	3.12%	3.02%
A259 / Roundstone Lane	2,250	2,865	29	26	1.3%	0.90%
A259 / A280 / B2140	2,952	3,273	10	9	0.34%	0.27%

Source: i-Transport

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7.8.2 The assessment demonstrates that the impact of the proposed development on the local highway network will be small, with a maximum impact of 13.5% on the A280/Water Lane junction. Impacts on the A259 junctions are much smaller, with the greatest impact being a 3.0% increase in traffic at the A259 / Station Road junction. Impacts at the A27 junctions are some 4-7%.

7.8.3 The Arun Local Plan Transport Study (Stage 3) identified a series of strategic improvements to key junctions on main routes through the district on the A27, A29, A259 and B2166 corridors. The development is not expected to add any material traffic flows to either the A29 or B2166 corridors but will increase traffic flows on the A259 and A27 corridors. **Table 7.7** considers the impact of development at North Angmering on the A27 and A259 corridors respectively.

Table 7.7: Development Impacts on Wider West Sussex network

Junction		Development Trips	
		AM Peak	PM Peak
A27 – East of Angmering	EB	36	32
	WB	31	34
A27 – West of Angmering	EB	13	16
	WB	19	14
A259 – East of Angmering	EB	6	4
	WB	4	0
A259 – West of Angmering	EB	36	37
	WB	44	38

7.8.4 The development impacts on the wider corridor are shown to be modest. The greatest impacts are on the A27 corridor to the east of Angmering, and the A259 East of Angmering. Considered against existing peak hour traffic flows on these roads, the impacts are very small (3-4% on the A27 corridor and around 2% on the A259). This increase in traffic will have negligible impact on the wider network.

7.9 Detailed Operational Assessments

7.9.1 Capacity analysis has been undertaken to determine the operation of the surrounding highway network and its ability to accommodate the additional traffic from the proposed development.

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7.9.2 Analysis has been undertaken for the following junctions:

- Proposed site access with Water Lane;
- Proposed site access with Dappers Lane;
- Dappers Lane/ Water Lane junction;
- Water Lane / High Street junction;
- Water Lane / Arundel Road junction;
- A280 / Water Lane junction (with and without committed improvements);
- A280 / Titnore Lane / A27 roundabout (with and without improvements); and
- Long Furlong / Arundel Road / A27 / A280.

7.9.3 Assessment of the future projected operation of these junctions has been undertaken for the weekday morning and evening peak hours (0800 to 0900 and 1700 to 1900). Assessments have been carried out for the following scenarios:

- 2017 Base;
- Opening Year (2021);
- Opening Year (2021) plus committed development;
- Opening Year (2021) plus committed development and development;
- Opening Year (2021) plus committed and development – Sensitivity;
- Future Year (2031) plus committed development and development; and
- Future year (2031) plus committed and development- sensitivity.

7.9.4 The priority junctions and roundabouts have been tested using TRL Software Junctions 9. The assessment outputs are provided in **Appendix J** of this report. The junctions have been assessed using the 'direct profile' in Junctions 9 to account for the variations in traffic flows that occur within the peak hour.

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7.9.5 The traffic signal-controlled junctions have been assessed using LinSig 3 and the assessment outputs are provided in **Appendix K**.

7.10 Site Access onto Water Lane

7.10.1 The site would be accessed by the creation of a ghost island priority junction access to Water Lane, as shown in principle on **Drawing ITB9105-102**. The ghost island configuration provides a formal right-turn reservoir in the centre of the road to enable vehicles to wait for a gap in oncoming (eastbound) traffic on Water Lane.

7.10.2 To assess the capacity of the proposed site access, 'Junctions 9' has been used. The principle outputs derived from the model are the Ratio of Flow to Capacity (RFC[1]) and average queue lengths. The results of the assessment are summarised in **Table 7.8**.

Table 7.8: Site Access/Water Lane Priority Junction Assessment Results

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	Max RFC	Queue	Max RFC
2021 Opening Year + Committed Development + Development				
Site Access	1	0.48	1	0.36
Water Lane	<1	0.18	<1	0.16
2031 Future Year + Committed Development + Development				
Site Access	1	0.52	1	0.38
Water Lane	<1	0.18	<1	0.16
2021 Opening Year + Committed Development + Development + Sensitivity				
Site Access	1	0.51	1	0.38
Water Lane	<1	0.18	<1	0.17
2031 Future Year + Committed Development + Development + Sensitivity				
Site Access	1	0.52	1	0.38
Water Lane	<1	0.18	<1	0.17

7.10.3 The results demonstrate that the proposed access will operate well within capacity in all time periods assessed and in all scenarios. The maximum RFC (0.52) is on the site access arm of the junction and a queue of one vehicle is predicted in 2031.

[1] An RFC of 1.0 indicates that the traffic demand equals the theoretical capacity.

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7.11 Site Access onto Dappers Lane

7.11.1 The site access would be accessed by the creation of a simple priority junction access to Dappers Lane, as shown in on **Drawing ITB9105-117**.

7.11.2 To assess the capacity of the proposed site access, 'Junctions 9' has been used. The results of the assessment are summarised in **Table 7.9** and demonstrates that the proposed site access will operate well within capacity in all time periods assessed. The maximum RFC (0.02) is on the site access arm of the junction and no queuing is predicted to occur in either 2021 or 2031 under any scenario.

Table 7.9: Site Access/Dappers Lane Priority Junction Assessment Results

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	Max RFC	Queue	Max RFC
2021 Opening Year + Committed Development + Development				
Site Access	<1	0.02	<1	0.01
Dappers Lane	<1	0.01	<1	0.01
2031 Future Year + Committed Development + Development				
Site Access	<1	0.02	<1	0.01
Dappers Lane	<1	0.01	<1	0.01
2021 + Committed Development + Development + Sensitivity				
Site Access	<1	0.02	<1	0.01
Dappers Lane	<1	0.01	<1	0.01
2031 Future Year + Committed Development + Development + Sensitivity				
Site Access	<1	0.02	<1	0.01
Dappers Lane	<1	0.01	<1	0.01

Source: Junctions 9

7.12 Dappers Lane/ Water Lane Junction

7.12.1 Dappers Lane/ Water Lane is a simple priority junction situated at the south western corner of the site. To assess the capacity of this junction, 'Junctions 9' has been used.

7.12.2 The results of the assessment are summarised in **Table 7.10** and demonstrate that the proposed access will operate well within capacity in all time periods assessed. The maximum RFC (0.76) is on the Dappers Lane arm of the junction and a queue of three vehicle is predicted in 2031.

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Table 7.10: Dappers Lane/ Water Lane Priority Junction Assessment Results

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	Max RFC	Queue	Max RFC
2021 Opening Year + Committed				
Dappers Lane	2	0.45	<1	0.18
Water Lane	<1	0.08	1	0.22
2021 Opening Year + Committed Development + Development				
Dappers Lane	1	0.57	<1	0.23
Water Lane	<1	0.11	1	0.30
2031 Future Year + Committed Development + Development				
Dappers Lane	2	0.65	<1	0.26
Water Lane	<1	0.12	1	0.35
2021 + Committed Development + Development + Sensitivity				
Dappers Lane	2	0.68	<1	0.29
Water Lane	<1	0.14	1	0.36
2031 Future Year + Committed Development + Development + Sensitivity				
Dappers Lane	3	0.76	1	0.32
Water Lane	<1	0.15	1	0.41

7.13 Water Lane / High Street / Station Road / Arundel Road Junction

7.13.1 This junction is made up of two priority junctions (Water Lane with High Street and Station Road with Arundel Road), with a signalised 'puffin' crossing between the two.

7.13.2 Due to the presence of the controlled crossing, a combination of Junctions 9 and LinSig 3 has been used to assess the performance of the junction with Junctions 9 used to obtain the slope and intercept values to be provided into the LinSig model. The LinSig model has assumed 100 pedestrians each way per hour in each peak, with a 60 second cycle time i.e. 60 calls per hour, which based on site observations is a robust assumption. The model then uses the slope and intercept values from Junctions 9 to calibrate to the local conditions.

7.13.3 The results are contained in Table 7.11 and show that the junction will operate well within capacity during peak periods, with a maximum Degree of Saturation of 57.6% on Station Road (Southbound) at the pedestrian crossing in the morning peak period, and a maximum queue of seven vehicles when the crossing is called.

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Table 7.11: Water Lane / High Street / Station Road / Arundel Road

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	DOS (%)	Queue	DOS (%)
2021 Opening Year + Committed Development + Development				
J1: Station Road/Arundel Road / High Street				
High Street	<1	33.6%	<1	17.5%
Station Road NB	<1	13.5%	<1	16.2%
Station Road SB	<1	31.4%	<1	21.1%
J2: Pedestrian Crossing on Station Road				
Station Road SB	6	51.3%	4	37.7%
Station Road NB	3	26.9%	2	20.2%
Arundel Road	1	49.4%	<1	27.9%
2031 Future Year + Committed Development + Development				
J1: Station Road/Arundel Road / High Street				
High Street	<1	36.9%	<1	19.7%
Station Road NB	<1	14.8%	<1	18.0%
Station Road SB	<1	34.7%	<1	23.5%
J2: Pedestrian Crossing on Station Road				
Station Road SB	6	55.3%	4	41.0%
Station Road NB	3	29.0%	2	21.8%
Arundel Road	1	56.0%	<1	31.4%
2021 Opening Year + Committed Development + Development Sensitivity				
J1: Station Road/Arundel Road / High Street				
High Street	<1	34.3%	<1	17.7%
Station Road NB	<1	13.7%	<1	16.3%
Station Road SB	<1	31.6%	<1	21.3%
J2: Pedestrian Crossing on Station Road				
Station Road SB	6	53.6%	4	38.8%
Station Road NB	3	27.9%	2	22.0%
Arundel Road	1	50.5%	<1	28.4%
2031 Future Year + Committed Development + Development + Sensitivity				
J1: Station Road/Arundel Road / High Street				
High Street	<1	37.6%	<1	19.9%
Station Road NB	<1	15.1%	<1	18.1%
Station Road SB	<1	35.0%	<1	23.8%
J2: Pedestrian Crossing on Station Road				
Station Road SB	7	57.6%	4	42.1%
Station Road NB	3	29.9%	2	23.7%
Arundel Road	2	57.7%	<1	32.3%

Source: LinSig3

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7.14 A280 / Water Lane Junction

7.14.1 The A280 / Water Lane junction is an uncontrolled limited moves priority junction. From Water Lane traffic is banned from making a right-turn, with all traffic required to turn left to travel north towards the A27. To assess the capacity of the Water Lane / A280 priority junction, Junctions 9 has been used. The results of the assessment are summarised in **Table 7.12.**

Table 7.12: Water Lane / A280 Priority Junction Assessment Results

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	Max RFC	Queue	Max RFC
2017 Baseline				
Water Lane	3	0.73	1	0.48
A280 right turn	1	0.49	1	0.58
2021 Opening Year + Committed Development				
Water Lane	7	0.90	1	0.58
A280 right turn	1	0.57	3	0.74
2021 Opening Year + Committed Development + Development				
Water Lane	45	1.06	2	0.71
A280 right turn	2	0.69	5	0.86
2031 Future Year + Committed Development + Development				
Water Lane	84	1.14	3	0.76
A280 right turn	3	0.74	9	0.94
2021 Opening Year + Committed Development + Development + Sensitivity				
Water Lane	87	1.14	3	0.75
A280 right turn	2	0.72	9	0.94
2031 Future Year + Committed Development + Development + Sensitivity				
Water Lane	131	1.22	3.7	0.81
A280 right turn	3	0.78	19.4	1.00

Source: Junctions 9

7.14.2 These results demonstrate that the junction currently operates within capacity during both the morning and evening peaks, with a maximum RFC of 0.73 on Water Lane with a queue of three vehicles in the morning peak. By 2021, as a result of committed development, the assessment demonstrates that the junction is predicted to operate under stress and close to its theoretical capacity, with a maximum RFC of 0.90 on Water Lane with an associated queue of 7 vehicles on Water Lane.

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7.14.3 With the addition of traffic from the proposed development, the junction would operate over capacity in the 2021 Opening Year scenario, with a maximum RFC of 1.06 on Water Lane in the morning peak period, along with associated queues. In 2031, this issue is exacerbated, with very long queues projected.

Mitigation Scheme

7.14.4 As a result of the poor projected performance of the junction in the future, in association with the planning application for Land South of Water Lane, an improvement was developed and agreed with WSCC which comprised the signalisation of the junction. This is shown on **Drawing ITB9105-GA-103.**

7.14.5 To consider the ability for this improvement to accommodate the traffic associated with the planning application for Land North of Water Lane, LinSig 3 has been used, and the results are presented in **Table 7.13** for the 2031 Future Year.

Table 7.13: Water Lane / A280 Signalised Junction Assessment Results

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	DOS (%)	Queue	DOS (%)
2031 Opening Year + Committed Development + Development				
A280 Southbound	5	45.7%	9	71.6%
A280 Northbound	7	73.1%	6	54.6%
Water Lane left	10	73.8%	5	51.4%
2031 Opening Year + Committed Development + Development + Sensitivity				
A280 Southbound	5	47.2%	9	69.2%
A280 Northbound	8	78.1%	7	67.7%
Water Lane left	11	76.8%	5	47.7%

Source: LinSig3

7.14.6 The assessment demonstrates that the traffic signal improvement scheme would significantly improve the operation of the junction and would deliver sufficient capacity to accommodate the application site, as well as the remainder of the draft Strategic Allocation for North Angmering.

7.14.7 Whilst the agreed traffic signal improvement would be sufficient to accommodate the full development, engagement with local residents and stakeholders has identified an aspiration to deliver a further improvement which would deliver long-term capacity enhancement and also remove the existing right-turn restriction from Water Lane.

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7.14.8 Two options have been considered to address this:

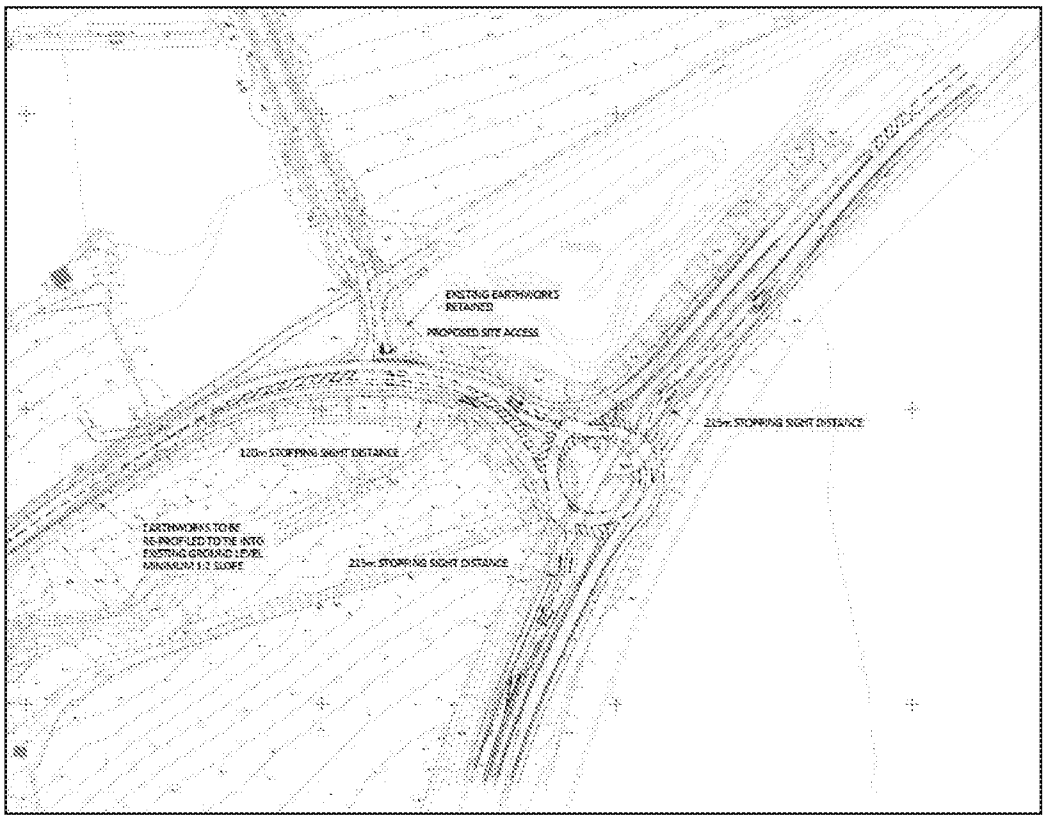
- Delivery of a right-turn facility within the traffic signal improvement; and
- Provision of a normal roundabout.

7.14.9 Initial testing of the traffic signal option demonstrates that this could be achieved in design terms and would perform efficiently. The provision of a right-turn facility at the traffic signal improvement scheme would allow egressing traffic to travel on the A280 South of the village.

7.14.10 Whilst an all moves traffic signal junction would deliver sufficient capacity and facility, WSCC has expressed a preference for a normal roundabout junction to be explored.

7.14.11 On this basis, an alternative improvement scheme has been prepared which would replace the existing three-arm restricted moves priority junction with a 40m ICD normal roundabout junction. This is shown on **Drawing ITB9105-GA-100 (Image 7.1)** and has been designed in accordance with DMRB Standards set out in TD16/07.

Image 7.1: Potential Roundabout Option



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7.14.12 A Stage One Road Safety Audit has been undertaken on the proposed roundabout and is provided in **Appendix G**. The Audit identified the following matters to be addressed:

- Misleading direction arrows on the A280 southbound approach;
- Drivers may assimilate to new road layout on the A280 southbound approach;
- Need to extend the refuge island on the Water Lane approach.

7.14.13 Each of these matters has been fully addressed in the final design, and a letter of confirmation from the Auditor is provided at **Appendix G**.

Impact on Angmering Traffic Flows

7.14.14 The delivery of a normal roundabout junction would allow traffic to turn from Water Lane to the A280 south and this in turn would alter travel patterns in Angmering village, primarily to draw traffic that currently routes from residential areas north of Water Lane (served by Arundel Road and Dappers Lane) that uses Station Road and Roundstone Lane, to in the future use Water Lane and the A280.

7.14.15 To consider the effects on traffic distribution in the village, an appraisal has been carried out and is presented at **Appendix M**. This assessment demonstrates that the delivery of a roundabout junction would be likely to result in the reassignment of around 180 vehicles in the morning peak hour and 120 in the evening to Water Lane, along with significant changes to traffic flows in the village (**Table 7.14**).

Table 7.14: Traffic Impact on Local Highway Network

Junction	Movement	AM Peak	PM Peak
Water Lane/A280 Junction	Water Lane Right turn	+180	+120
	Water Lane Left turn	+0	+0
	Net Change	*+180*	*+120*
A280/A259 Roundabout	A280 left turn	+82	+71
	A280 right turn	+98	+49
	A259 East	-82	-71
	Net Change	*+98*	*+49*
Roundstone Lane/ Roundstone Bypass Roundabout	Roundstone Lane left turn	-82	-49
	A259 West	+83	+56
	A259 East	0	0
	Net Change	*+1*	*+7*
Station Road Roundstone Bypass Road Roundabout	Station Road (right turn)	-63	-42
	Station Road (left turn)	0	0
	Station Road South	-20	-14
	A259 West	+63	+42
	A259 (left turn)	+20	+14
	Net Change	*+0*	*+0*

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7.14.16 The implementation of a right turn at the Water Lane/ A280 junction would provide a reduction in traffic travelling towards/though Angmering Village Centre, which would improve conditions on village roads:

- Roundstone Lane - 96 less vehicles in the AM Peak / 65 less vehicles in PM;
- Weavers Hill - 60 less vehicles in the AM Peak / 32 less vehicles in PM;
- High Street - 37 less vehicles in the AM Peak / 32 less vehicles in PM; and
- Station Road - 83 less vehicles in the AM Peak / 54 less vehicles in PM;

Projected Operation of the Potential Roundabout Improvement

7.14.17 To assess the capacity of the potential roundabout improvement scheme Junctions 9 has been used. The results of the improvement junction are shown in **Table 7.15** for 2031 with development scenario and for the Sensitivity Test Scenario (with all of the Strategic Allocation considered). The full outputs provided at **Appendix L**.

Table 7.15: Water Lane / A280 Roundabout Option

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	RFC	Queue	RFC
2031 Future Year + Committed Development + Development				
A280 South	<1	0.28	<1	0.26
Water Lane	1	0.54	1	0.36
A280 North	1	0.48	2	0.64
2031 Future Year + Committed Development + Development + Sensitivity				
A280 South	<1	0.28	<1	0.26
Water Lane	1	0.59	1	0.39
A280 North	1	0.50	2	0.67

Source: Junctions 9

7.14.18 The assessment demonstrates that the proposed roundabout would operate wholly within capacity in 2031 with all development considered and included.

Reassigned Traffic Operational Assessments

7.14.19 As a result of the re-assignment effect of the roundabout option, traffic flows through the other junctions considered in this assessment would be impacted. As a result, further sensitivity assessment has been carried out to consider the operation of local junctions in the event the roundabout is delivered.

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Site Access onto Water Lane

7.14.20 The site access has been reassessed with the reassigned traffic flows. Junctions 9 has been used and the results of the assessment are summarised in **Table 7.16.**

Table 7.16: Site Access/Water Lane Priority Junction - Reassignment

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	Max RFC	Queue	Max RFC
2031 Future Year + Committed Development + Development + Sensitivity				
Site Access	1	0.47	1	0.32
Water Lane	<1	0.20	<1	0.17

Source: Junctions 9

7.14.21 The assessment demonstrates that the site access would operate comfortably in capacity during both the morning and evening peaks with a maximum RFC of 0.47 on the site access arm in the morning peak in the worst-case scenario.

Dappers Lane/ Water Lane

7.14.22 The Dappers Lane/ Water Lane junction has been reassessed with the reassigned traffic flows. Junctions 9 has been used and the results of the assessment are summarised in **Table 7.17**

Table 7.17: Dappers Lane/Water Lane - Reassignment

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	Max RFC	Queue	Max RFC
2031 Future Year + Committed Development + Development + Sensitivity				
Dappers Lane	2	0.69	<1	0.29
Water Lane	<1	0.14	1	0.40

Source: Junctions 9

7.14.23 The assessment demonstrates that Dappers Lane/ Water Lane operates within capacity with an improvement in RFC and reduction of queuing on Dappers Lane as a result of the implementation of the roundabout at the A280/ Water Lane junction.

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Water Lane/High Street/ Station Road/ Arundel Road Priority Junction

7.14.24 This junction is made up of two priority junctions (Water Lane with High Street and Station Road with Arundel Road), with a signalised 'puffin' crossing between the two junctions along the High Street. It has been reassessed based on the reassigned traffic flows. The results of the assessment are summarised in **Table 7.18.**

Table 7.18: Water Lane / High Street / Station Road / Arundel Road

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	DOS (%)	Queue	DOS (%)
2031 Future Year + Committed Development + Development + Sensitivity				
J1: Station Road/Arundel Road / High Street				
High Street	<1	36.3%	<1	19.4%
Station Road NB	0	7.4%	<1	11.6%
Station Road SB	<1	35.0%	<1	23.8%
J2: Pedestrian Crossing on Station Road				
Station Road SB	6	50.9%	4	37.8%
Station Road NB	3	29.9%	2	23.7%
Arundel Road	1	49.8%	<1	29.6%

Source: LinSig3

7.14.25 The results demonstrate that with the traffic reassignment the DOS and queuing at the junction will be improved with a maximum DOS at the pedestrian crossing of 50.9% and a queue of 6 vehicles in the morning peak.

7.15 A280 / Titnore Lane / A27 roundabout

7.15.1 The A280 / Titnore Lane / A27 junction is an uncontrolled roundabout junction. To assess the results of the A280 / Titnore Lane / A27 roundabout, Junctions 9 has been used. The results of the assessment are summarised in **Table 7.19.**

Table 7.19: A280 / Titnore Lane / A27 Roundabout Junction Assessment Results

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	Max RFC	Queue	Max RFC
2021 Opening Year + Committed Development				
A27 Off-slip	1	0.43	1	0.45
Titnore Lane	1	0.43	1	0.48
A280 South West	4	0.81	1	0.48
A280 North	3	0.72	2	0.70

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	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	Max RFC	Queue	Max RFC
2021 Opening Year + Committed Development + Development				
A27 Off-slip	1	0.48	1	0.50
Titnore Lane	1	0.46	1	0.54
A280 South West	7	0.90	1	0.54
A280 North	3	0.74	3	0.75
2031 Future Year + Committed Development + Development				
A27 Off-slip	1	0.57	1	0.50
Titnore Lane	1	0.52	2	0.54
A280 South West	17	1.00	2	0.54
A280 North	4	0.81	4	0.75
2021 Opening Year + Committed Development + Development + Sensitivity				
A27 Off-slip	1	0.50	1	0.52
Titnore Lane	1	0.47	1	0.56
A280 South West	10	0.94	1	0.57
A280 North	3	0.75	3	0.77
2031 Future Year + Committed Development + Development + Sensitivity				
A27 Off-slip	2	0.60	1	0.62
Titnore Lane	1	0.53	2	0.65
A280 South West	27	1.04	2	0.63
A280 North	4	0.82	5	0.83

Source: Junctions 9

7.15.2 The assessment demonstrates that the junction would operate within capacity in 2021 without development with a maximum RFC of 0.81 on A280 south west in the morning peak and 0.70 on A280 north in the evening peak. A maximum queue of four vehicles and two vehicles respectively is projected to occur on these arms of the junction.

7.15.3 When development traffic is added the impact on the junction is shown to be relatively small. The junction would continue to operate within capacity during both the morning and evening peaks with a maximum RFC of 0.90 on A280 south west during the morning peak with a queue length of seven vehicles.

7.15.4 In 2031, when all local development is considered, the junction is projected to operate above capacity on the A280 South arm of the junction, with relatively long queues expected to develop. This is primarily due to the impact of background traffic growth.

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Mitigation Scheme

7.15.5 Whilst the impacts of development are relatively small, the A280 South arm does exceed design capacity (taken as 0.85 RFC).

7.15.6 In view of this, an improvement scheme has been developed which would improve the A280 South West arm by utilising existing carriageway to develop a two-lane entry. The proposed improvement scheme is presented in **Drawing ITB9105-GA-023**. A Stage 1 Road Safety Audit of the scheme has been carried out and is presented at **Appendix G** along with a Designers Response which addresses the matters raised. This was agreed with HE in the context of the Land South of Water Lane site.

7.15.7 To assess the performance of the improvement scheme Junctions 9 has been used. The results of the improvement to the junction are shown in **Table 7.20** for 2031 with development scenario. Full Junctions 9 outputs are included in **Appendix J.**

Table 7.20 A280 / Titnore Lane / A27 Roundabout Junction Assessment Results

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	Max RFC	Queue	Max RFC
2021 Opening Year + Committed Development + Development				
A27 Off-slip	1	0.48	1	0.50
Titnore Lane	1	0.46	1	0.54
A280 South West	2	0.70	1	0.43
A280 North	3	0.72	3	0.73
2031 Future Year + Committed Development + Development + Sensitivity				
A27 Off-slip	2	0.60	1	0.62
Titnore Lane	1	0.53	2	0.65
A280 South West	4	0.82	1	0.50
A280 North	4	0.79	4	0.81

Source: Junctions 9

7.15.8 The results demonstrate that the proposed improvements on A280 South West arm will effectively mitigate the effects of the additional development traffic in all scenarios.

7.16 Long Furlong / Arundel Road / A27 / A280 roundabout

7.16.1 To assess the Long Furlong /Arundel Road / A27 / A280 roundabout, Junctions 9 has been used. The results of the assessment are summarised in **Table 7.21.**

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Table 7.21: Long Furlong / Arundel Road / A27 / A280 Roundabout

	Morning Peak (08:00 – 09:00)		Evening Peak (17:00 – 18:00)	
	Queue	Max RFC	Queue	Max RFC
2021 Opening Year + Committed Development				
A280 Long Furlong	2	0.69	3	3
A280 South	1	0.58	1	1
A27 Off-slip	3	0.74	1	1
Arundel Road	<1	0.15	<1	<1
2021 Opening Year + Committed Development + Development				
A280 Long Furlong	3	0.72	4	0.79
A280 South	2	0.62	1	0.43
A27 Off-slip	3	0.77	1	0.35
Arundel Road	<1	0.16	<1	0.07
2031 Future Year + Committed Development and Development				
A280 Long Furlong	4	0.82	6	0.88
A280 South	2	0.67	1	0.47
A27 Off-slip	6	0.88	1	0.40
Arundel Road	<1	0.18	<1	0.08
2021 Opening Year + Committed Development + Development + Sensitivity				
A280 Long Furlong	3	0.73	4	0.81
A280 South	2	0.64	1	0.44
A27 Off-slip	4	0.79	1	0.36
Arundel Road	<1	0.17	<1	0.07
2031 Future Year + Committed Development + Development + Sensitivity				
A280 Long Furlong	4	0.83	7	0.90
A280 South	2	0.69	1	0.48
A27 Off-slip	7	0.90	1	0.41
Arundel Road	<1	0.20	<1	0.09

Source: Junctions 9

7.16.2 These results demonstrate that the junction would operate well within capacity during both peak periods in 2021 with development, with a maximum RFC of 0.77 on A27 Off Slip and queue of three vehicles in the morning peak.

7.16.3 When the operation of the junction is considered in 2031, including the proposed development and the remainder of the SD9 Strategic Allocation, the junction continues to operate within capacity, with minimal queuing and delay.

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7.17 Summary

7.17.1 An assessment of the performance of the local highway network has been carried out which considers the impact of the development of the Land North of Water Lane.

7.17.2 The proposed development would generate some 330 vehicle trips in the morning peak and 310 vehicle trips in the evening peak, equivalent to around five trips each minute at peak times. Of this 58% are anticipated to go east on Water Lane and 42% west along Water Lane.

7.17.3 The assessment has demonstrated that the following junctions will operate within capacity in the future when development traffic is considered and that no improvements are required to accommodate development traffic:

- Proposed site accesses to Water Lane;
- Proposed site accesses to Dappers Lane;
- Dappers Lane / Water Lane
- Water Lane / High Street junction;
- Water Lane / Arundel Road junction (including puffin crossing);
- Long Furlong / Arundel Road / A27 / A280 roundabout.

7.17.4 The combination of committed development and the proposed development would increase pressure on the A280 / Water Lane junction and which would require improvement in order to accommodate future traffic levels. An improvement scheme has been developed which would signalise the junction. This is shown to fully mitigate the impacts of development and is deliverable entirely within public highway.

7.17.5 Notwithstanding this, in view of local aspirations to deliver an alternative form of junction at A280 / Water Lane, consideration has been given to the provision of a roundabout junction which would permit a right-turn from Water Lane. Analysis demonstrates that this is achievable in design terms and would operate well within capacity. The delivery of this form of junction would have substantial wider benefits by re-assigning traffic from local village roads. The delivery of a roundabout would go well beyond simply mitigating the impact of development and would provide wider community benefits.

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7.17.6 Analysis of the A280 / Titnore Lane / A27 roundabout demonstrates that with development traffic the junction operates within capacity, albeit some operational issues are shown to arise on the A280 south western approach. To address this an improvement scheme has been developed to deliver a two-lane entry on this approach arm which would improve junction operation.

7.17.7 On the basis of the assessment presented, it is demonstrated that the traffic generated by the development can be suitably accommodated on the local highway network to ensure that the residual cumulative effects are small.

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SECTION 8 SUMMARY AND CONCLUSION

8.1 Summary

8.1.1 This TA has considered the potential transport impacts that would arise from a development of up to 525 residential dwellings and 6,000 sqm of employment use on Land North of Water Lane. The application seeks outline consent with access the only detailed matter to be determined.

Site Access Arrangements

8.1.2 Vehicular access to the development will be provided by the delivery of a ghost island priority junction onto Water Lane along with a secondary access to Dappers Lane.

8.1.3 Pedestrians and cyclists will be able to access the site via a proposed footway/cycleway connection to Water Lane, along with multiple connections to Dappers Lane to deliver a connected, cohesive and permeable community. The development proposes a significant package of access improvements including footway and cycleway improvements to Water Lane, Dappers Lane and the Public Rights of Way network.

Transport Sustainability

8.1.4 There is a good range of existing 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. Safe and appropriate walking and cycling routes link to the site to local destinations.

8.1.5 The Stagecoach bus service 9 provides regular services to key destinations further afield and offers a realistic alternative to travel by the private car. the Site layout has been designed to enable the diversion of Service 9 into the site and Stagecoach are supportive of doing so.

8.1.6 The Framework Travel Plan identifies opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes and a series of local improvements have been identified to promote non-car travel as part of the Sustainable Transport Strategy.

ARUN DISTRICT COUNCIL A/40/18/OUT

Traffic Impact

8.1.7 The proposed development will generate some 330 two-way vehicle trips in the morning and evening peak hours. Operational assessments have been undertaken to understand the impact of the extra traffic from the development on the operation of the local highway network. The traffic modelling demonstrates that the following junctions will operate within capacity in the morning and evening peak hours with the additional traffic from the proposed development:

- Site access onto Water Lane;
- Site access onto Dappers Lane;
- Water Lane / Dappers Lane
- Water Lane / High Street junction;
- Station Road / Arundel Road junction (including puffin crossing); and
- Long Furlong / Arundel Road / A27 / A280 roundabout.

8.1.8 The combination of committed development and the proposed development would increase pressure on the A280 / Water Lane junction and which would require improvement in order to accommodate future traffic levels. An improvement scheme has been developed which would signalise the junction. This is shown to fully mitigate the impacts of development and is deliverable entirely within public highway.

8.1.9 Notwithstanding this, in view of local aspirations, consideration has been given to the provision of a roundabout junction which would permit a right-turn from Water Lane. Analysis demonstrates that this is achievable in design terms and would operate well within capacity. The delivery of this form of junction would have substantial wider benefits by re-assigning traffic from local village roads. The delivery of a roundabout would go well beyond simply mitigating the impact of development and would provide wider community benefits. The Applicants are prepared to deliver the roundabout improvement.

8.1.10 Analysis of the A280 / Titnore Lane / A27 roundabout demonstrates that in the future the junction would suffer a deterioration of performance. To address this an improvement scheme has been developed to deliver a two-lane entry on this approach arm which would improve the junction operation. The applicants are prepared to deliver the A27 / A280 junction improvement.

ARUN DISTRICT COUNCIL A/40/18/OUT

8.2 Conclusions

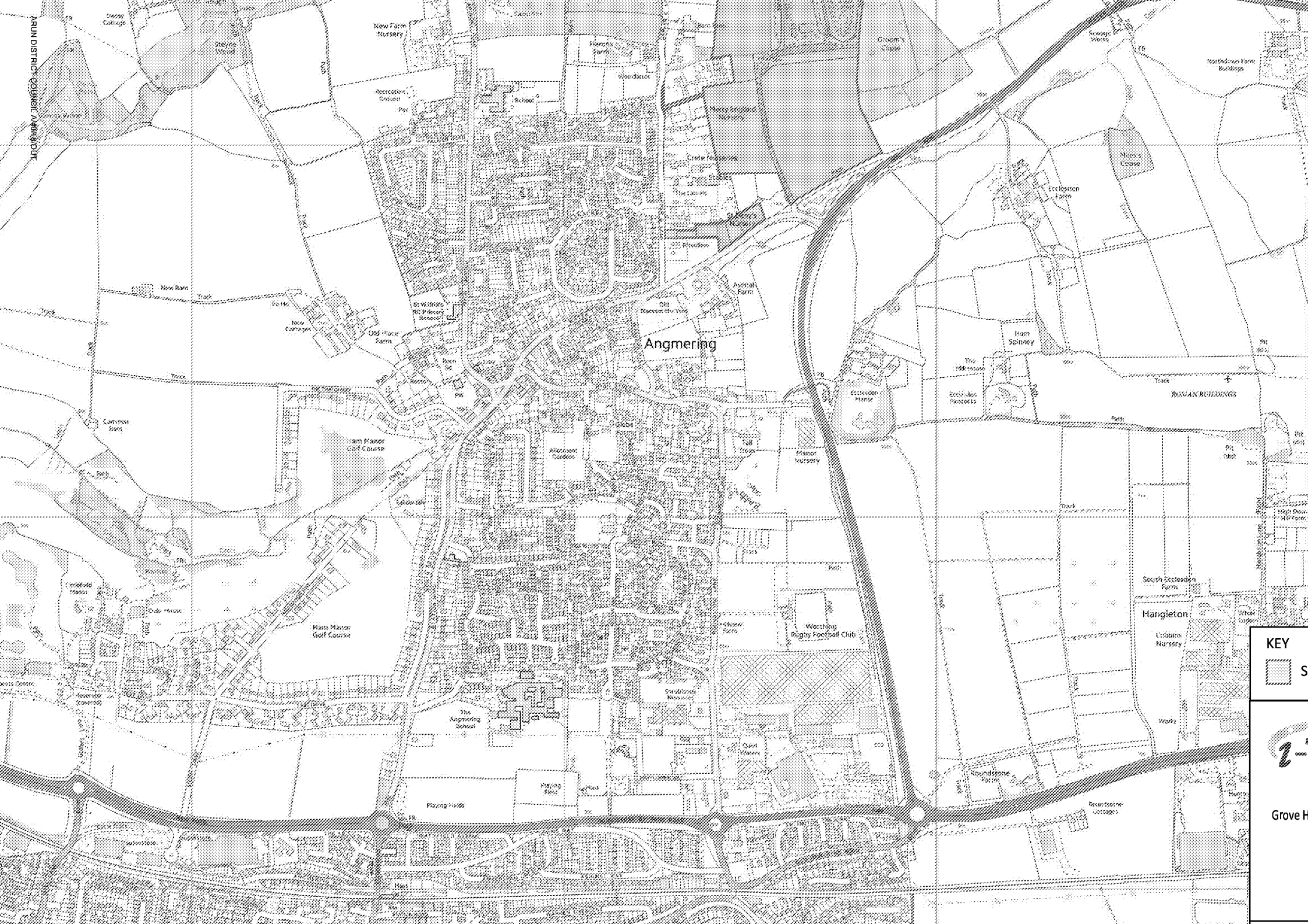
8.2.1 On this basis, it is concluded that:

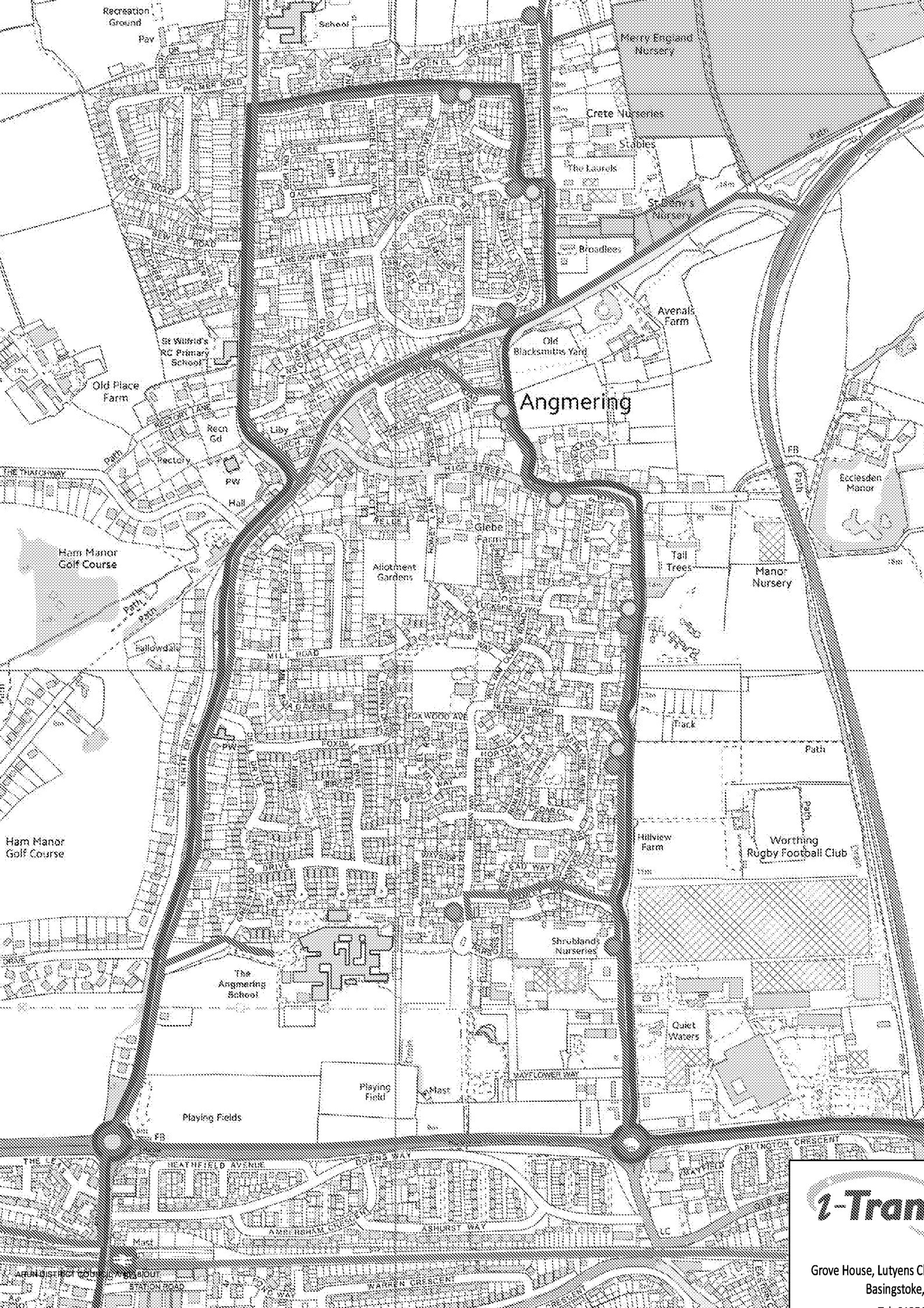
- The site is located in an accessible location that is suitable for residential and commercial development. With the package of improvements proposed in support of the development, the site will be well connected to local services and facilities and appropriate infrastructure will be in place to ensure opportunities for travel by sustainable modes is taken up;
- The site access arrangements comply with the relevant design guidance and will deliver safe and suitable access for all people; and
- Subject to delivery of the mitigation measures identified, the impact of the development on the operation of the wider highway network within Angmering will not be significant and will 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.

ARUN DISTRICT COUNCIL A/40/18/OUT

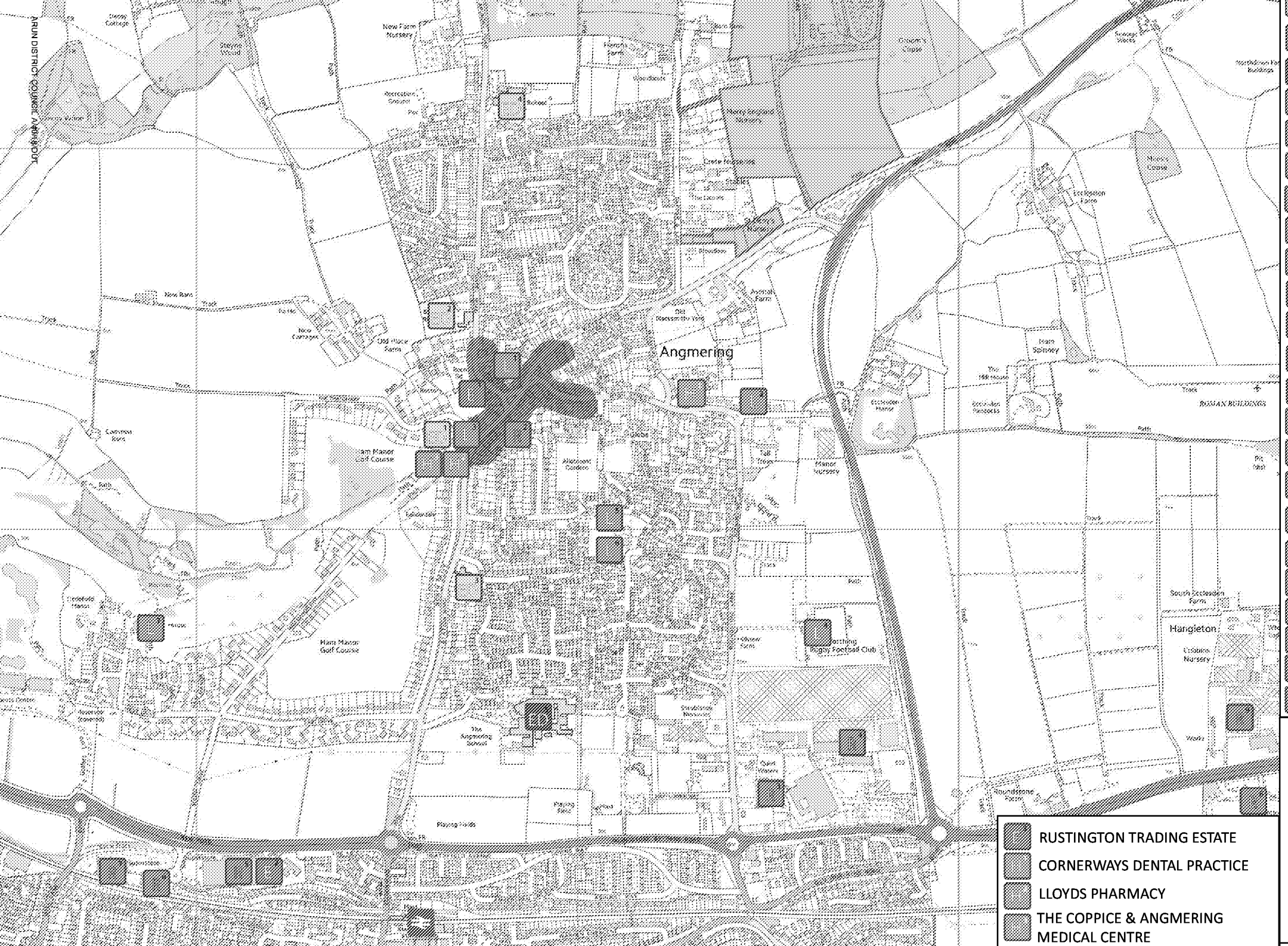
FIGURES

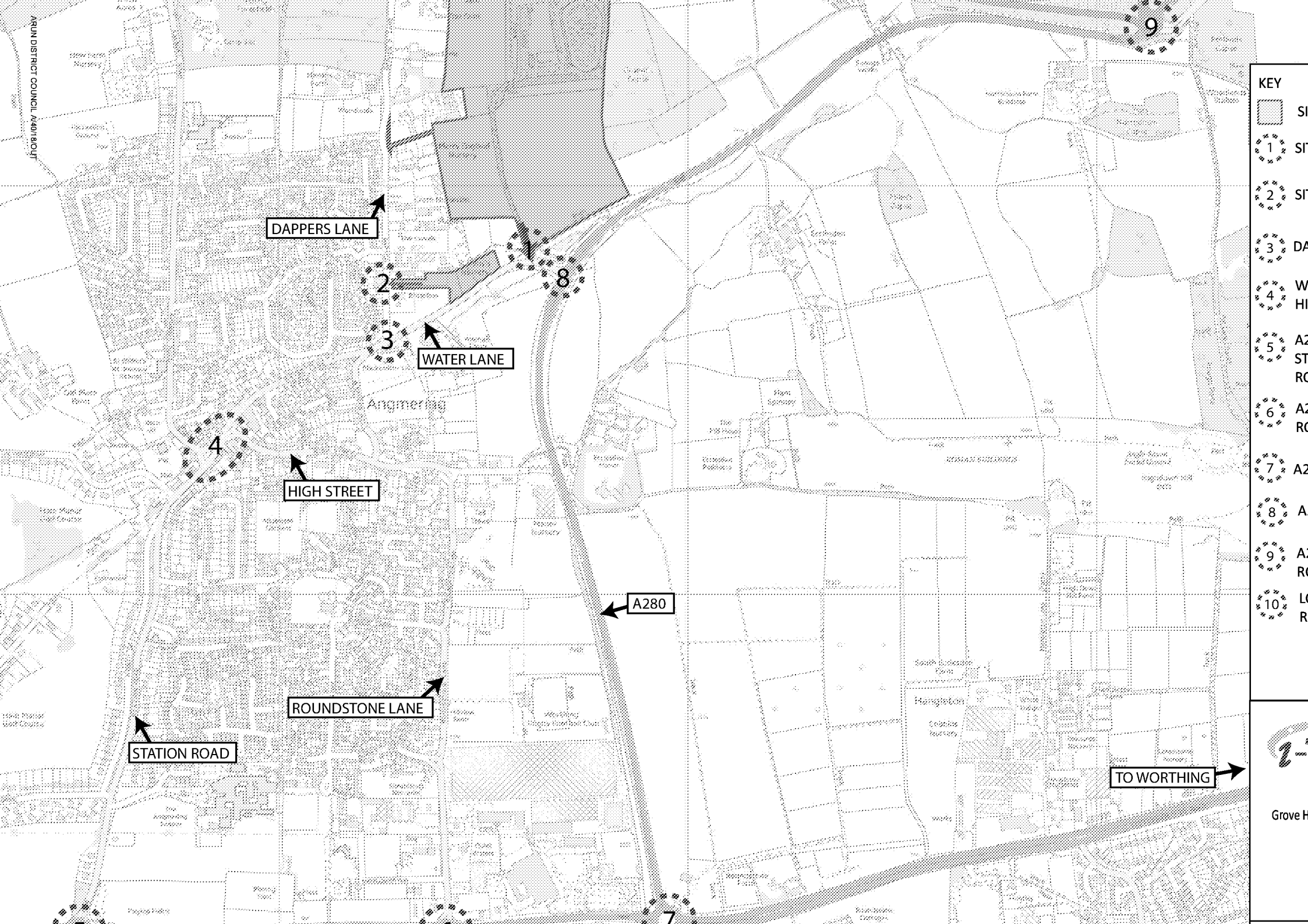

Angmering
Ham Manor Golf Course
Worthing Rugby Football Club
Hangleton
ROMAN BUILDINGS
KEY

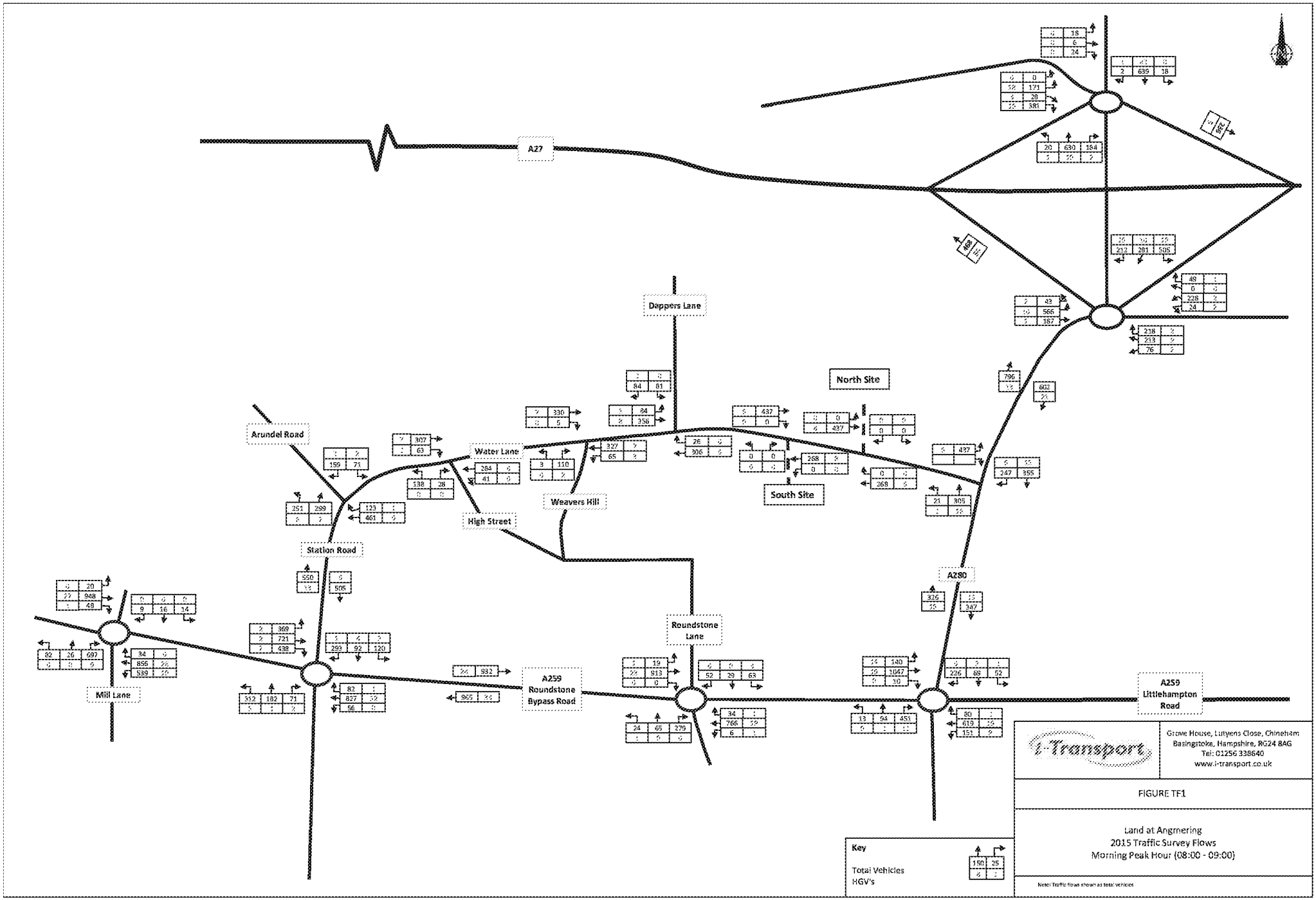


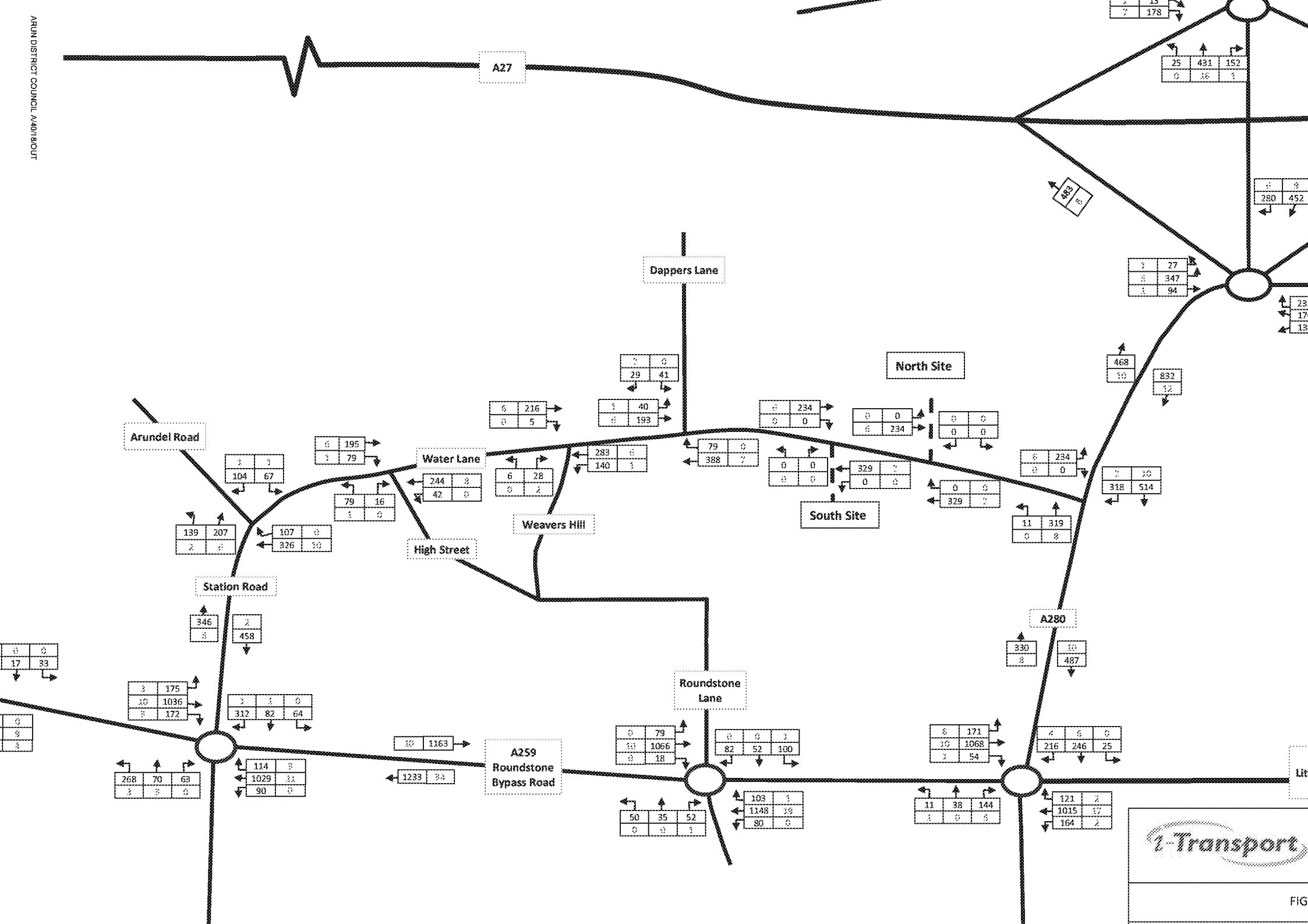
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Grove House, Lutyens C
Basingstoke,


PEDESTRIAN, CYCLE & EMERGENCY ACCESS
Motor Racing Circuit
Path
Oak Tree Farm
DAPPER S LANE
Barn Farm
Track
24m
PEDESTRIAN, CYCLE & BUS ACCESS
Merry England Nursery
18m
18m
Crete Nurseries
Stables
BEECH VIEW
MAIN VEHICULAR ACCESS
PEDESTRIAN & CYCLE ACCESS
14m
St Deny's Nursery
MERRYFIELD CRESCENT
VEHICULAR ACCESS
Avenals Farm
KEY
INDICATIVE SI
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EMERGENCY A
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Grove House, Lutyens C
Basingstoke,

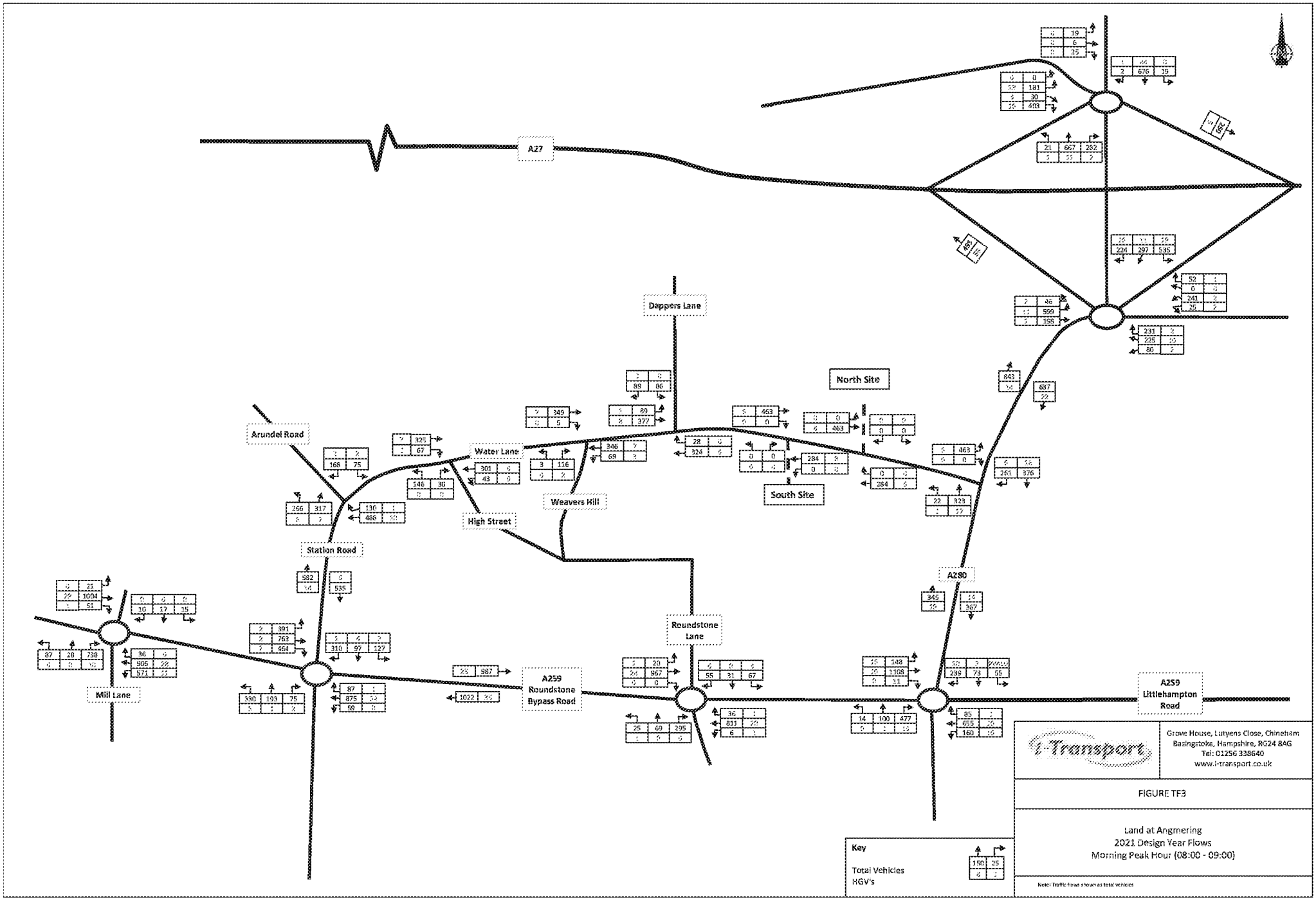

ARUN DISTRICT COUNCIL Admin Boundary
Angmering
Ham Manor Golf Course
Angmering Rugby Football Club
Hangleton
RUSTINGTON TRADING ESTATE
CORNERWAYS DENTAL PRACTICE
LLOYDS PHARMACY
THE COPPICE & ANGMERING MEDICAL CENTRE


ARUN DISTRICT COUNCIL A/40/18/OUT
DAPPERS LANE
WATER LANE
HIGH STREET
A280
ROUNDSTONE LANE
STATION ROAD
TO WORTHING
Angmering
KEY

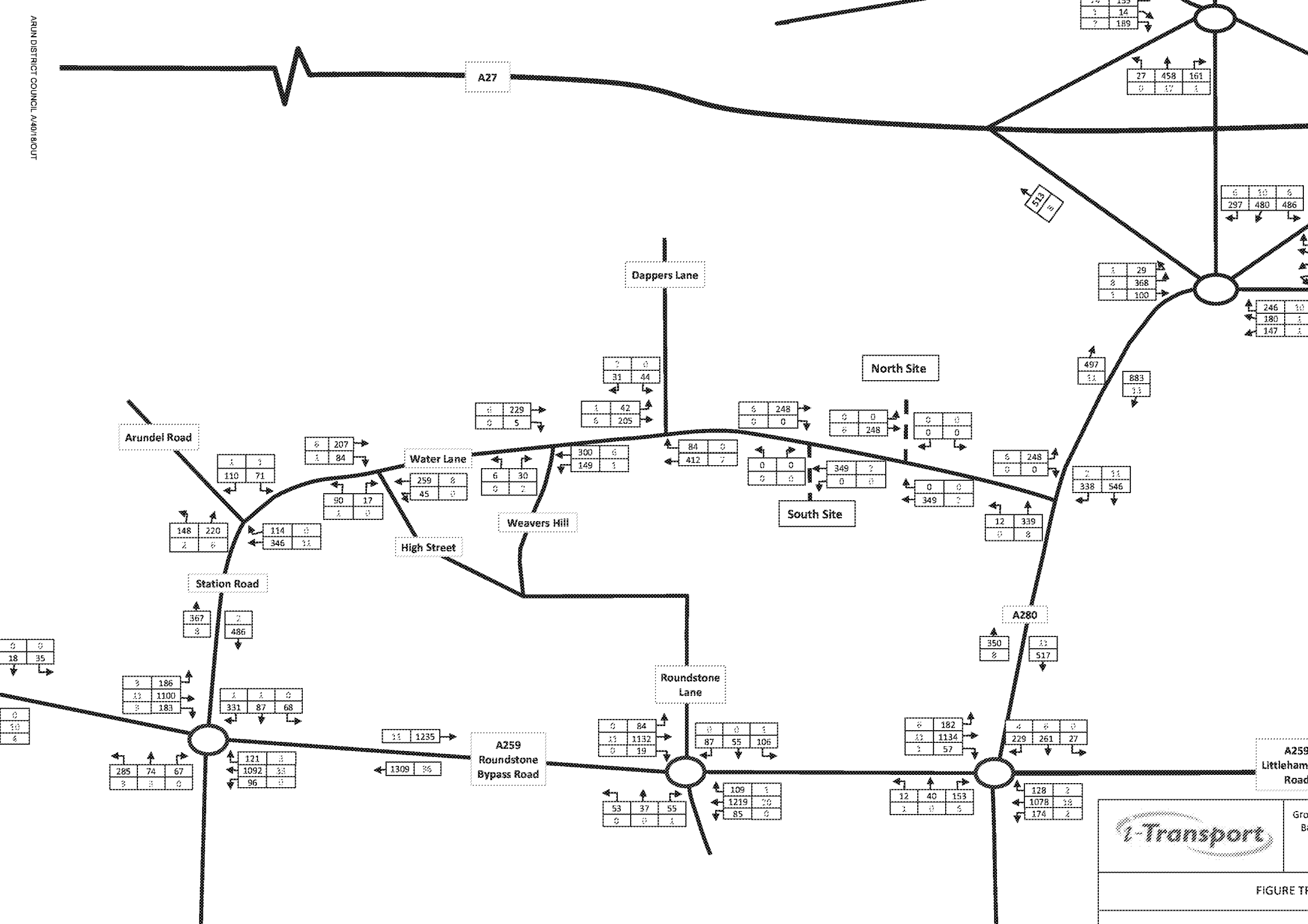

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Mill Lane
Roundstone Lane
A259 Roundstone Bypass Road
A280
A259 Littlehampton Road
Key
Total Vehicles
HGV's
i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk
FIGURE TF1
Land at Angmering
2015 Traffic Survey Flows
Morning Peak Hour (08:00 - 09:00)
Note: Traffic flows shown as total vehicles

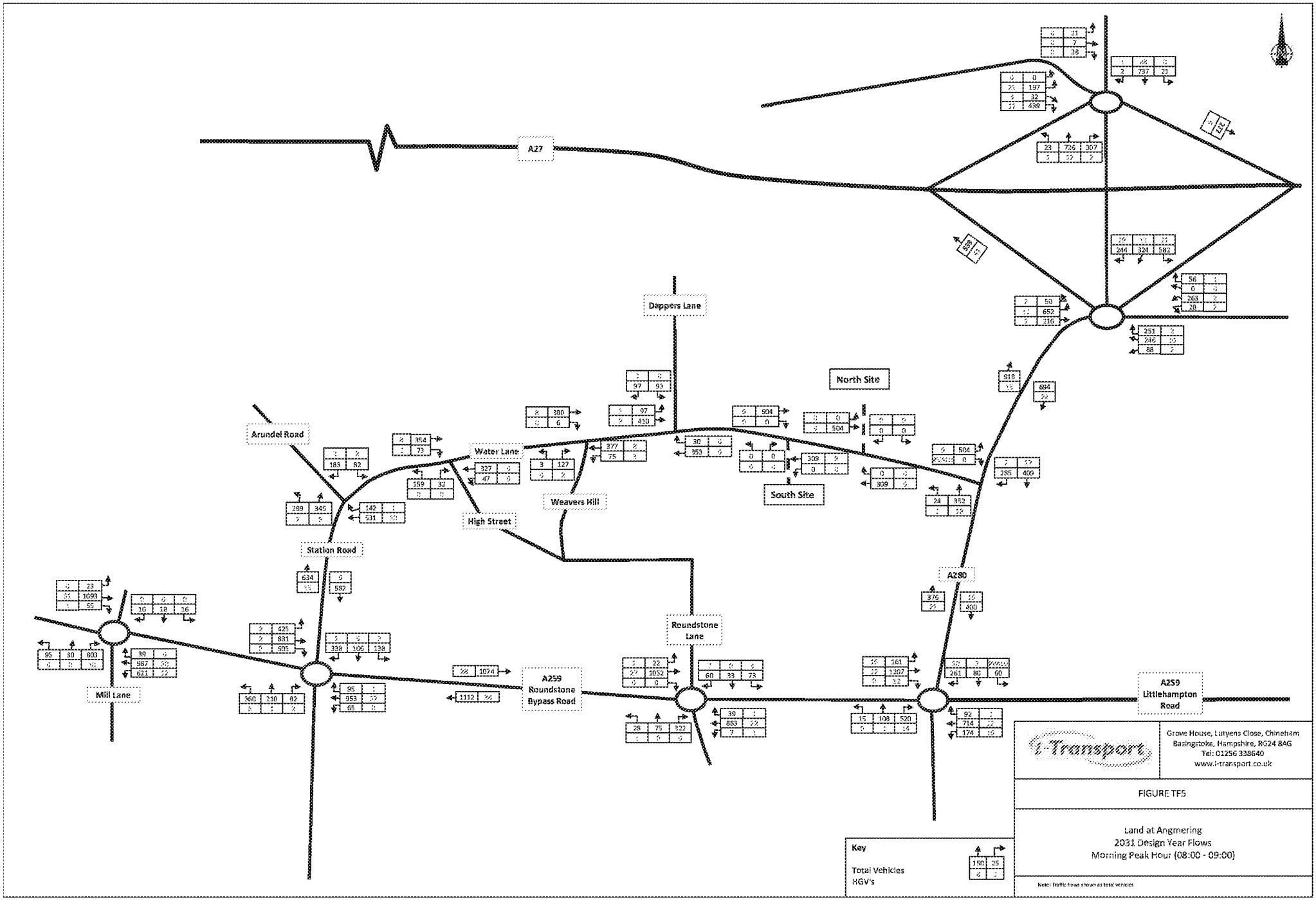

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Roundstone Lane
A259 Roundstone Bypass Road
A280
1-Transport

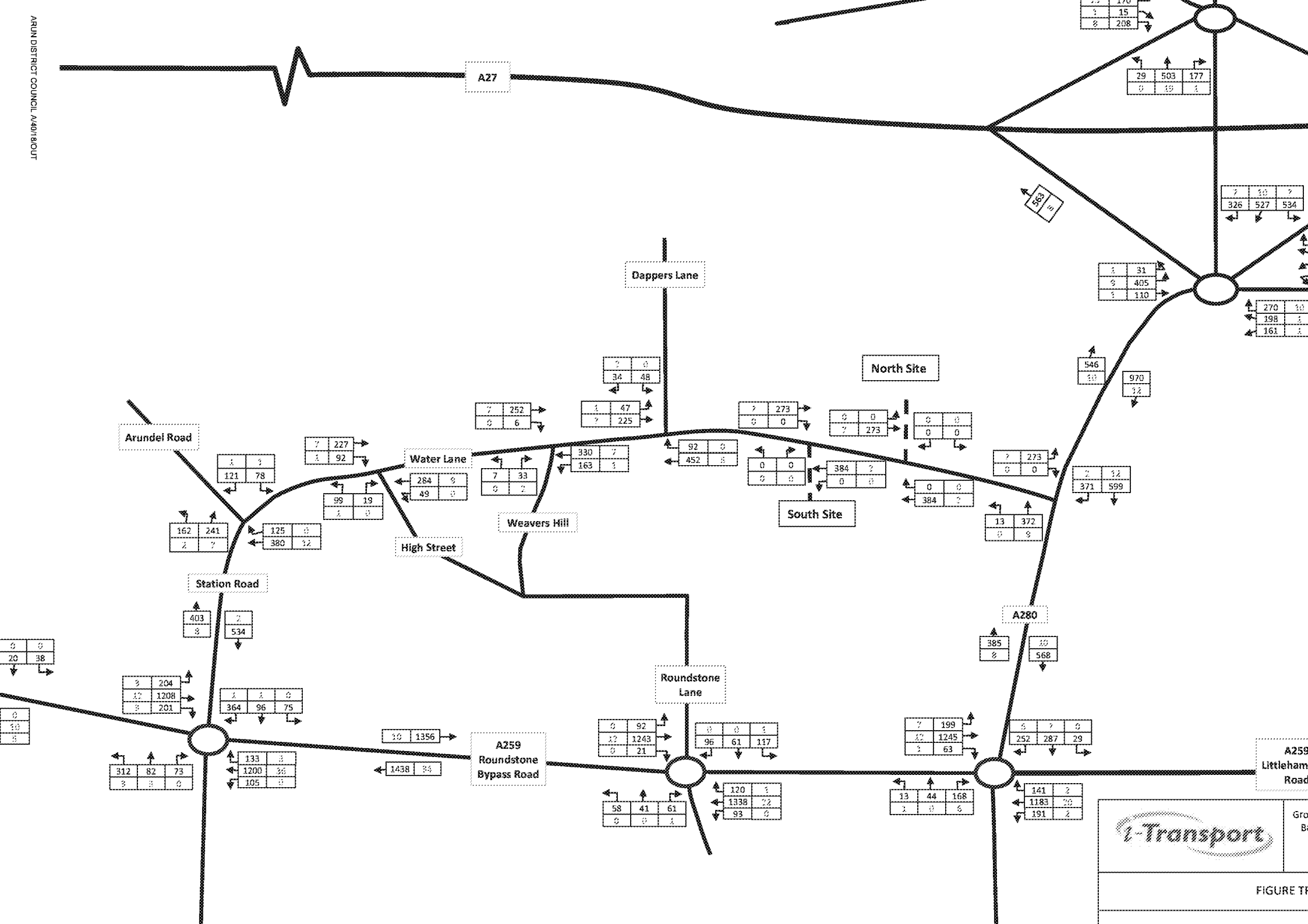
FIG

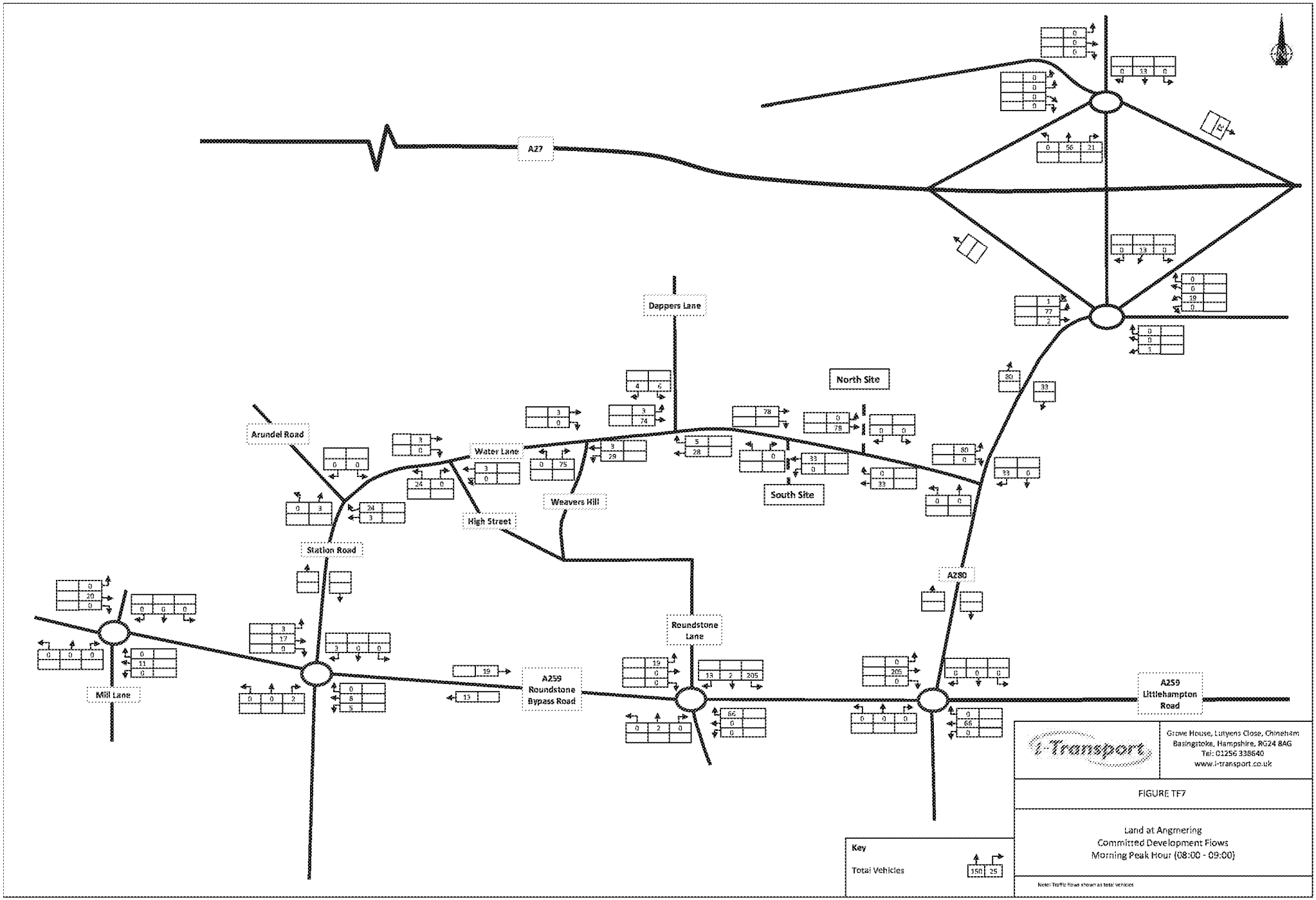

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Roundstone Lane
A280
Mill Lane
A259 Roundstone Bypass Road
A259 Littlehampton Road
Key
Total Vehicles
HGV's
i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk
FIGURE TF3
Land at Angmering
2021 Design Year Flows
Morning Peak Hour (08:00 - 09:00)
Note: Traffic flows shown as total vehicles

ARUN DISTRICT COUNCIL A/40/18/OUT




A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Mill Lane
Roundstone Lane
A259 Roundstone Bypass Road
A280
A259 Littlehampton Road
Key
Total Vehicles
HGV's
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Tel: 01256 338640
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FIGURE TF5
Land at Angmering
2031 Design Year Flows
Morning Peak Hour (08:00 - 09:00)
Note: Traffic flows shown as total vehicles

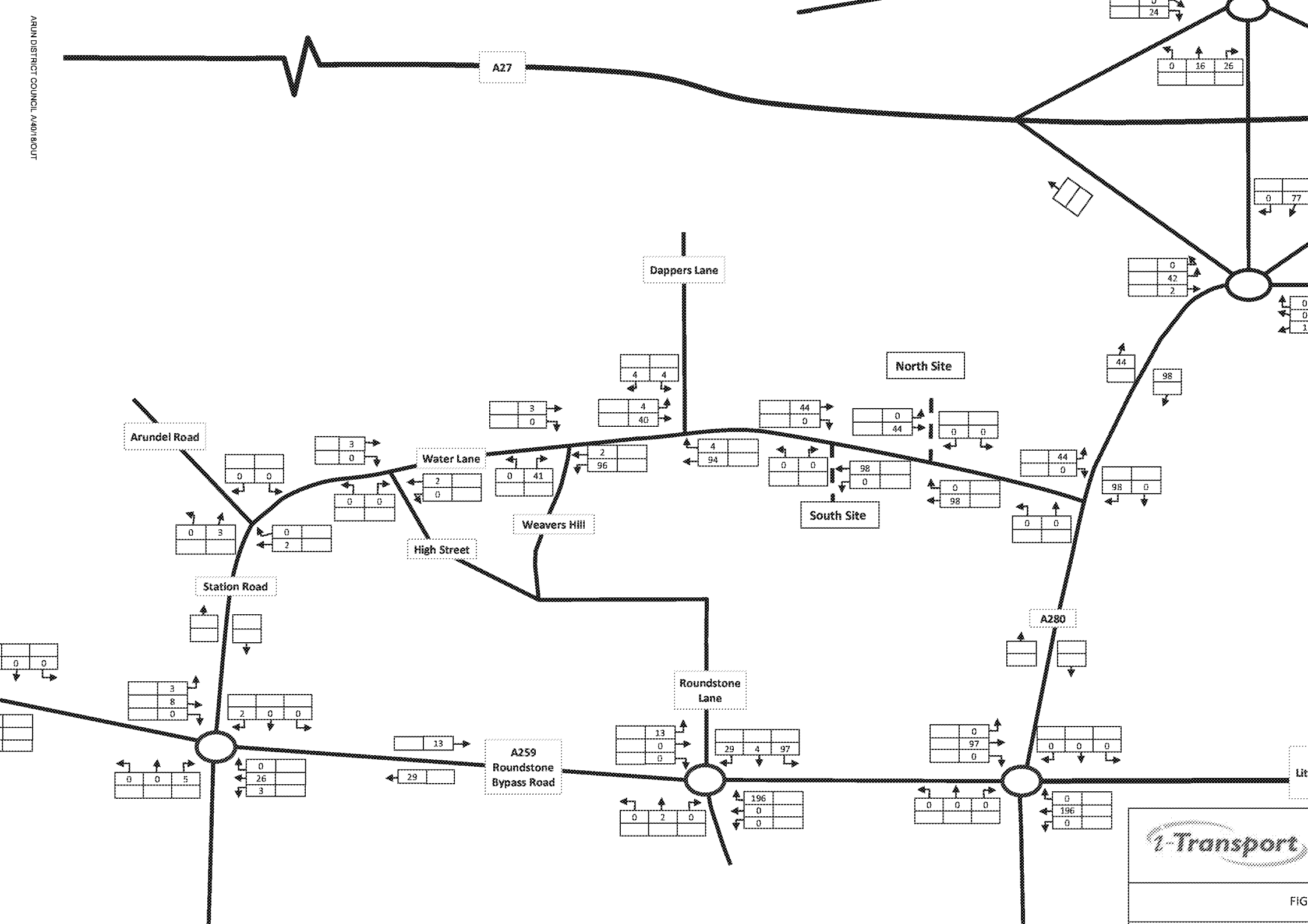

A27
Dappers Lane
North Site
Arundel Road
Water Lane
Weavers Hill
High Street
South Site
Station Road
A280
Roundstone Lane
A259 Roundstone Bypass Road
A259 Littleham Road
i-Transport



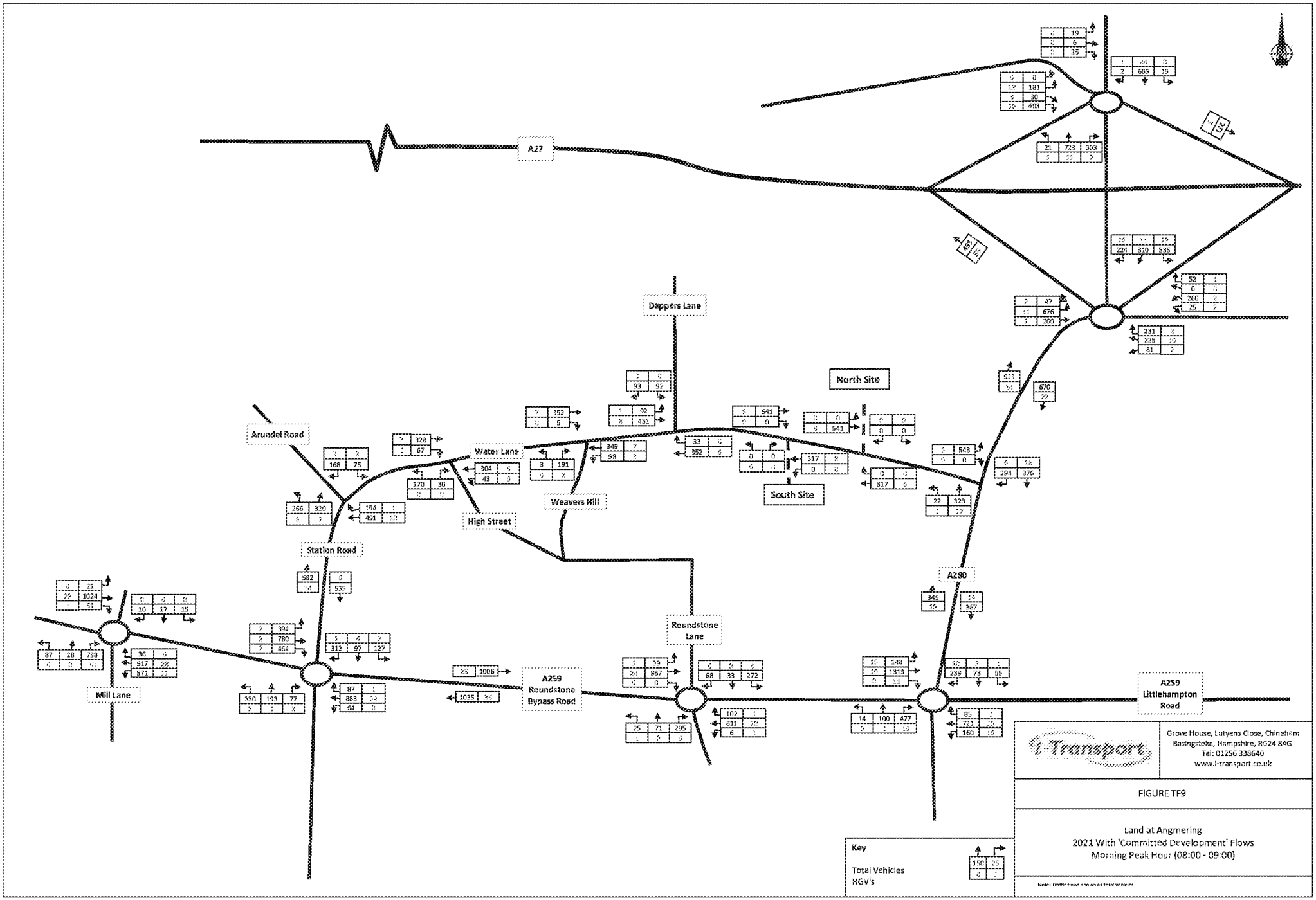
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Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

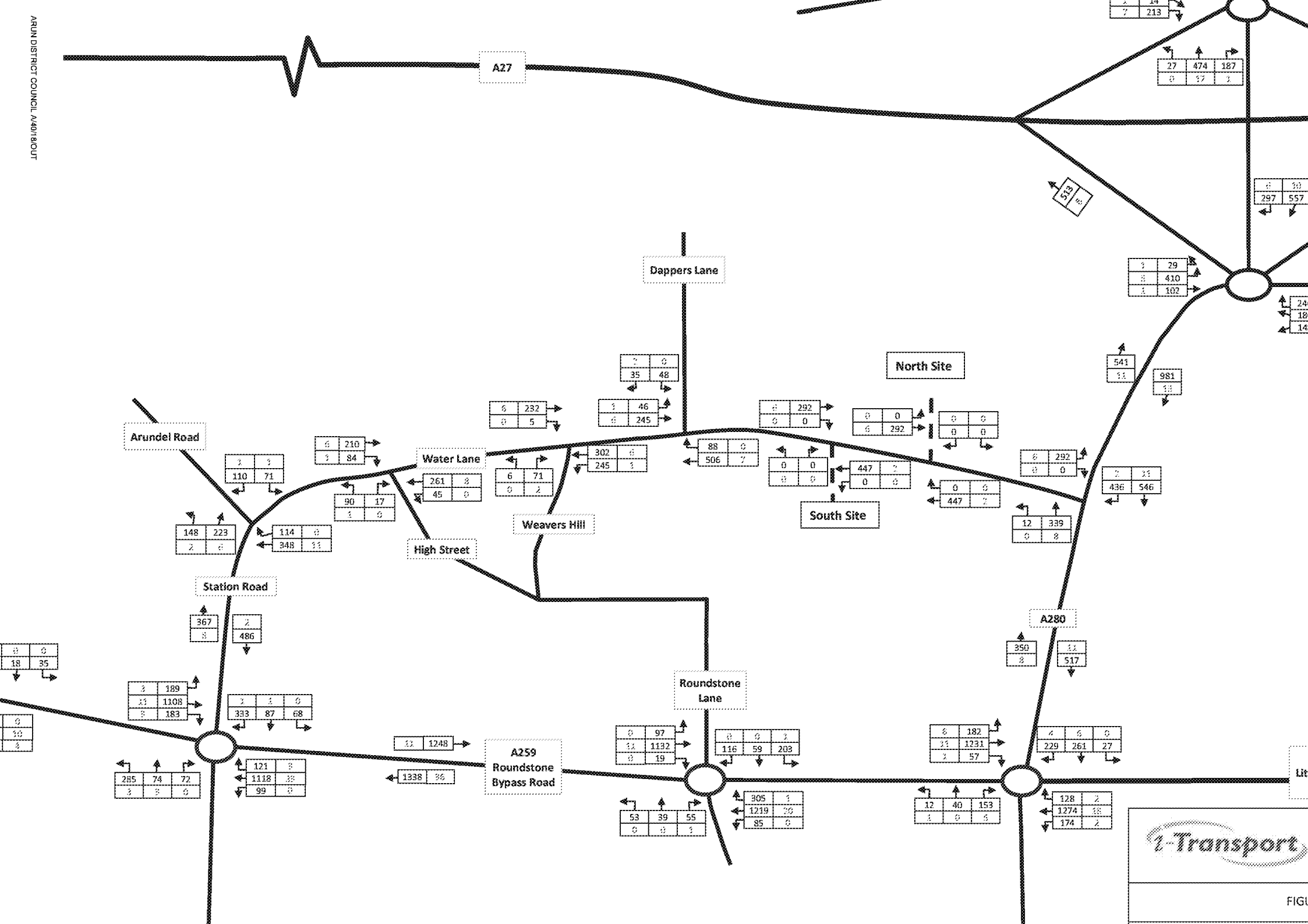
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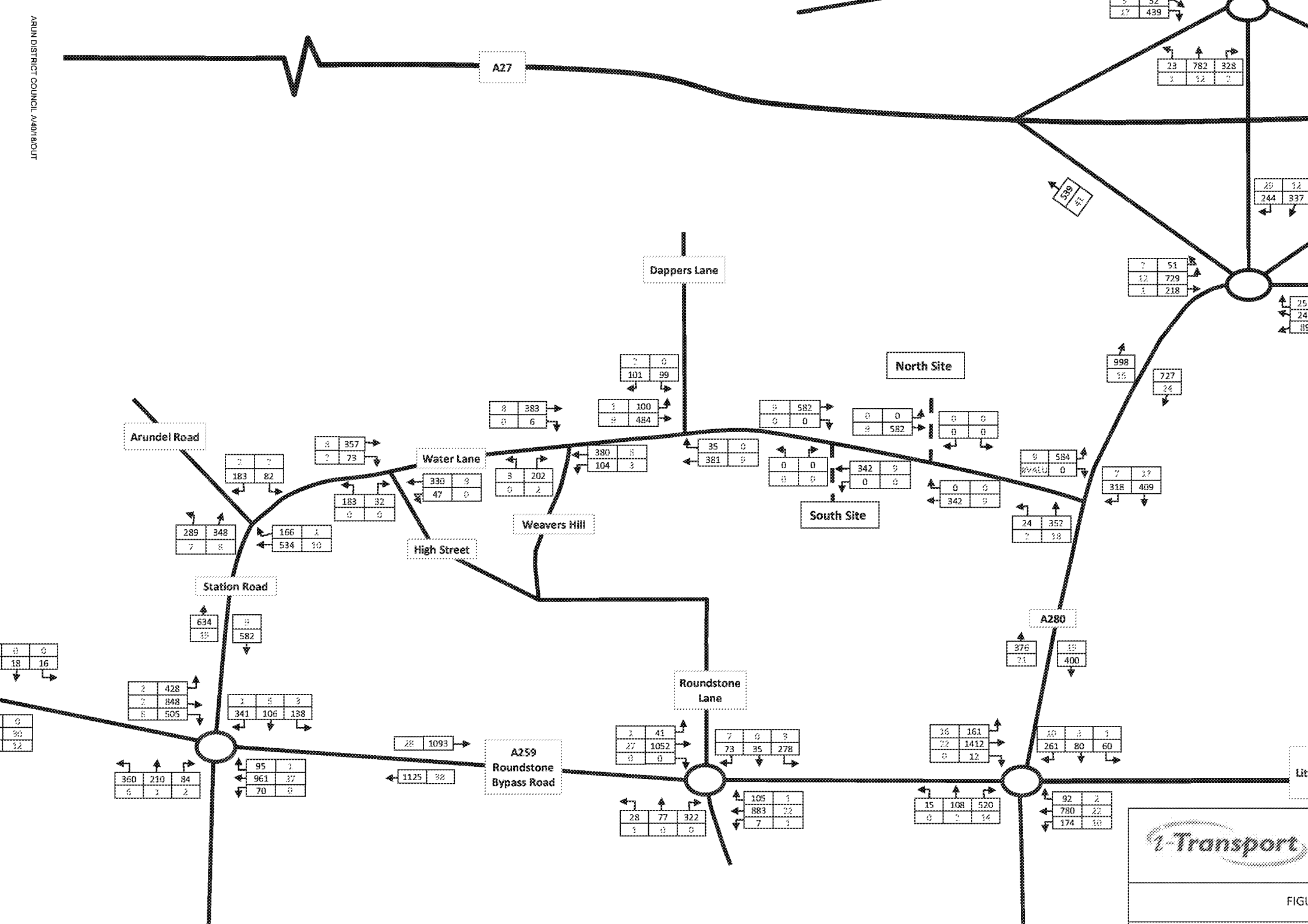
Land at Angmering
Committed Development Flows
Morning Peak Hour (08:00 - 09:00)

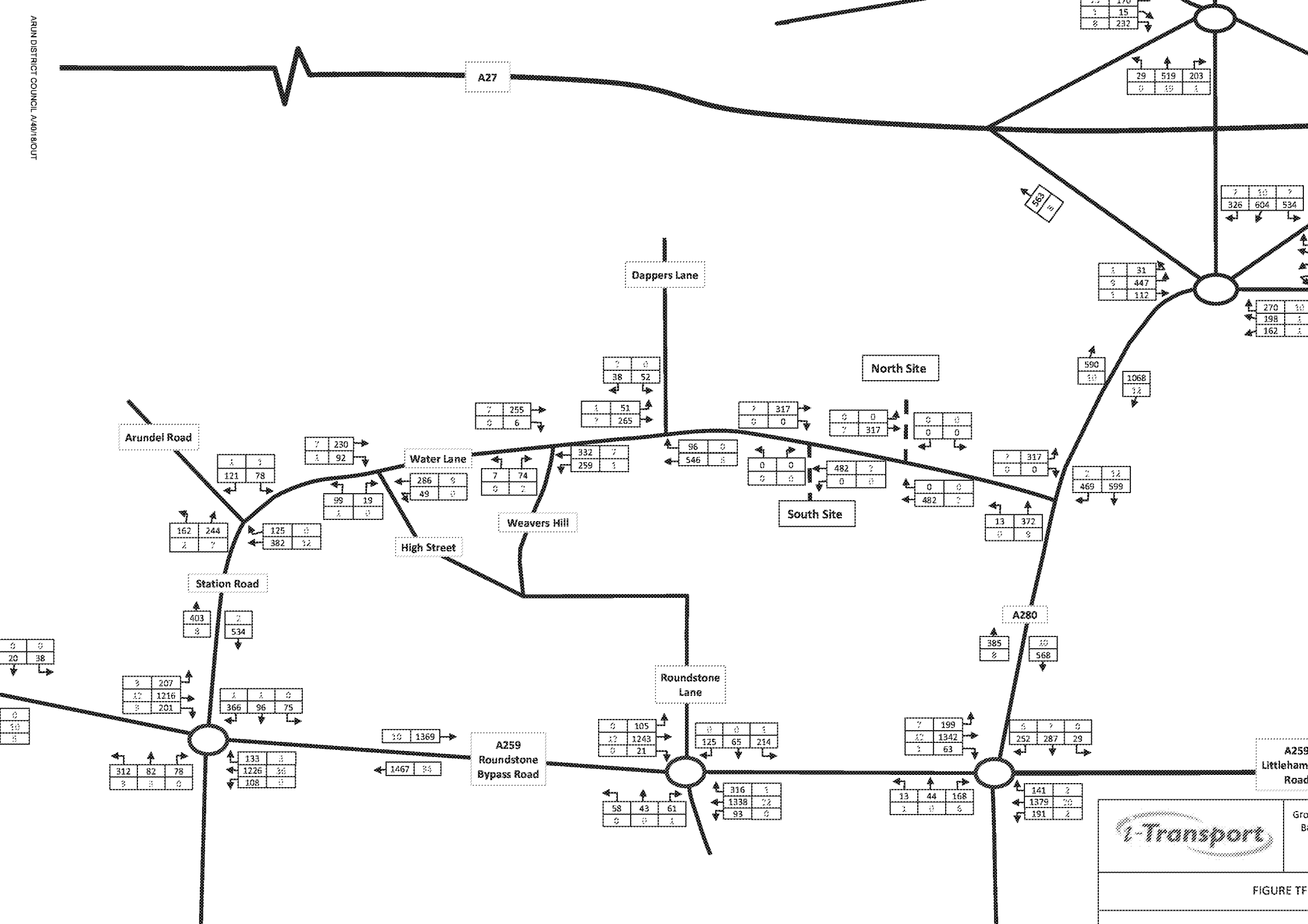

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Roundstone Lane
A259 Roundstone Bypass Road
A280
1-Transport

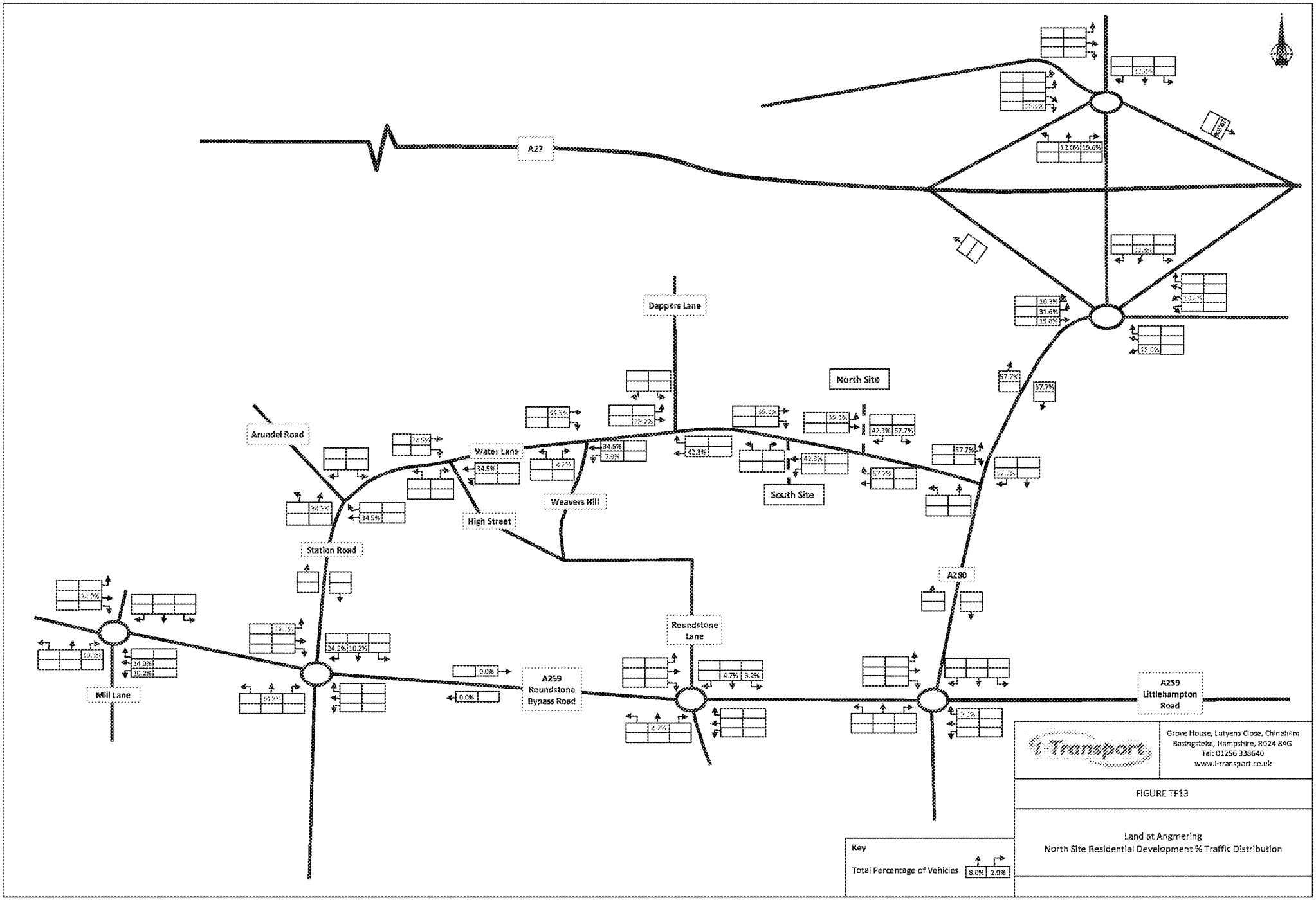
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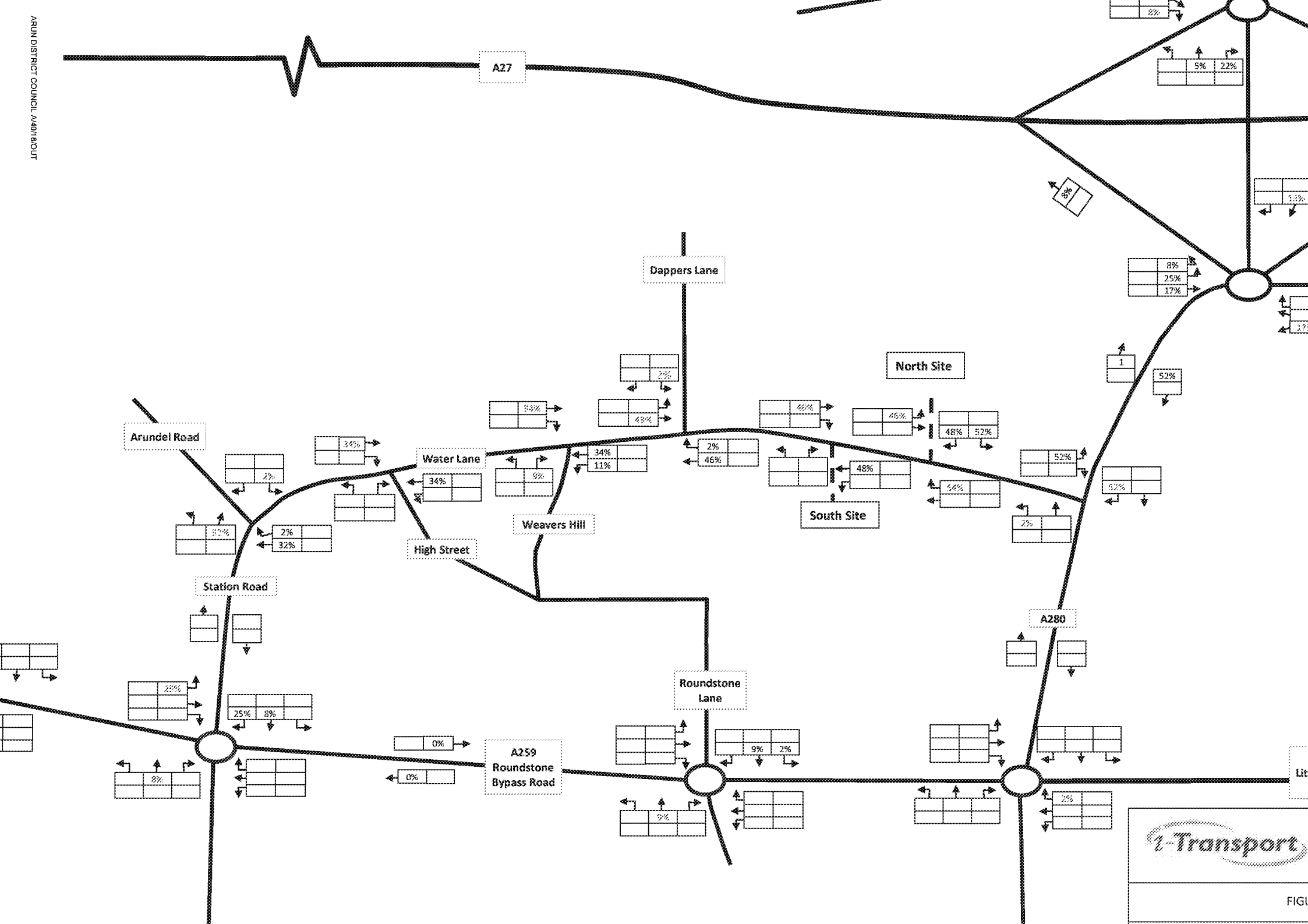

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Mill Lane
Roundstone Lane
A259 Roundstone Bypass Road
A280
A259 Littlehampton Road
Key
Total Vehicles
HGV's
i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk
FIGURE TF9
Land at Angmering
2021 With 'Committed Development' Flows
Morning Peak Hour (08:00 - 09:00)
Note: Traffic flows shown as total vehicles

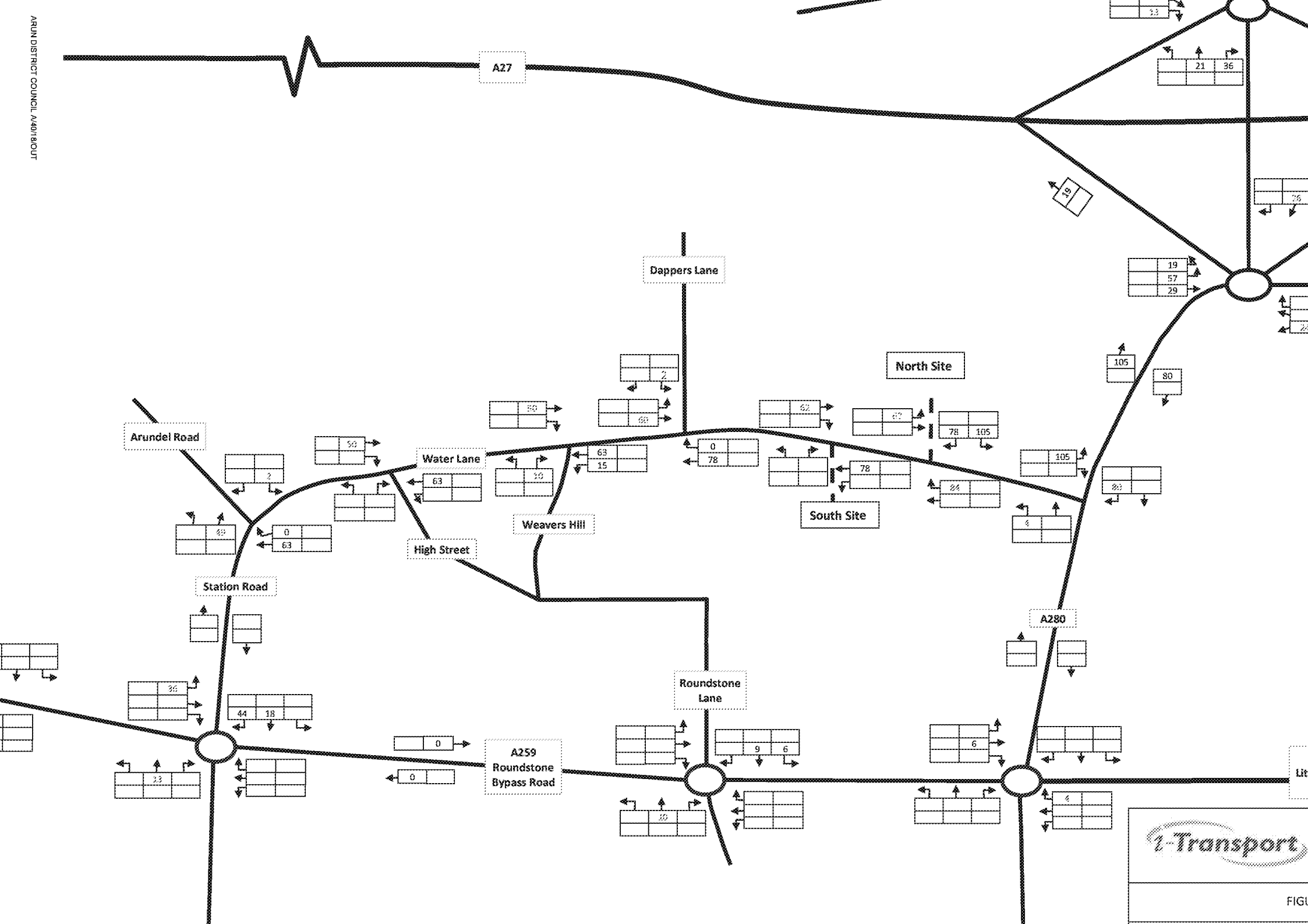

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Roundstone Lane
A259 Roundstone Bypass Road
A280


A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Roundstone Lane
A259 Roundstone Bypass Road
A280
1-Transport

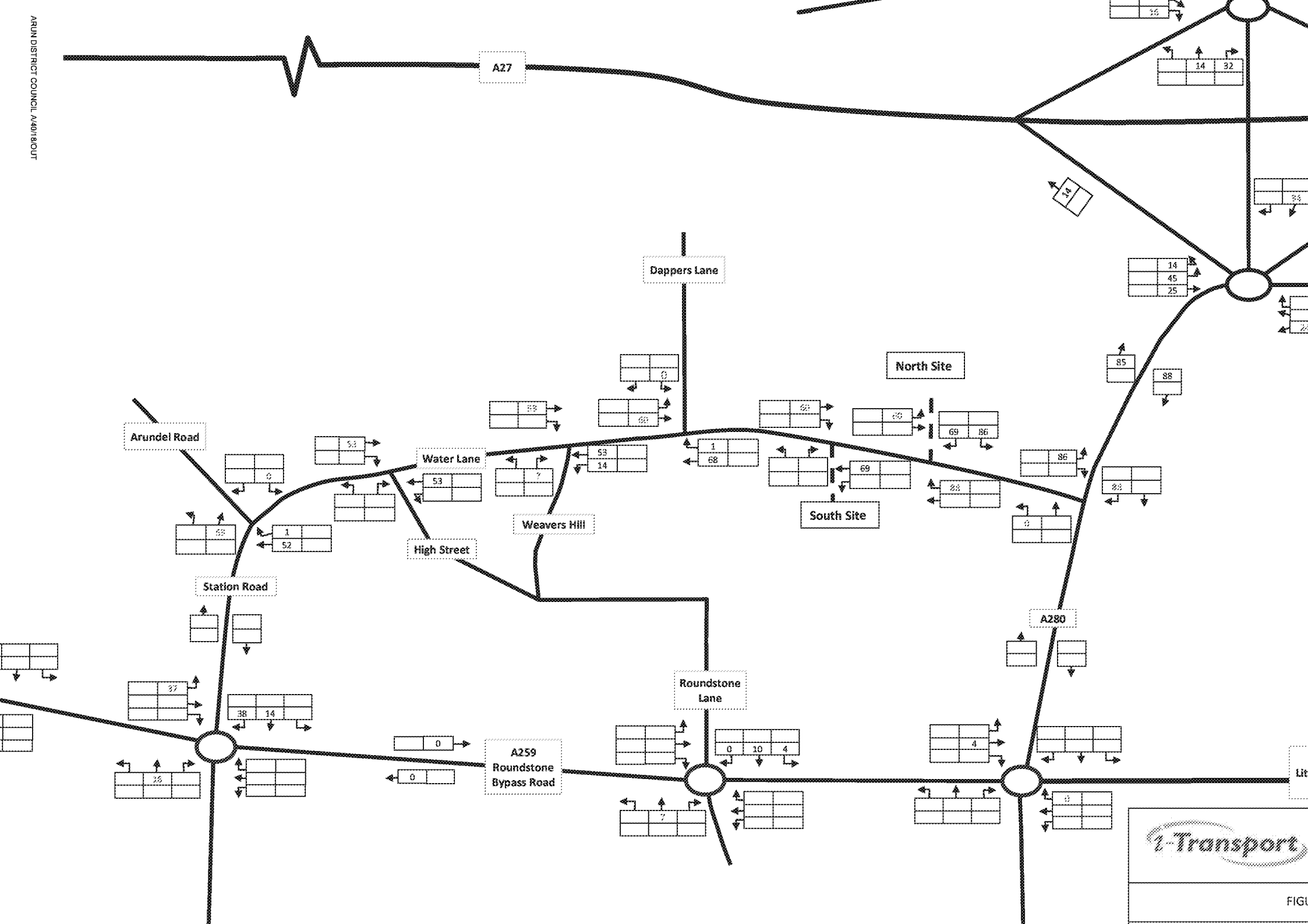

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Roundstone Lane
A259 Roundstone Bypass Road
A280
A259 Littleham Road
i-Transport
FIGURE TF


A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Mill Lane
Roundstone Lane
A259 Roundstone Bypass Road
A280
A259 Littlehampton Road
Key
Total Percentage of Vehicles
6.0% 2.0%
i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk
FIGURE TF13
Land at Angmering
North Site Residential Development % Traffic Distribution

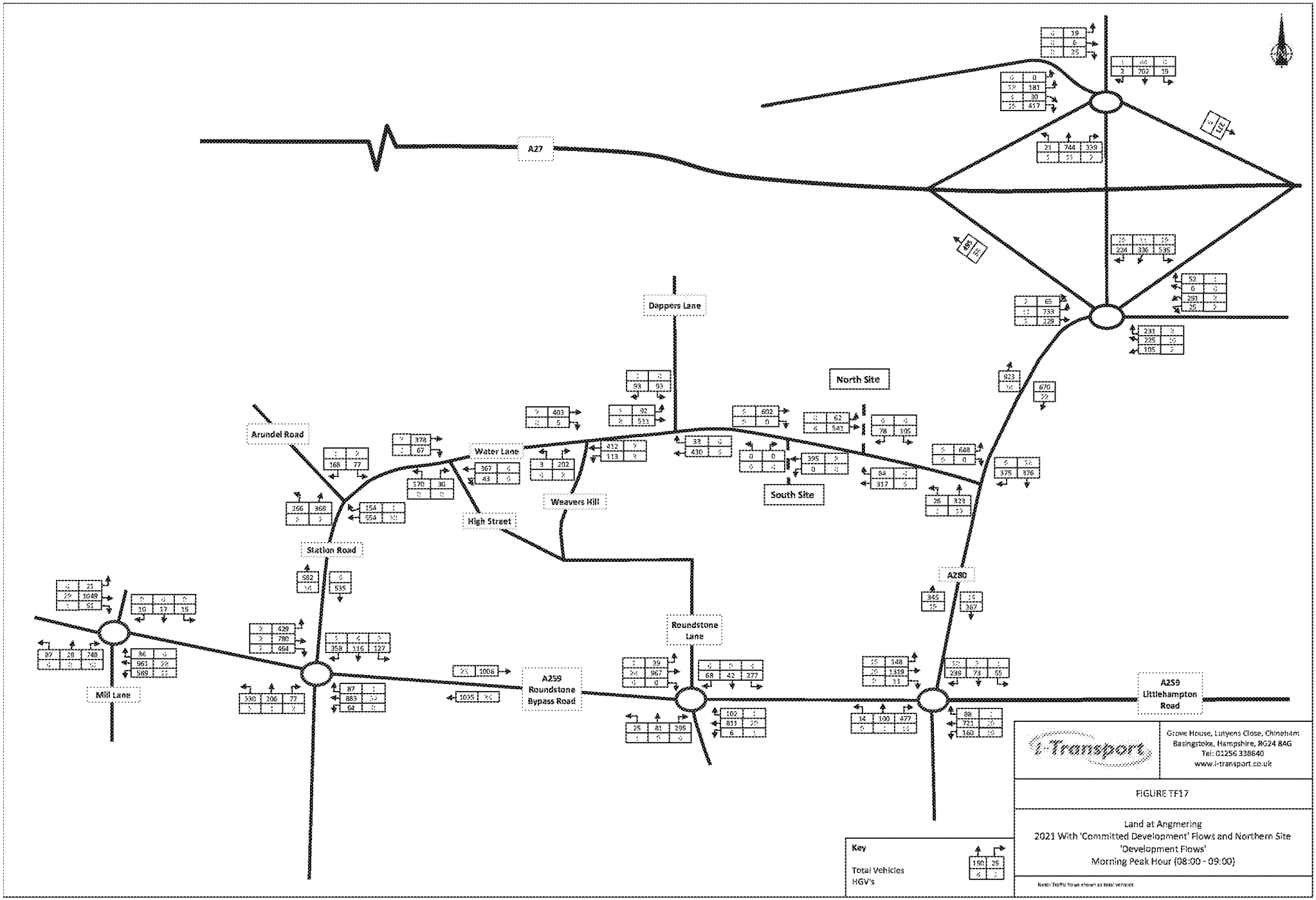

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Roundstone Lane
A259 Roundstone Bypass Road
A280
1-Transport

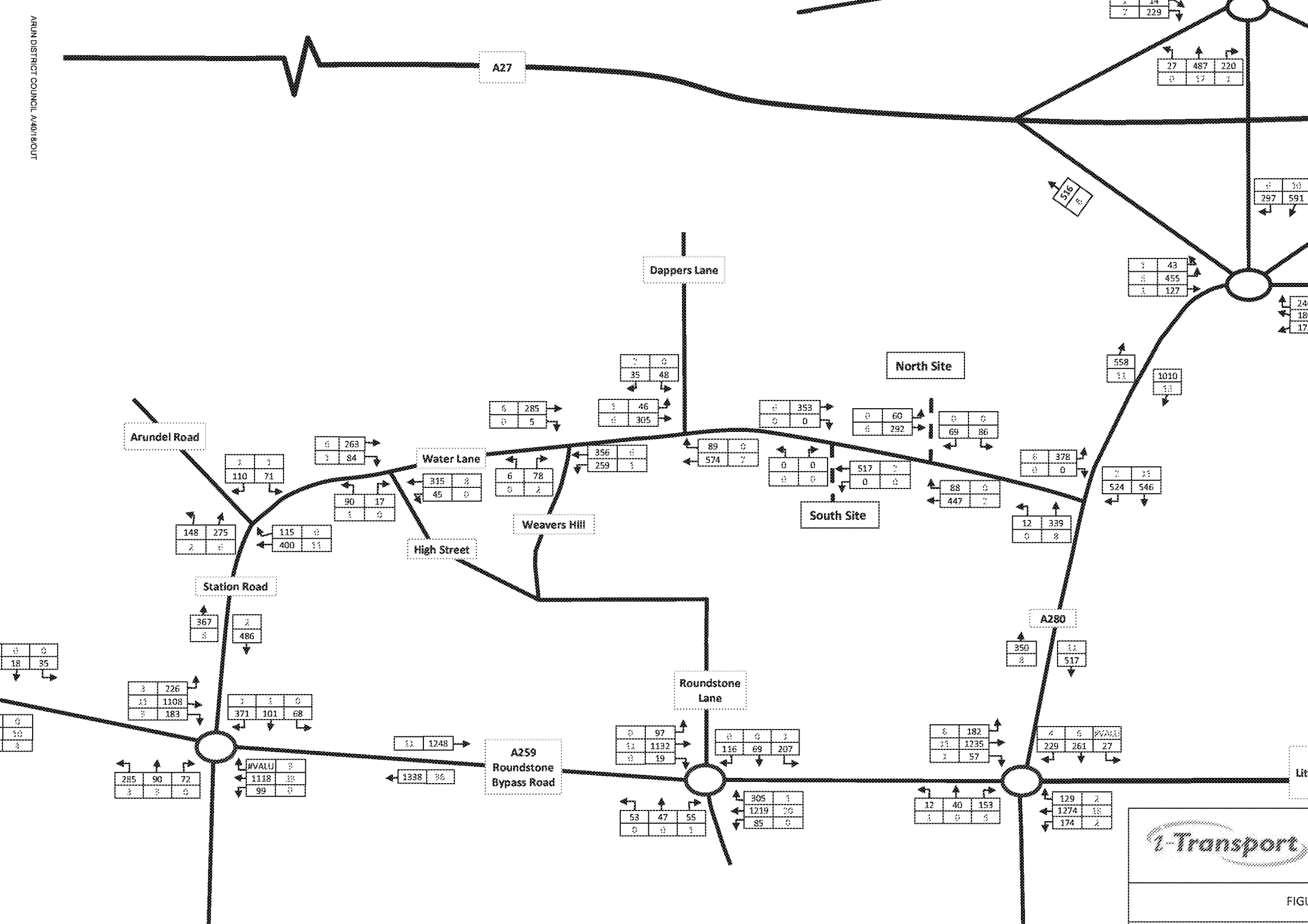

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Roundstone Lane
A259 Roundstone Bypass Road
A280
1-Transport

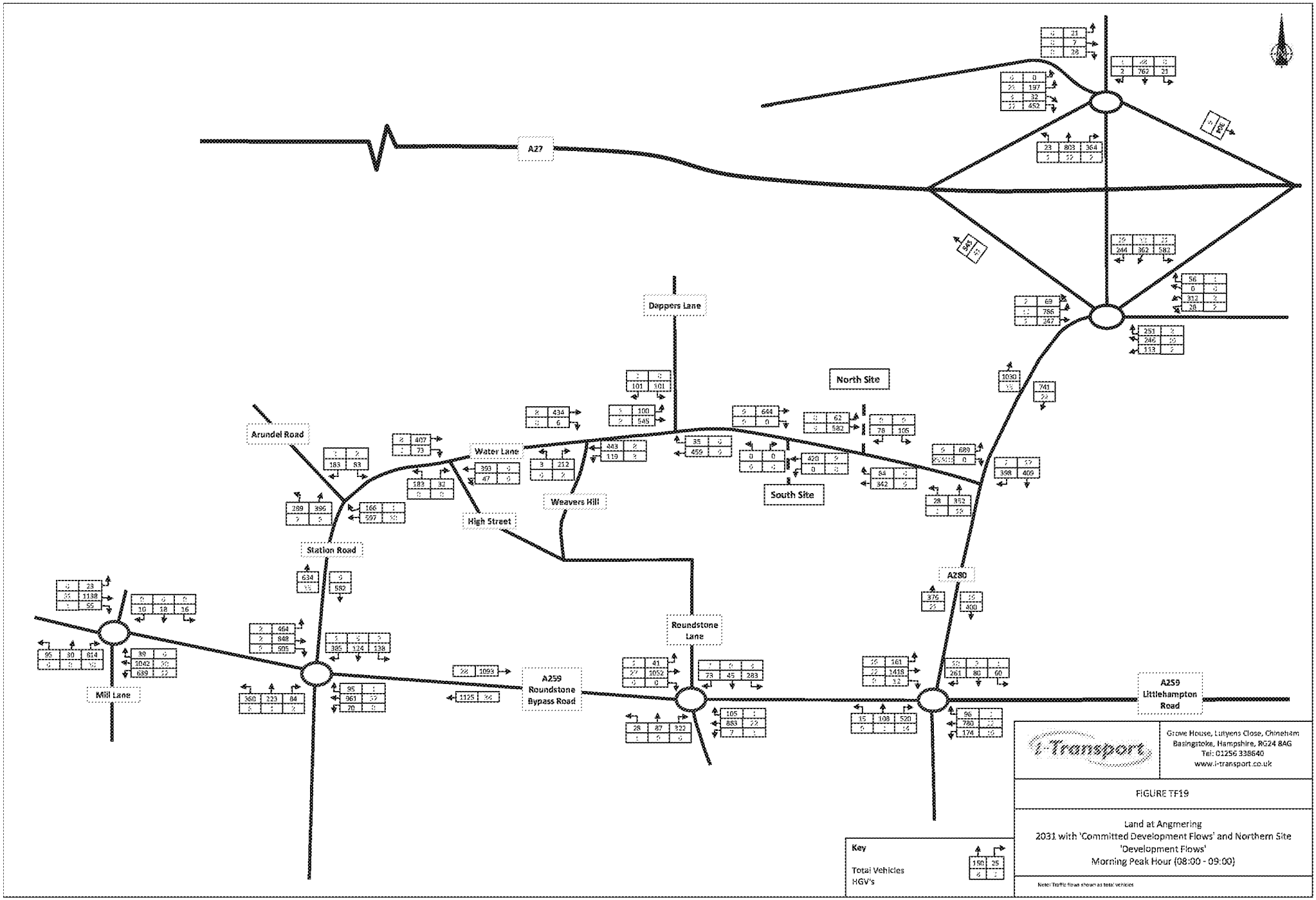
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A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Roundstone Lane
A259 Roundstone Bypass Road
A280
1-Transport

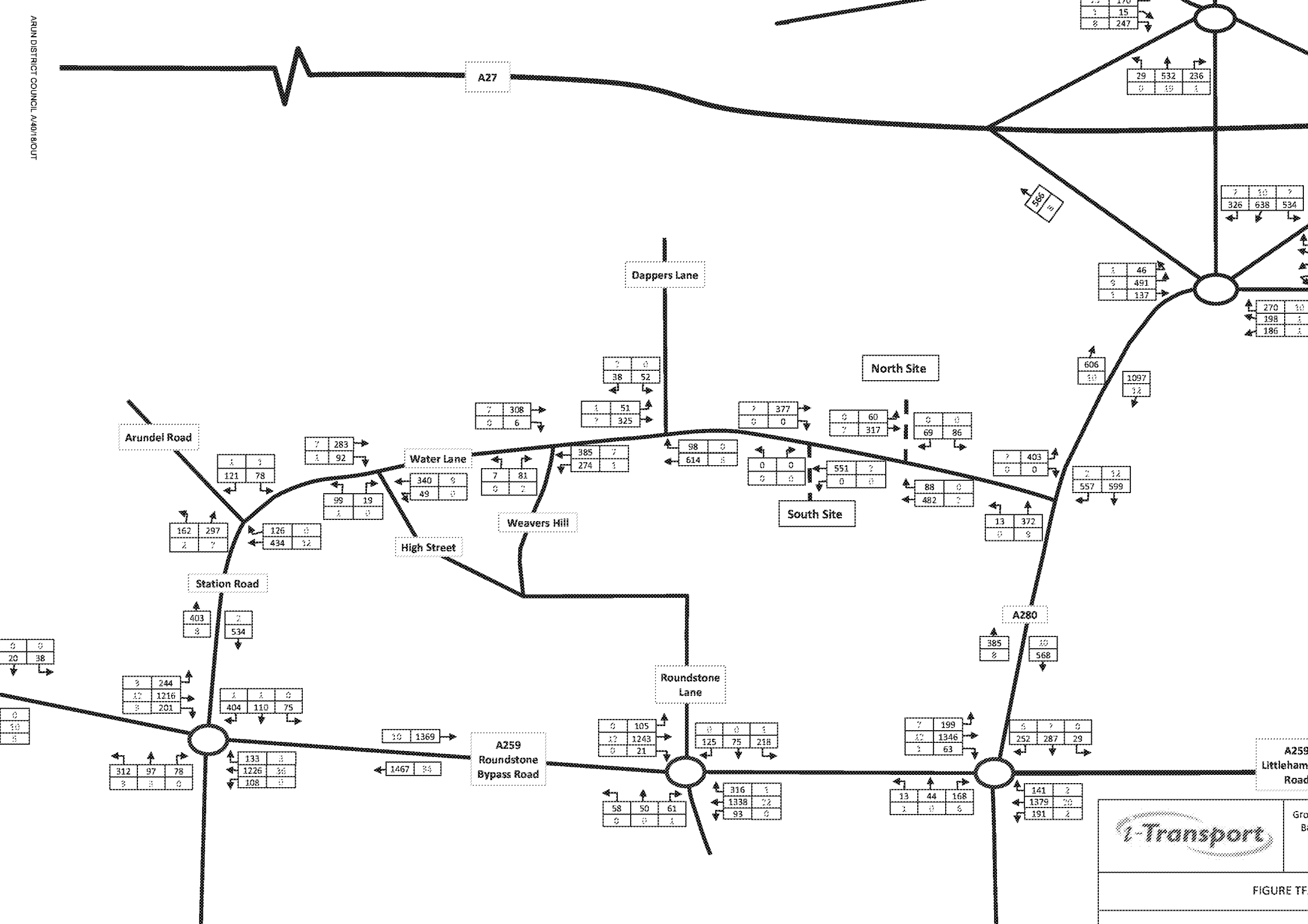
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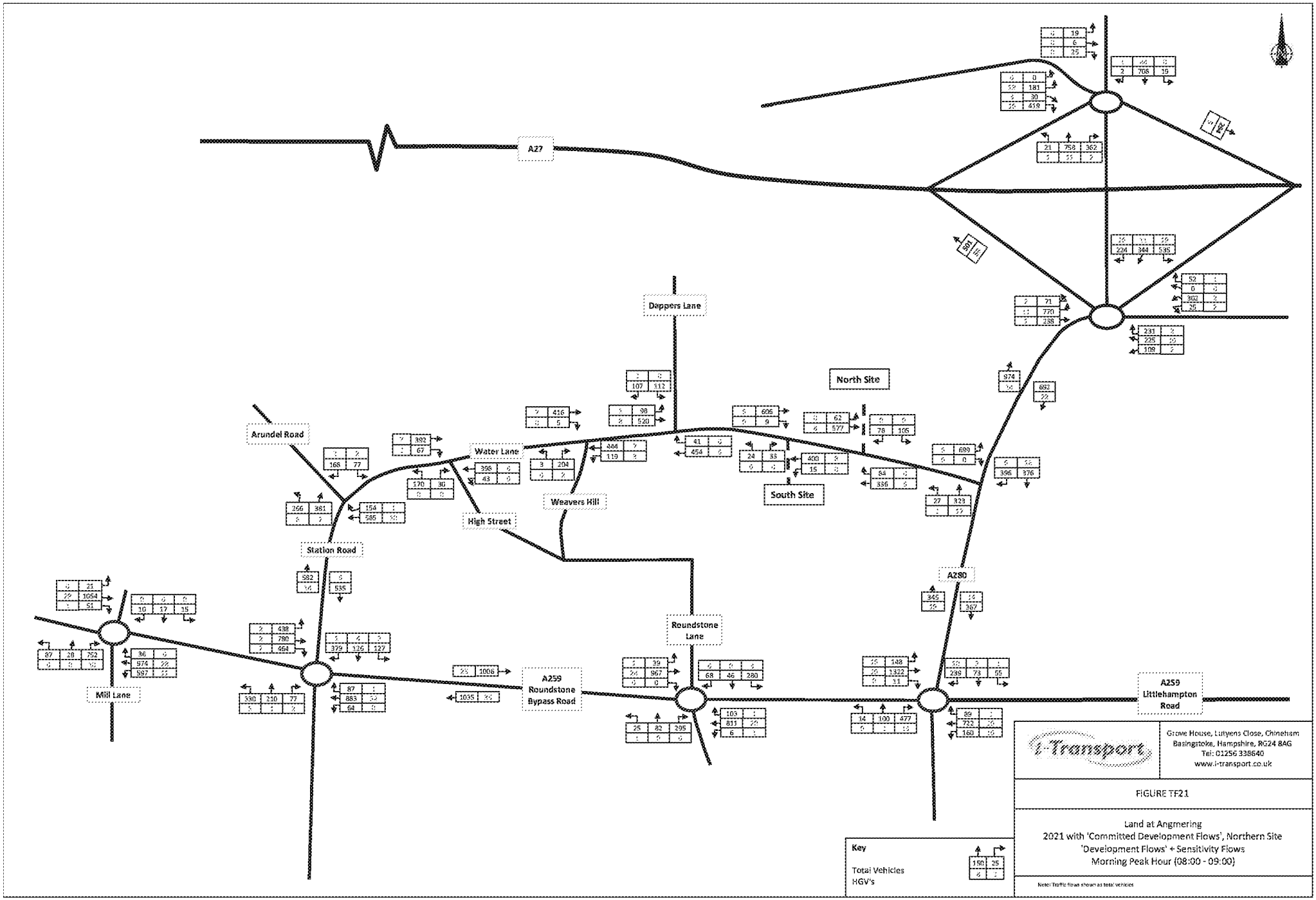

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Mill Lane
Roundstone Lane
A259 Roundstone Bypass Road
A280
A259 Littlehampton Road
Key
Total Vehicles
HGV's
i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk
FIGURE TF17
Land at Angmering
2021 With 'Committed Development' Flows and Northern Site 'Development Flows'
Morning Peak Hour (08:00 - 09:00)
Note: Traffic flows shown as total vehicles

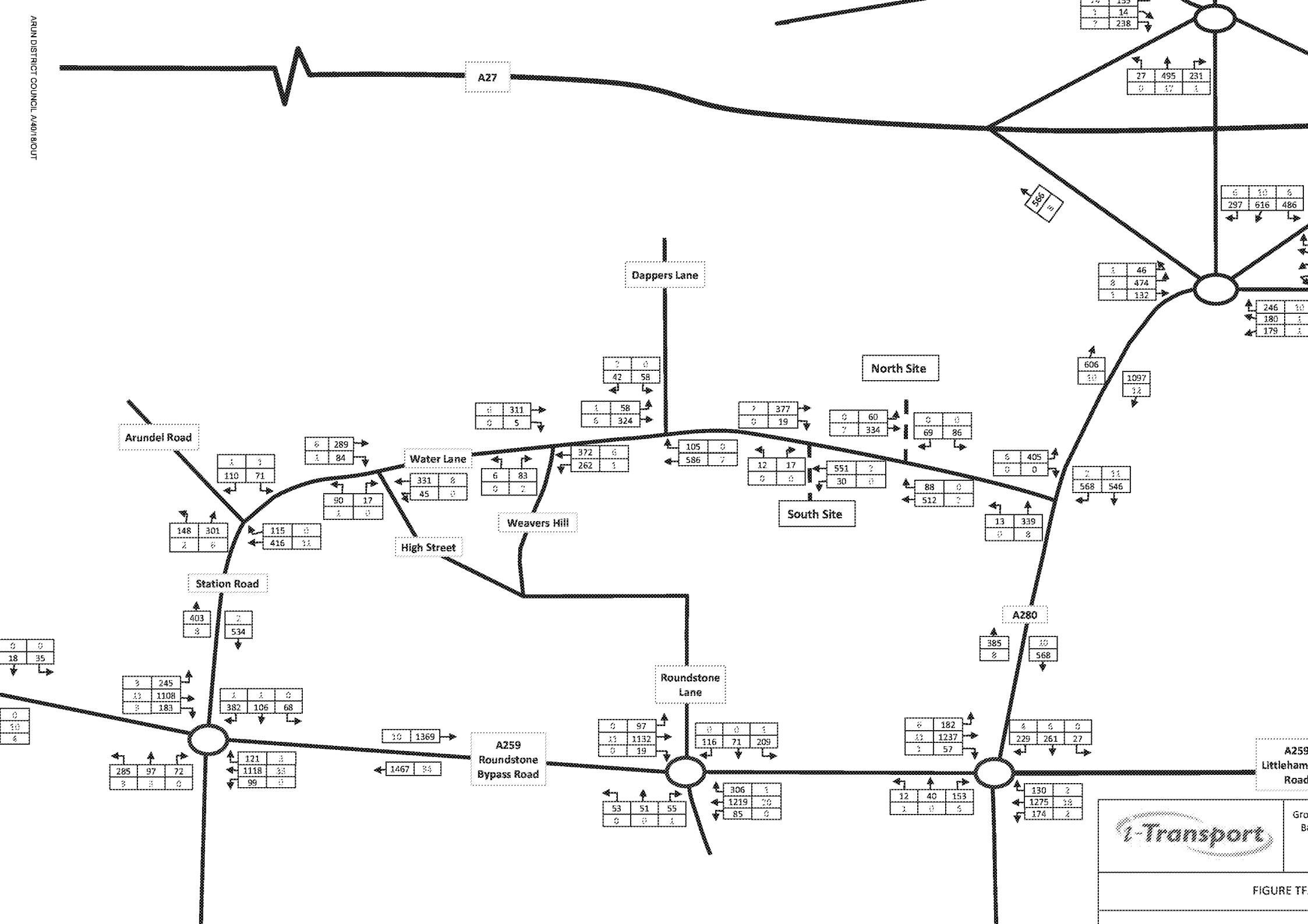

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Roundstone Lane
A259 Roundstone Bypass Road
A280

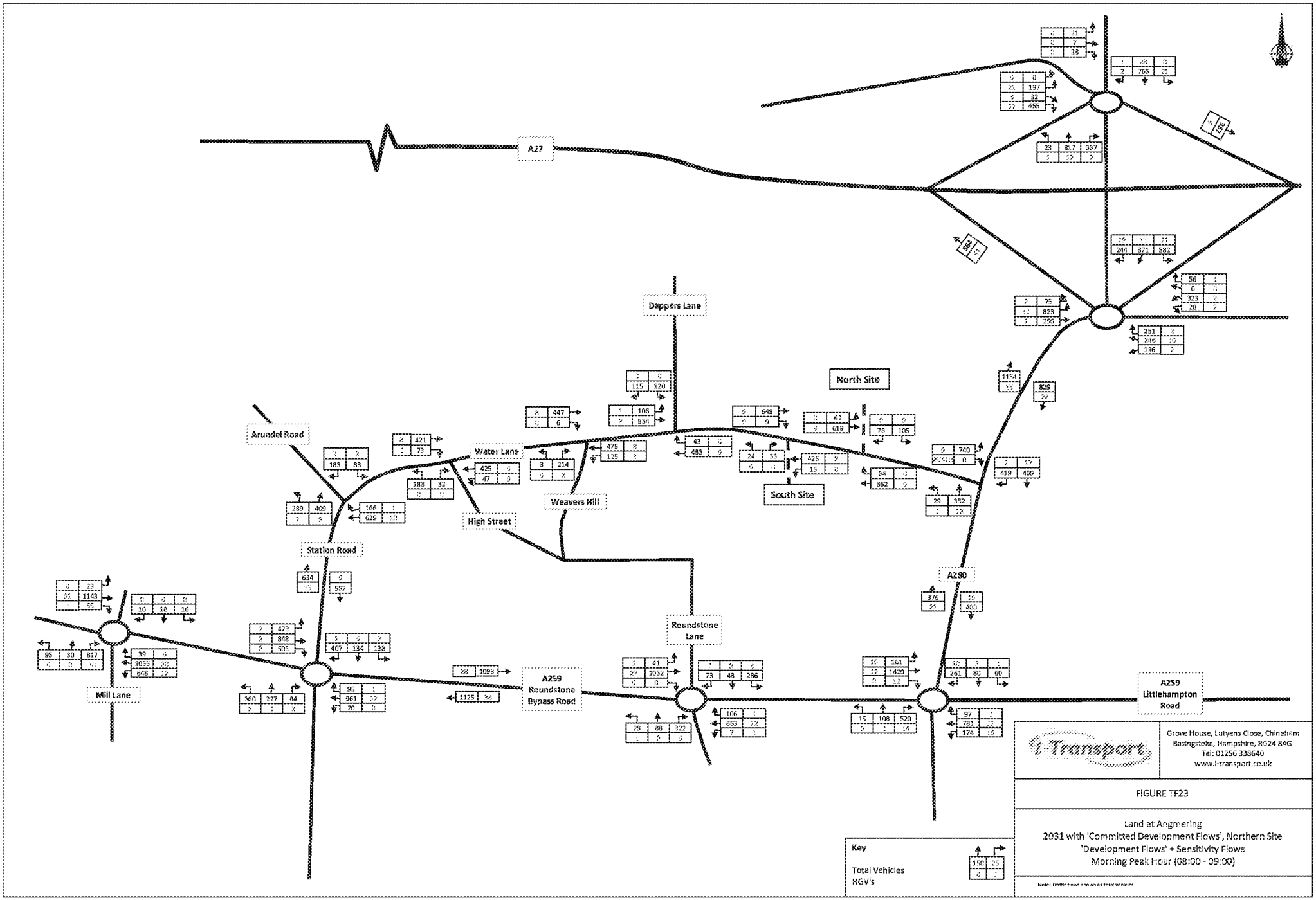

A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Mill Lane
Roundstone Lane
A259 Roundstone Bypass Road
A280
A259 Littlehampton Road
Key
Total Vehicles
HGV's
i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk
FIGURE TF19
Land at Angmering
2031 with 'Committed Development Flows' and Northern Site 'Development Flows'
Morning Peak Hour (08:00 - 09:00)
Note: Traffic flows shown as total vehicles

ARUN DISTRICT COUNCIL A/40/18/OUT

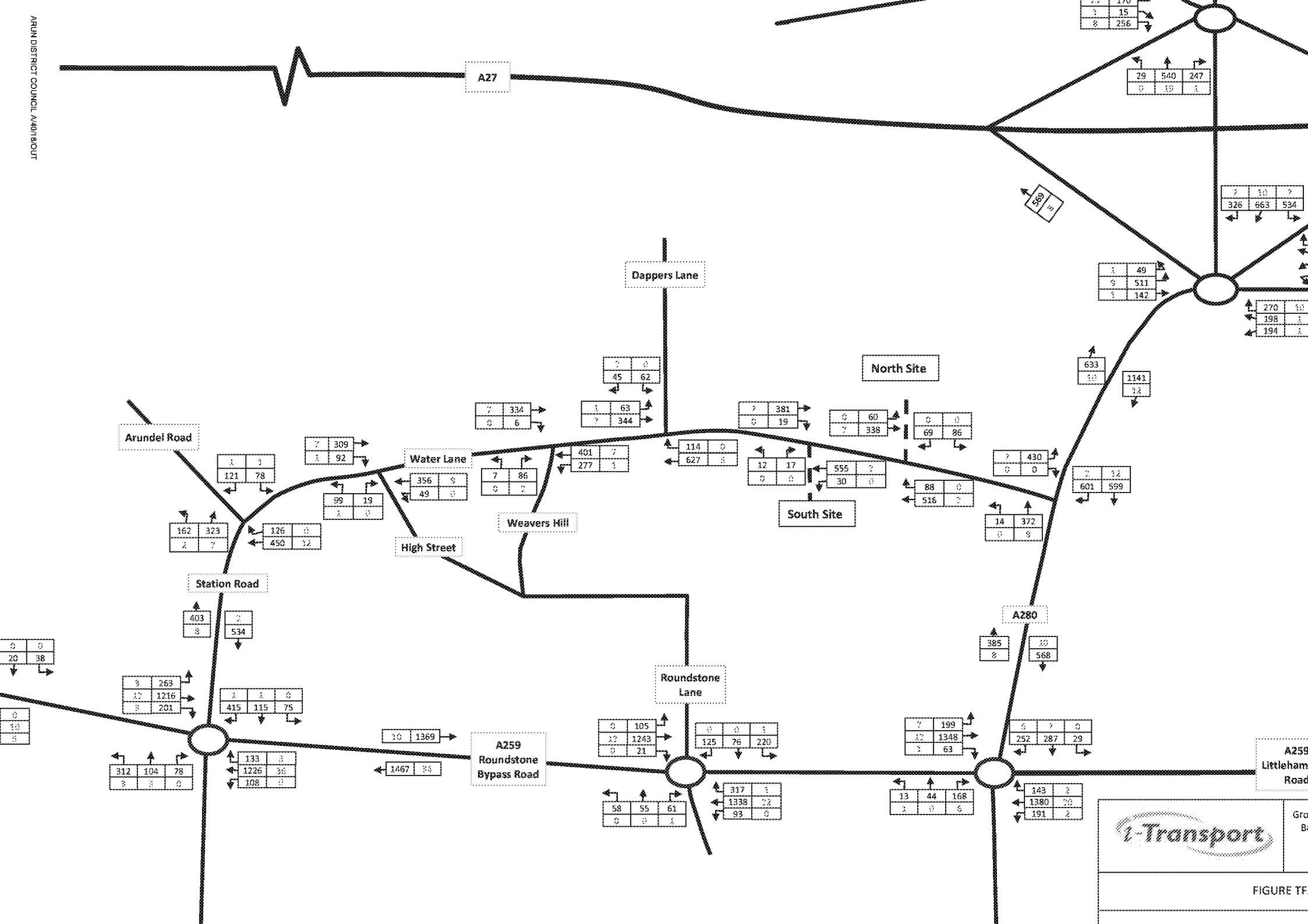



A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Mill Lane
Roundstone Lane
A259 Roundstone Bypass Road
A280
A259 Littlehampton Road
Key
Total Vehicles
HGV's
i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk
FIGURE TF21
Land at Angmering
2021 with 'Committed Development Flows', Northern Site
'Development Flows' + Sensitivity Flows
Morning Peak Hour (08:00 - 09:00)
Note: Traffic flows shown as total vehicles

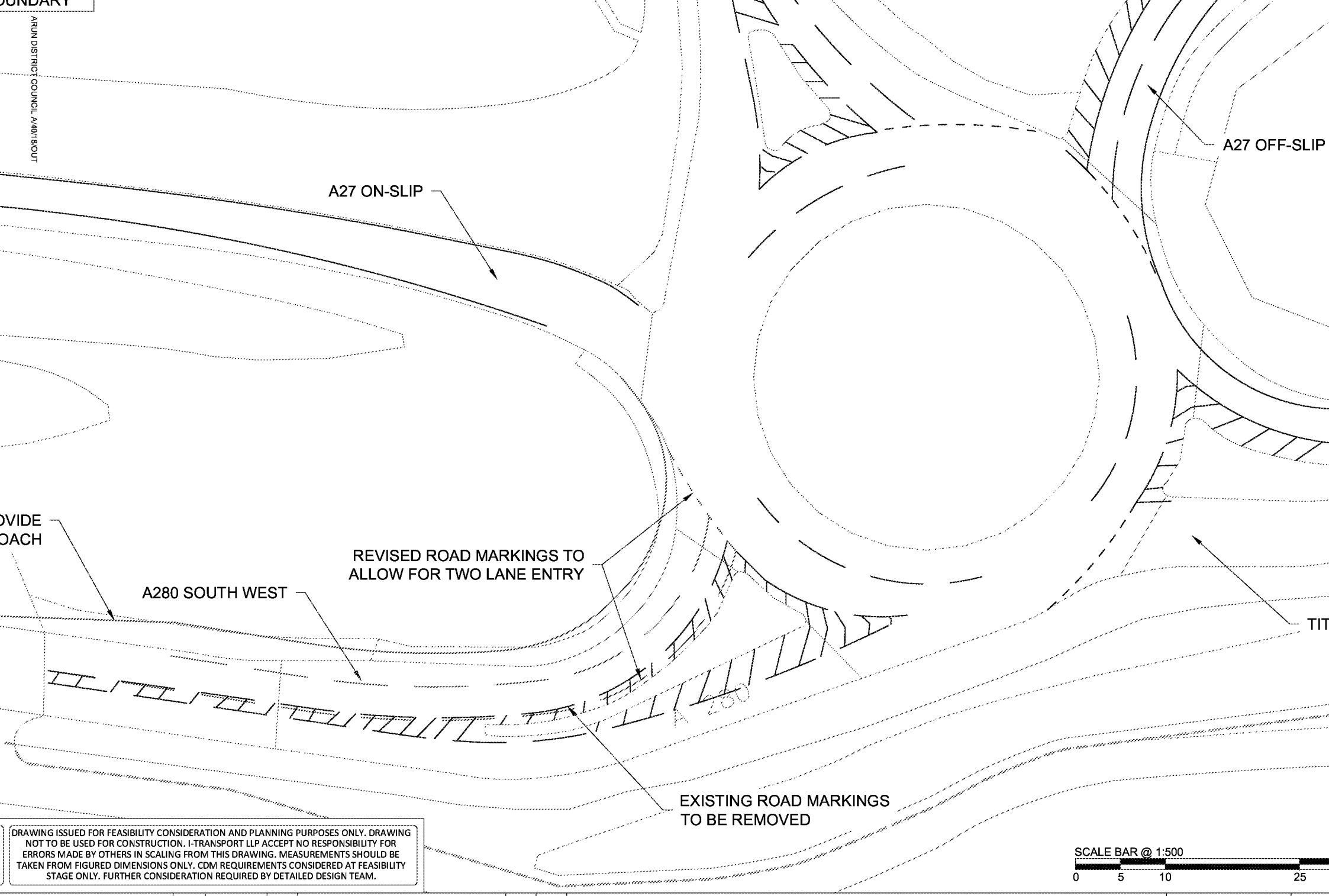

A27
Dappers Lane
North Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
South Site
A280
Roundstone Lane
A259 Roundstone Bypass Road
A259 Littleham Road
i-Transport
FIGURE TF


A27
Dappers Lane
North Site
South Site
Arundel Road
Water Lane
Weavers Hill
High Street
Station Road
Mill Lane
Roundstone Lane
A259 Roundstone Bypass Road
A280
A259 Littlehampton Road
Key
Total Vehicles
HGV's
i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk
FIGURE TF23
Land at Angmering
2031 with 'Committed Development Flows', Northern Site
'Development Flows' + Sensitivity Flows
Morning Peak Hour (08:00 - 09:00)
Note: Traffic flows shown as total vehicles

ARUN DISTRICT COUNCIL A/40/18/OUT



DRAWINGS



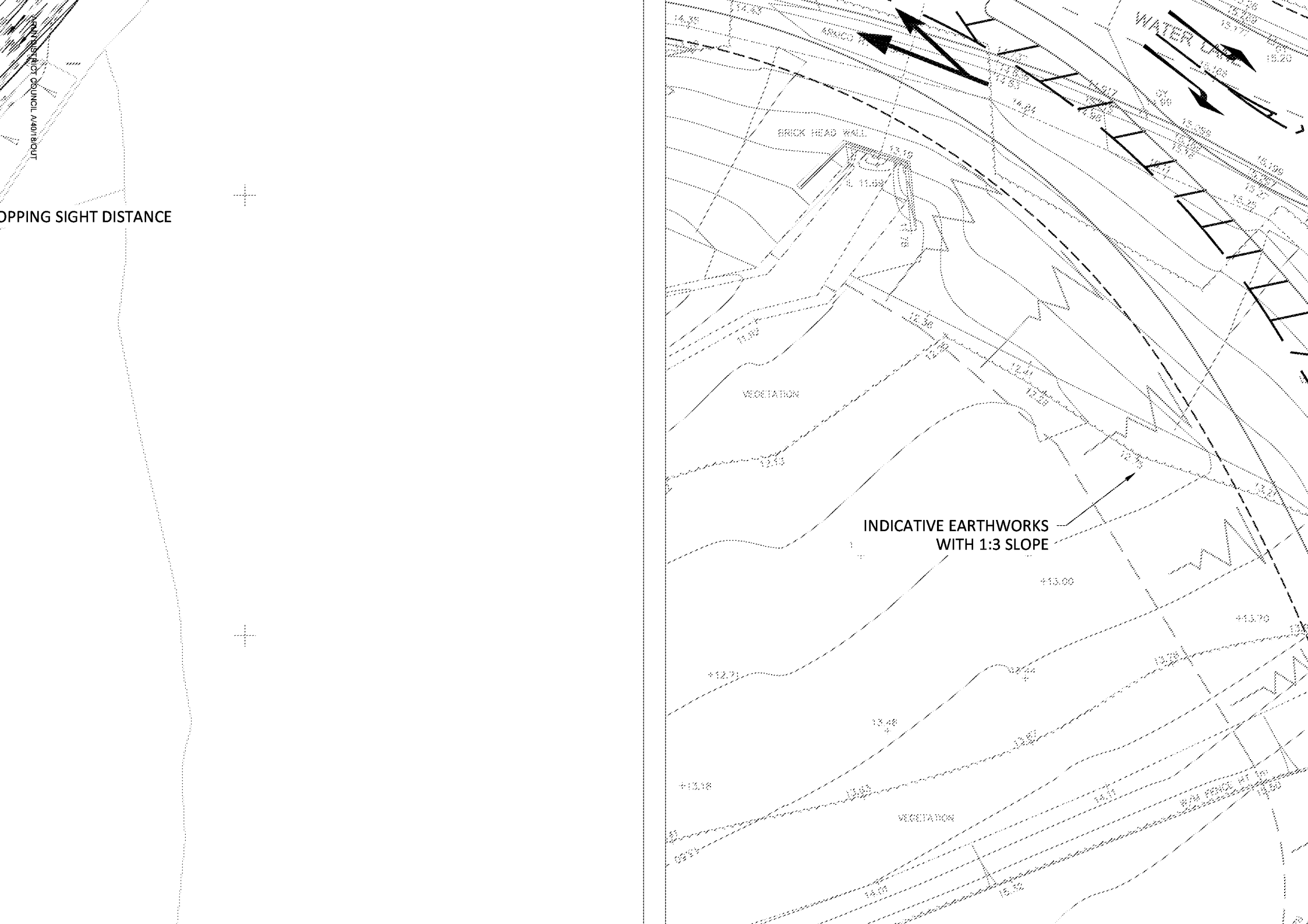
DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

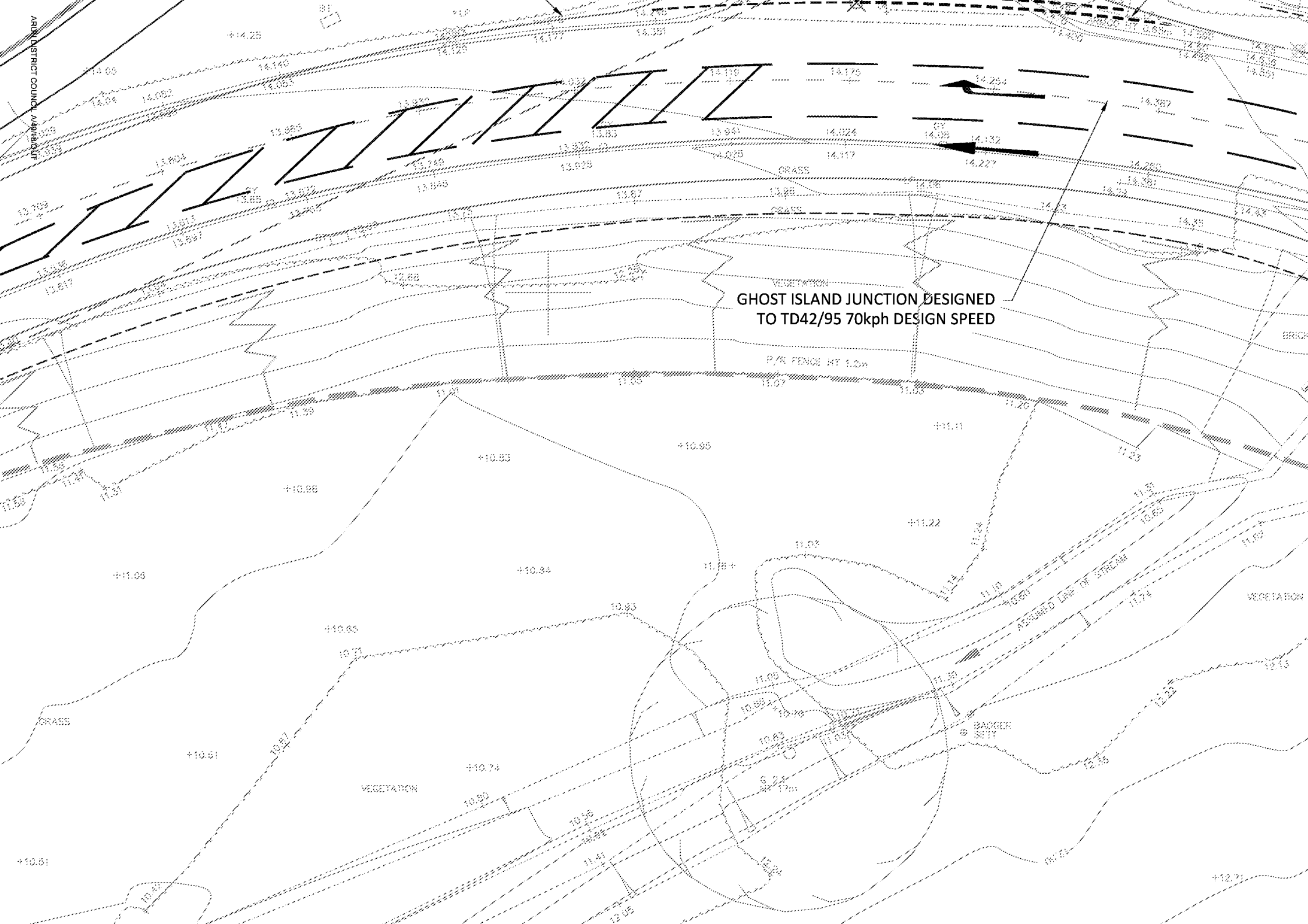
B	19.06.17	MC	UPDATED AS PER STAGE 1	TW	TW	

TITLE: PROPOSED IMPROVEMENT SCHEME TO A280 / A27 / TITNORE LANE ROUNDABOUT

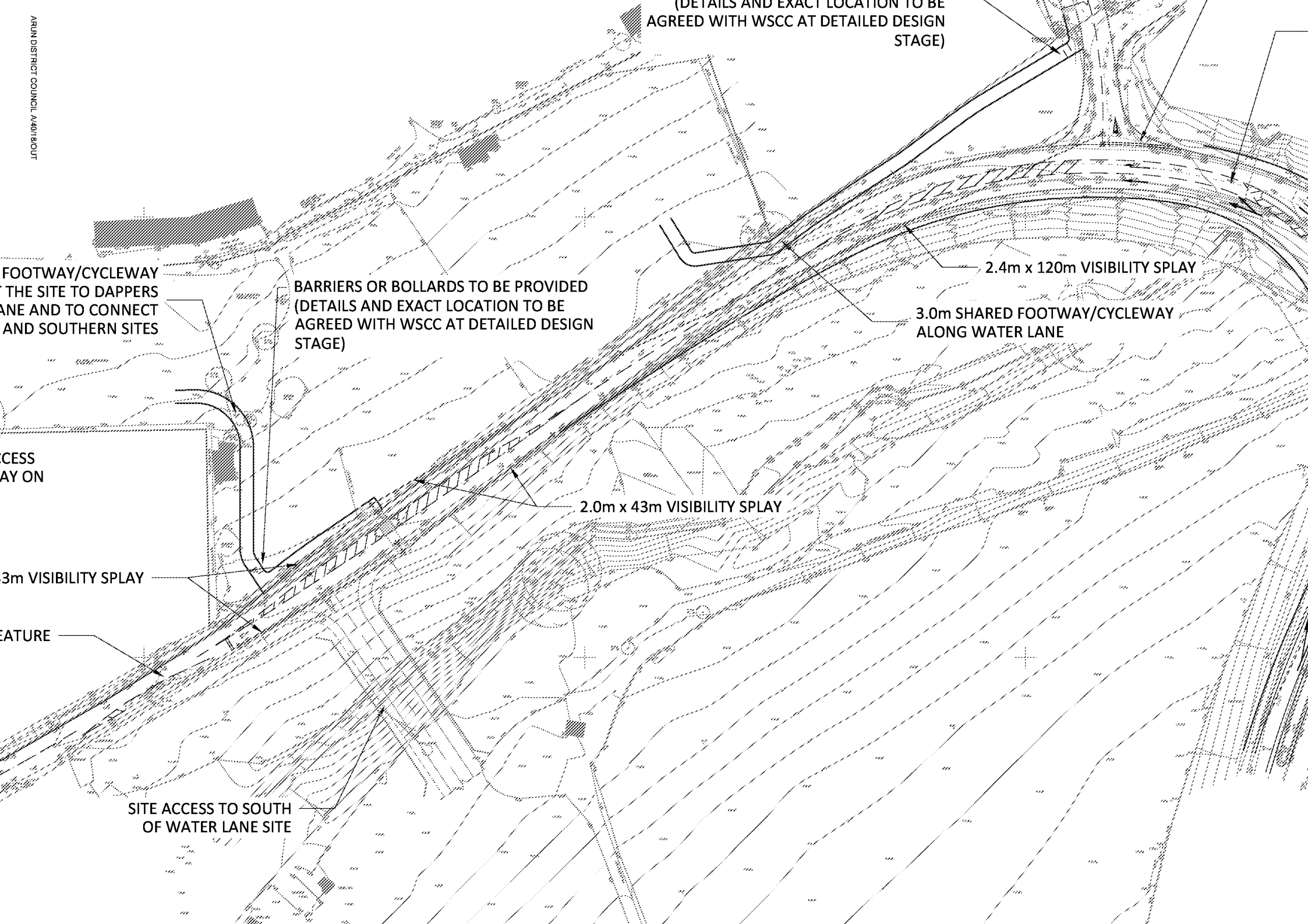
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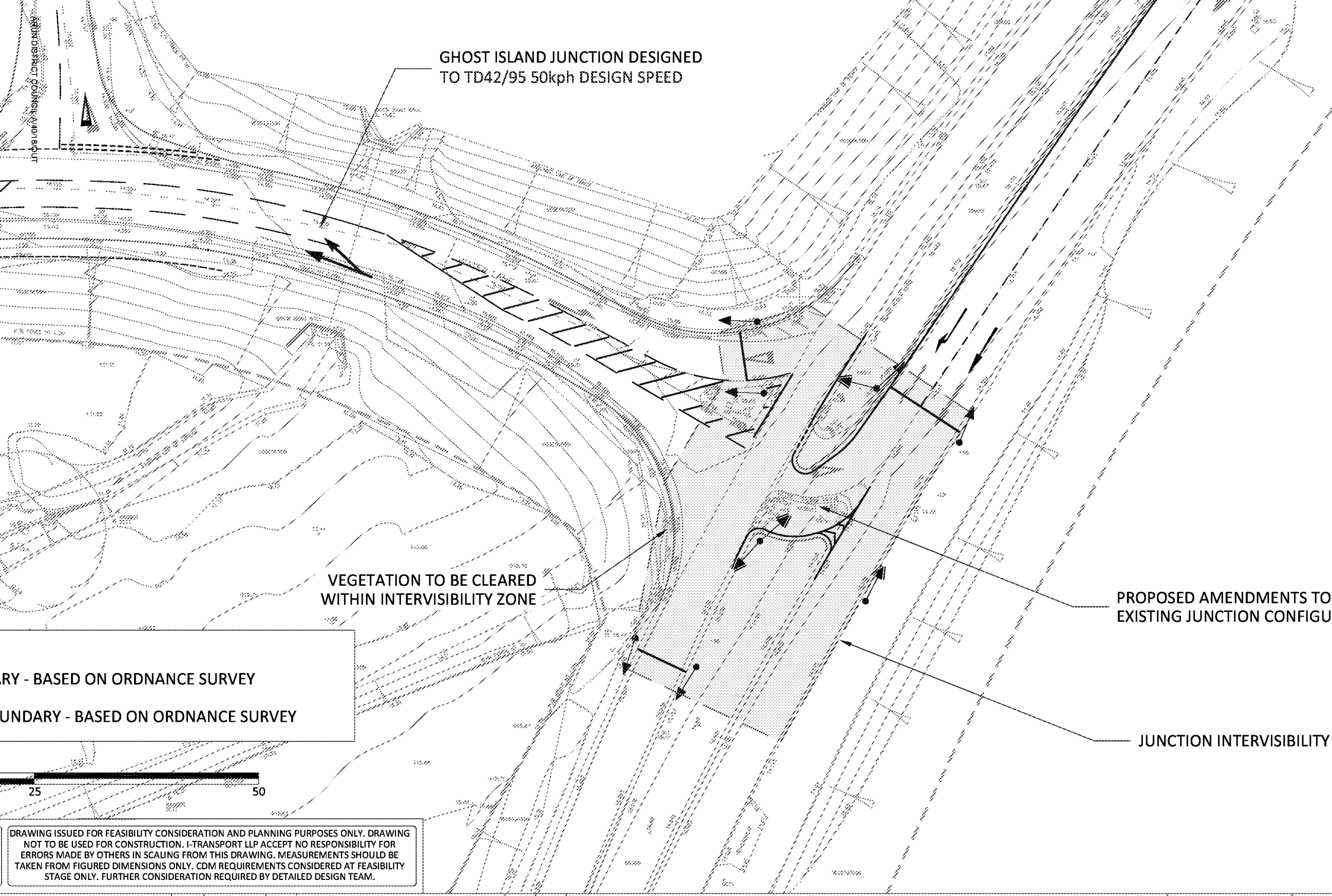
CHECKED:


OPPING SIGHT DISTANCE
BRICK HEAD WALL
VEGETATION
INDICATIVE EARTHWORKS
WITH 1:3 SLOPE
VEGETATION


ARUN DISTRICT COUNCIL A/40/18/OUT
GHOST ISLAND JUNCTION DESIGNED
TO TD42/95 70kph DESIGN SPEED
GRASS
VEGETATION
P/R FENCE HT 1.0m
ASSUMED LINE OF STREAM
BADGER SETT
BRICK

ARUN DISTRICT COUNCIL A/40/18/OUT





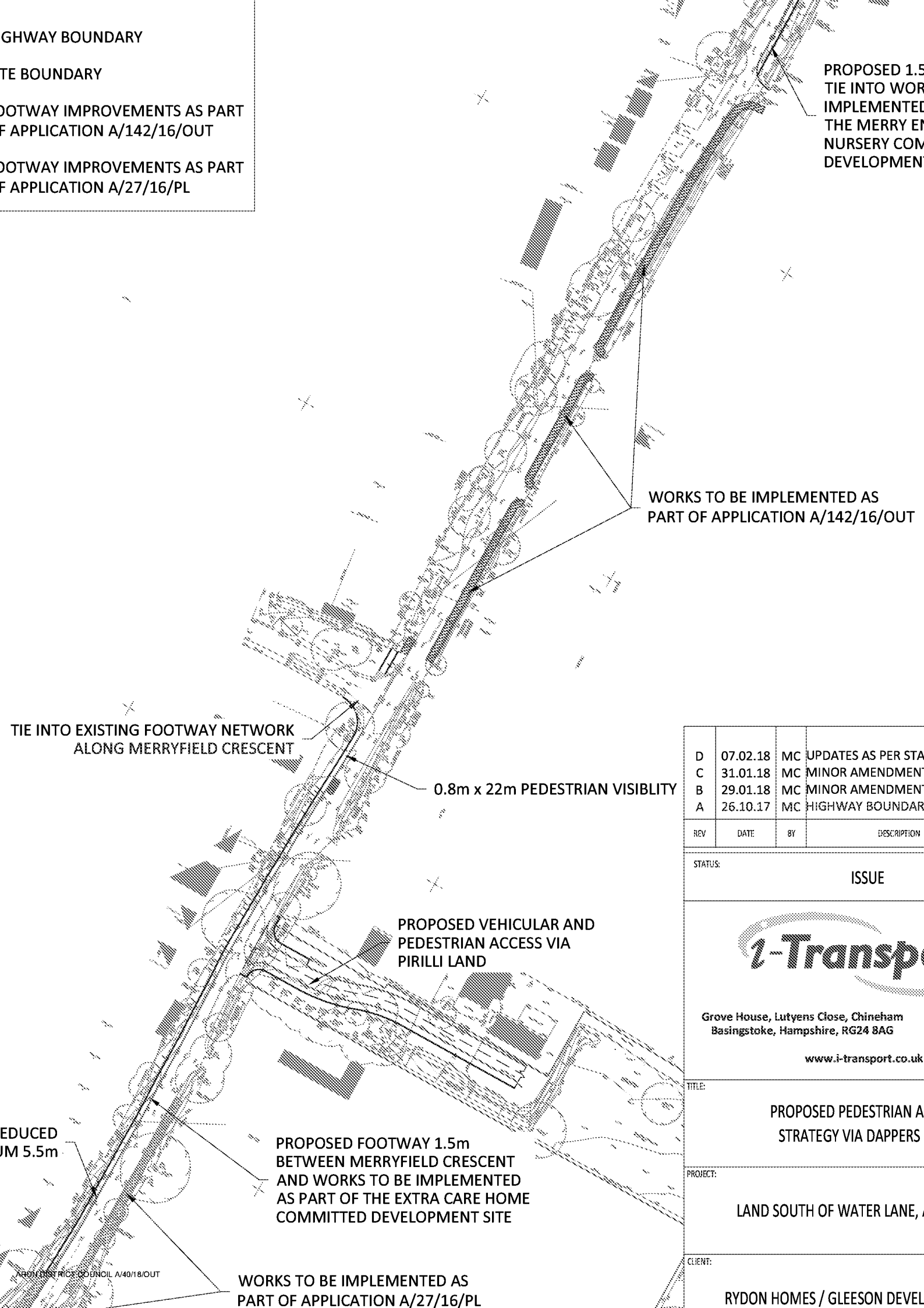
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TITLE:

A280 / WATER LANE PROPOSED SIGNALISED IMPROVEMENTS

SCALE @ A3:
1:500

CHECKED:



REV	DATE	BY	DESCRIPTION
D	07.02.18	MC	UPDATES AS PER STA
C	31.01.18	MC	MINOR AMENDMENT
B	29.01.18	MC	MINOR AMENDMENT
A	26.10.17	MC	HIGHWAY BOUNDAR

STATUS:

ISSUE

i-Transp

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

www.i-transport.co.uk

TITLE:

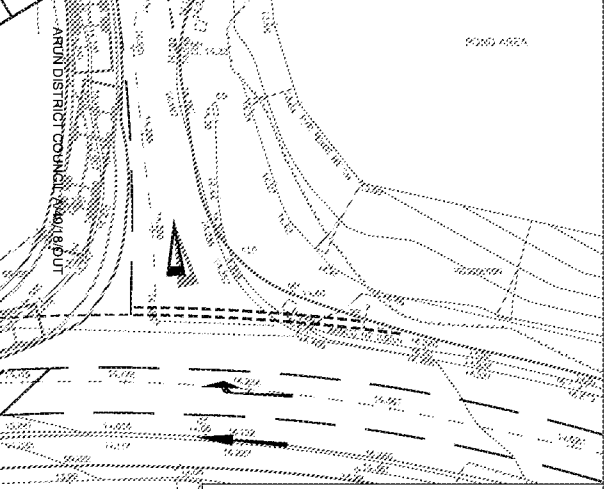
PROPOSED PEDESTRIAN A
STRATEGY VIA DAPPERS

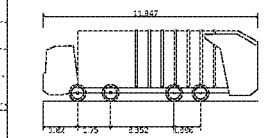
PROJECT:

LAND SOUTH OF WATER LANE, A

CLIENT:

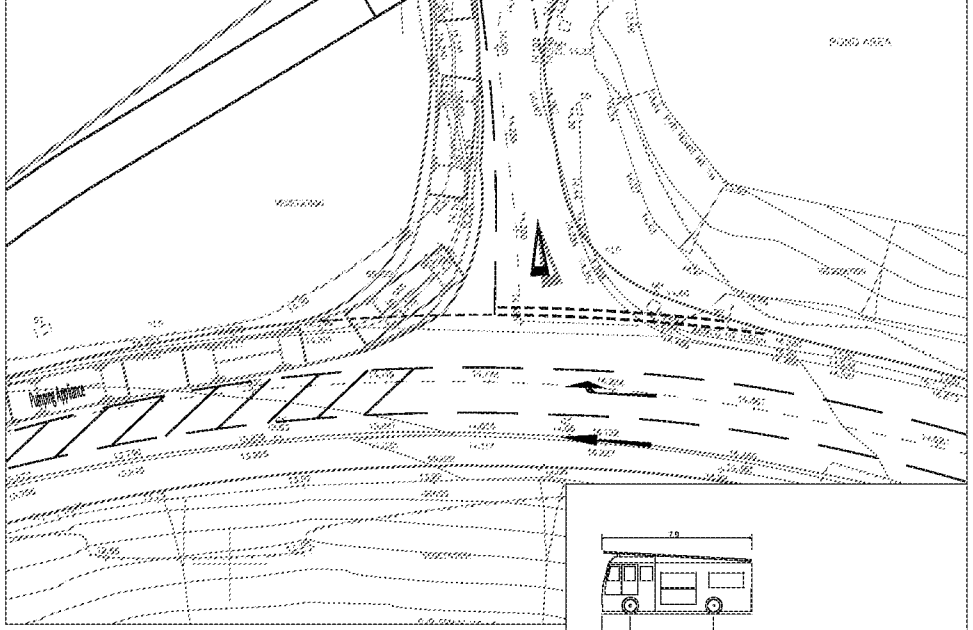
RYDON HOMES / GLEESON DEVEL

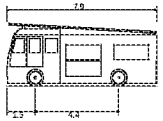




Large Refuse Vehicle (4 axle)

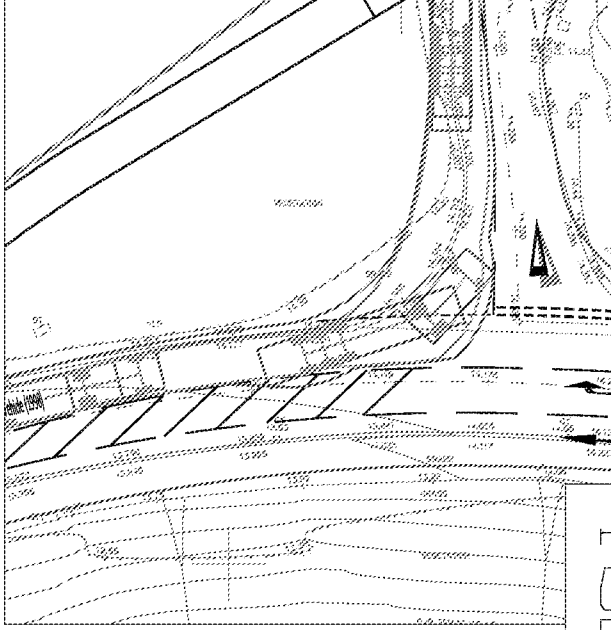
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

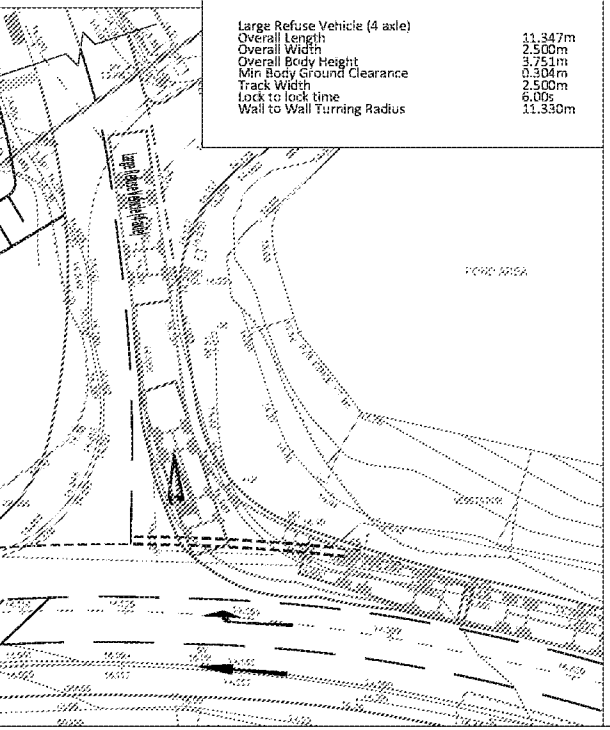


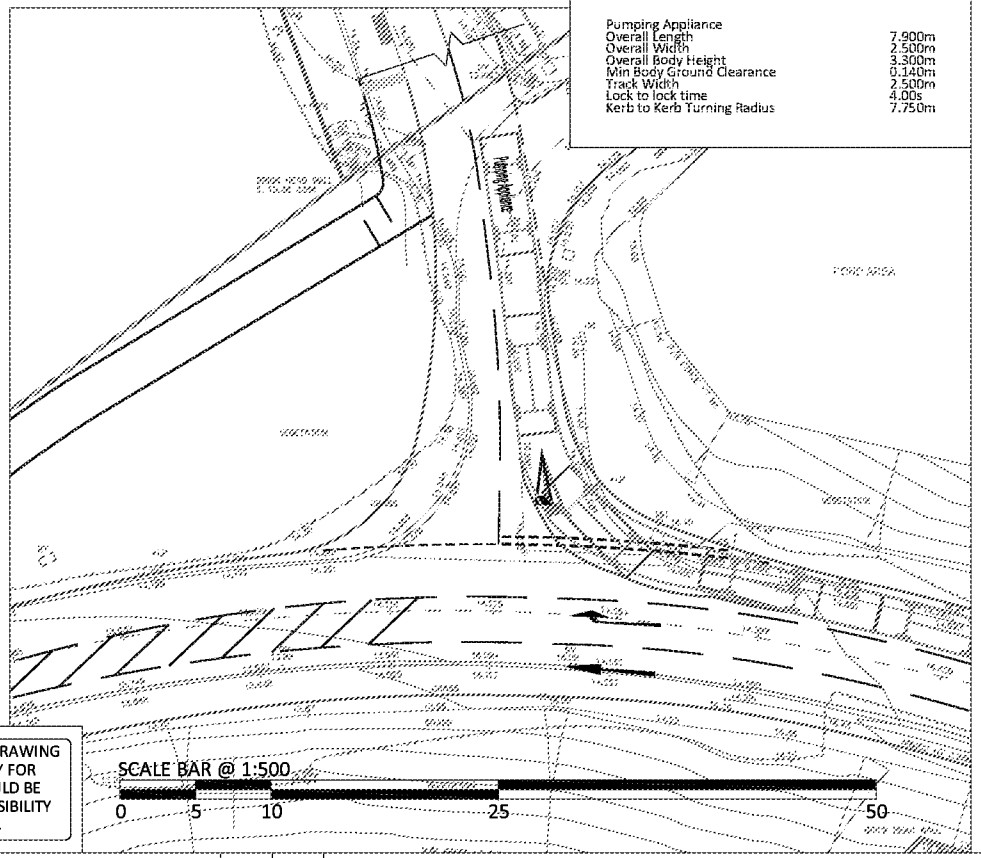


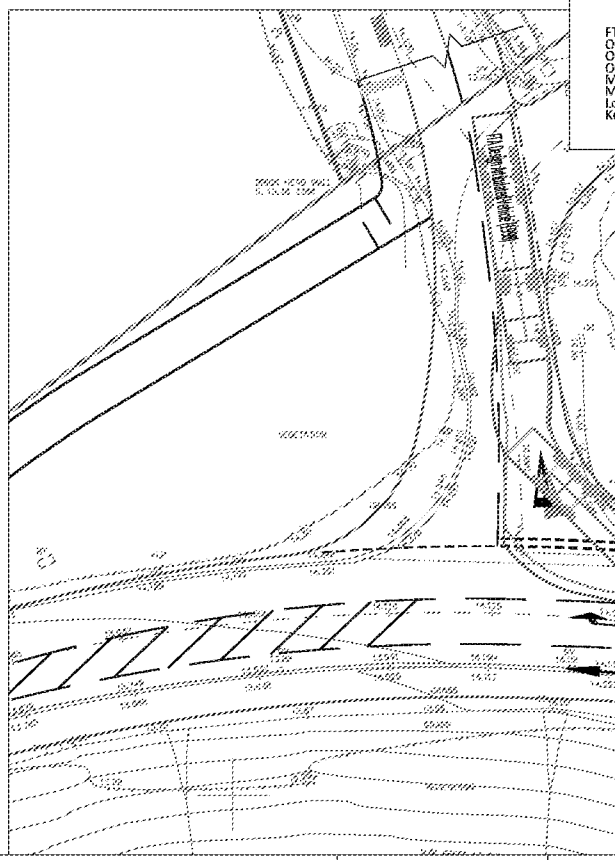
Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m









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SCALE BAR @ 1:500

0 5 10 25 50

TITLE:

SWEPT PATH ANALYSIS -

SCALE @ A3:

1:500

CHECKED:



Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

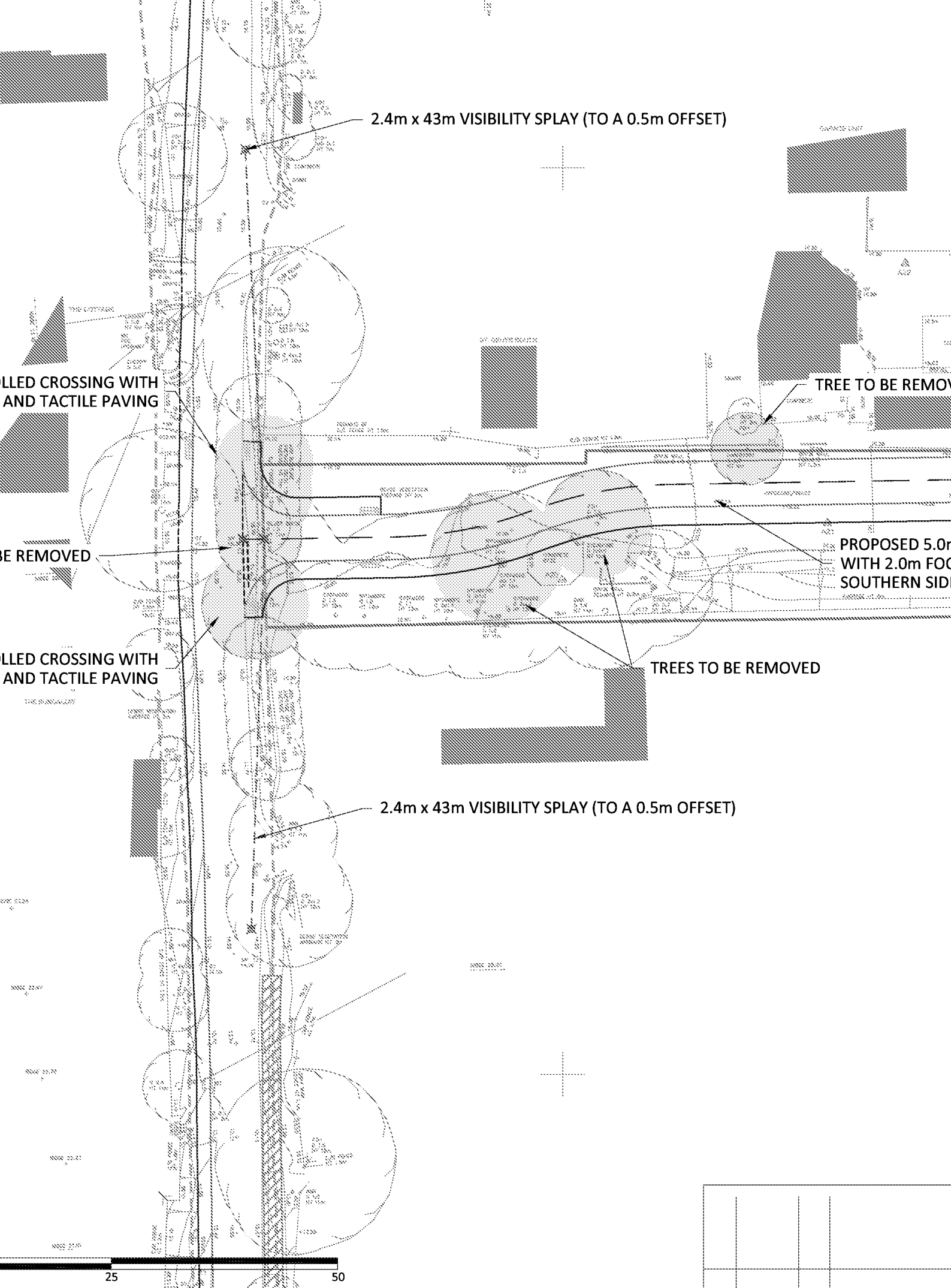
TITLE:

SWEPT PATH ANALYSIS -

SCALE @ A3:

1:500

CHECKED:



ORDNANCE SURVEY DISTRICT COPYRIGHT
MISSION OF THE
TY'S STATIONERY
00044286

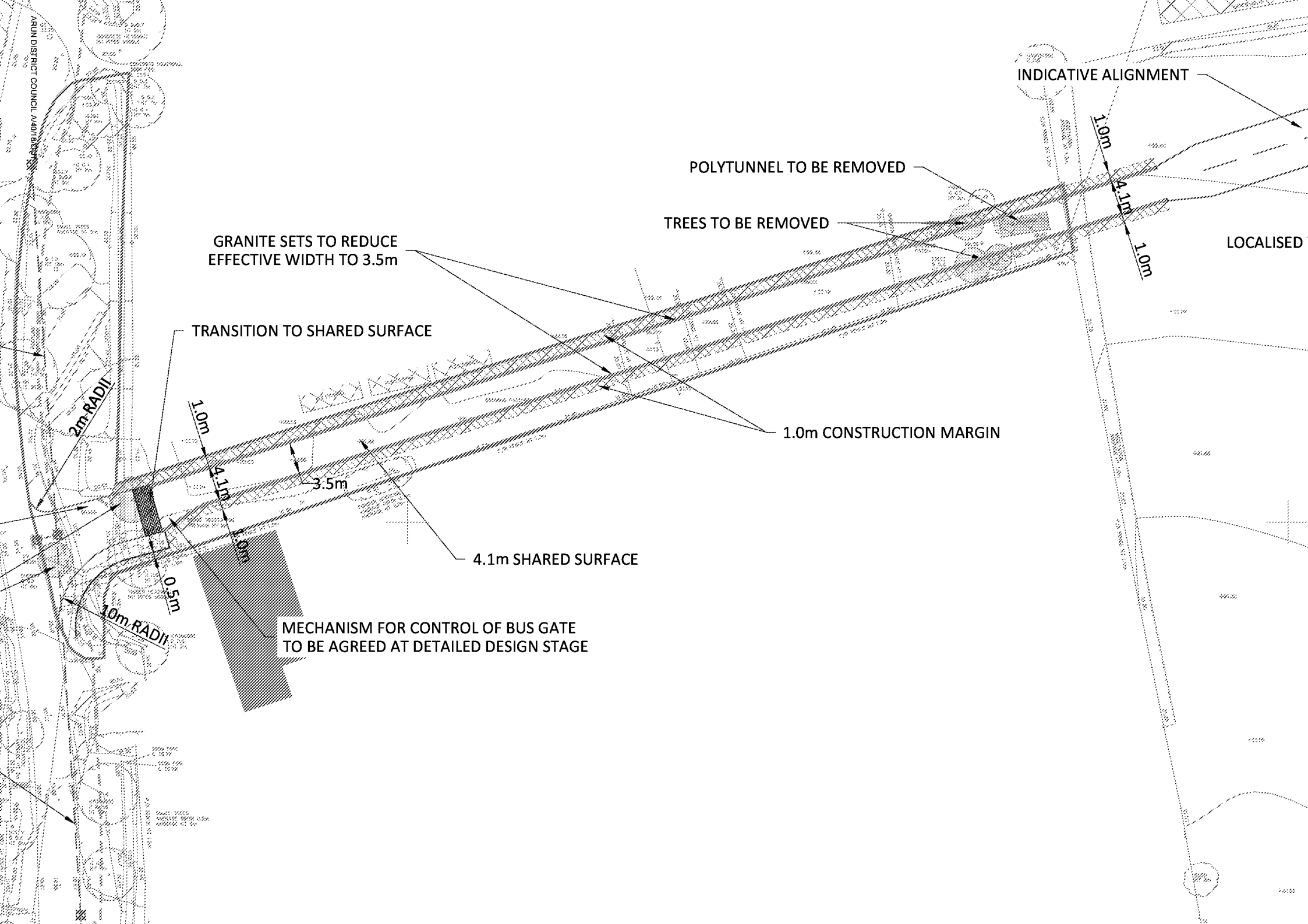
DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS

CLIENT:

RYDON HOMES, GLEESON DEVELOPMENTS LTD

REV	DATE	BY	DESCRIPTION

STATUS:


ARUN DISTRICT COUNCIL A/40/18/OUT
INDICATIVE ALIGNMENT
POLYTUNNEL TO BE REMOVED
TREES TO BE REMOVED
GRANITE SETS TO REDUCE EFFECTIVE WIDTH TO 3.5m
TRANSITION TO SHARED SURFACE
1.0m CONSTRUCTION MARGIN
4.1m SHARED SURFACE
MECHANISM FOR CONTROL OF BUS GATE TO BE AGREED AT DETAILED DESIGN STAGE
2m RADII
10m RADII
1.0m
4.1m
3.5m
0.5m
LOCALISED

APPENDIX A ILLUSTRATIVE MASTERPLAN


LAP
LEAP
LAP
LAP
LAP
LAP
LAP

APPENDIX B TRANSPORT SCOPING NOTE (TEXT ONLY)



LAND NORTH OF WATER LANE, ANGMERING

TRANSPORT ASSESSMENT SCOPING NOTE

Client: Rydon Homes and Gleeson Strategic Land Ltd



i-Transport

TRANSPORT ASSESSMENT SCOPING NOTE

LAND NORTH OF WATER LANE, ANGMERING

Client: Rydon Homes and Gleeson Strategic Land Ltd



Date: 8 August 2017

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ARUN DISTRICT COUNCIL A/40/18/OUT

QUALITY MANAGEMENT

Report No.	Comments	Date	Author	Authorised
ITB9105-017 R	Draft	02/08/2017	EF / SH	TW
ITB9105-017A R	WSCC Draft	08/08/2017	EF / SH	TW

File ref: \\ITRANSSRV01\Company\Projects\9000 Series Project Numbers\9105ITB Land at Angmering, Arun Distr, W Susx\Admin\Report and Tech Notes\017 Scoping Report - North Site\ITB9105-017A R Scoping Note.docx

ARUN DISTRICT COUNCIL A/40/18/OUT

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SECTION 1 INTRODUCTION

1.1 Introduction

1.1.1 i-Transport has been appointed by Rydon Homes and Gleeson Strategic Land Ltd to provide highways and transport advice to support an outline planning application for the development of up to 525 dwellings and 6,000 sqm of employment use on land to the north of Water Lane, Angmering. An illustrative masterplan is provided at Appendix A.

1.1.2 The site is located to the east of Angmering Village some 850m from Angmering Village Centre. The site is located to the north of Water Lane and to the south of the A27. A site location plan is provided as Figure T1.

1.2 Scope

1.2.1 This report has been prepared for discussion and agreement with West Sussex County Council (WSCC) who are the Local Highway Authority, and Highways England in respect of potential impacts on the A27 corridor. The report sets out the proposed scope of the Transport Assessment to be submitted in support of the planning application for the development of land to the north of Water Lane.

1.2.2 Guidance set out in the National Planning Practice Guidance and WSCC Transport Assessment Methodology has been used to inform the format and content of the Transport Assessment. The scoping note has been structured as follows:

- Section 2 provides an overview of the relevant local and national policy;
- Section 3 provides an overview of existing transport conditions;
- Section 4 discusses the proposed access strategy and broad principles that the development would follow;
- Section 5 outlines the approach that the assessment will take to consider accessibility and provides an overview of the Framework Travel Plan;
- Section 6 proposes a methodology for assessing the traffic impact of the development proposals on the local highway network; and
- Section 7 provides a summary and conclusions.

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SECTION 2 POLICY CONTEXT

2.1.1 The TA will provide an overview of national and local policies contained in the following documents:

- National Planning Policy Framework (NPPF);
- National Planning Practice Guidance (NPPG);
- West Sussex Transport Plan 2011-2026 (February 2011);
- West Sussex County Council Guidance for Parking in New Residential Developments (September 2010);
- Saved Policies of the Arun District Local Plan Review 2003-2011 (April 2003);
- Arun District Council Local Development Scheme (January 2012); and
- Arun District Council's Emerging New Local Plan (including Transport Evidence).

2.1.2 This review will provide the context for assessing the development proposal in highways and transport terms.

2.1.3 The TA will demonstrate that the proposed development will appropriately accord with the highway and transport requirements identified in these policy documents.

2.1.4 The Transport Assessment will also be consistent with the following guidance (where applicable):

- Manual for Streets 1 and 2;
- Design Manual for Road and Bridges;
- CIHT – Providing for Journeys on Foot;
- Sustrans Design Manual;
- National Travel Survey Data; and
- WSCC Transport Assessment Methodology.

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SECTION 3 EXISTING TRANSPORT CONDITIONS

3.1 Introduction

3.1.1 This section of the Transport Assessment will identify and describe the existing conditions in the vicinity of the site, including opportunities for walking, cycling and using public transport. The existing highway conditions will also be reviewed.

3.2 Walking and Cycling

3.2.1 Angmering village centre is approximately 850m west of the development, and offers a good range of local facilities including a health centre, library, newsagent, café / restaurant and hairdressers. In addition to these facilities, there are significant further facilities within a reasonable walking distance (within 2km) of the site which include schools, employment and local services. Assessment of the local facilities has been undertaken further within this report at Section 5.2 and shown on Figure T4.

3.2.2 There are no footways on Dappers Lane to the west of the site or on the southern boundary of the site along Water Lane. The footway commences immediately west of the Dappers Lane junction from which point continuous footway is provided into Angmering Village Centre, with street lighting provided continuously along the route.

3.2.3 Merryfield Crescent provides an alternative walking route west towards the village centre and the schools and facilities located on Arundel Road. Merryfield Crescent, Greenacres Ring and Lansdowne Way are lightly trafficked residential streets with footways provided on both sides of the carriageway.

3.2.4 In addition, there is a network of PROW in close proximity to the site. Footpath 2149 falls within the site and connects Dappers Lane with Water Lane largely following the alignment of the access road to the Oval Raceway. In addition, footpath number 2153 provides a link west from Greenacres Ring to St Wilfrid's RC Primary School and 2150 connects to the village centre from south of Lansdowne Road.

3.2.5 There is an on-road cycle route along Water Lane which connects to Angmering village centre and an on-road / hard surfaced cycle route north of the A27, between the A284 and A280. Other local streets are generally of a residential nature and are subject to traffic calming measures. In part local roads are subject to a 20mph speed limit and low traffic volumes

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3.2.6 A detailed walking and cycling audit will be undertaken to ensure that pedestrian and cycle routes are of sufficient standard to encourage walking and cycling to and from the site. The purpose of the audit is to identify any deficiencies in the existing network which may require improvement, to encourage occupants of the development to walk/cycle to local services and facilities.

3.2.7 This will also consider the facilities proposed to be delivered by the development south of Water Lane.

3.3 Public Transport

Bus

3.3.1 The closest bus stops to the site are located on Merryfield Crescent circa 500m from the centre of the site. These stops are served by the regular local bus Service 9 operated by Stagecoach. There is a timetable and flag attached to a lamp post on the southern side of the road and no formal bus provision on the northern side. Table 3.1 shows details of local bus services which are also shown on Figure T2.

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Table 3.1 – Angmering Bus Services

Bus stop	Service	Operator	Routing	Frequency
Merryfield Crescent	9	Stagecoach South	Shoreham-by-Sea – Lancing – Worthing – Angmering – Littlehampton	Hourly Service (No service on Sundays) First service departs at 0702 with last return journey arriving at 1903
			Littlehampton – Angmering – Worthing – Lancing – Shoreham-by-Sea	Hourly Service (No service on Sundays) First service departs at 0804 with last return journey arriving at 1918
Village Green	X4	Compass Travel	Bognor Regis – Arundel – Shoreham-by-Sea (Holmbush Centre)	Wednesdays Only (Free bus service to Shoreham-by-Sea, 1022 AM pick up, PM drop off at 1250)
Destination			**Average Travel Time from Angmering (Bus Stop Merryfield Crescent, Bus Service 9)**	
Angmering Train Station			11mins	
Durrington-on-Sea			20mins	
Goring by Sea			23mins	
Littlehampton			37mins	
Worthing			36mins	
Lancing			58mins	
Shoreham by Sea			83mins	

Source: Traveline

3.3.2 Bus service 9 provides an hourly service between Shoreham-by-Sea and Littlehampton, including access to Angmering train station, with bus stops within close proximity of the site (some 500m), as shown on Figure T2. This service provides good coverage between Monday and Saturday.

3.3.3 Bus service X4 provides a free weekly 'pick up' and 'drop off' service from Bognor Regis to Holmbush Shopping Centre from the bus stop at Angmering Village Centre, as shown on Figure T2.

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3.3.4 The site is well located to a regular bus service that provides connections to key destinations nearby, such as Worthing, Littlehampton and Lancing. This accommodates a range of journey purposes including travel to / from work, education, leisure and retail trips.

Rail

3.3.5 Angmering rail station is located to the south west of Angmering village and is operated by Southern. Angmering Station has 75 car parking spaces, two accessible car parking spaces, and 62 sheltered cycle parking spaces. Angmering rail station can be accessed for linked trips from the site using the number 9 bus service. Table 3.2 summarises the train services currently operating from the station.

Table 3.2 – Angmering Station – Rail Services

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

Source: National Rail

3.3.6 Table 3.2 demonstrates that the site has access to a frequent rail service to key destinations such as Littlehampton, Worthing, Brighton, London Victoria, Portsmouth and Southampton.

3.4 Local Highway Network

3.4.1 The site lies to the south of the A27, which can be accessed via the A280. The A27 forms part of the Strategic Road Network (SRN) and provides a link between Chichester and Portsmouth to the west which are approximately 25km and 55km away respectively. The A27 also provides access to Brighton and Eastbourne to the east, which are approximately 25km and 60km away respectively.

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3.4.2 Water Lane forms the southern boundary of the site and provides the primary road connecting from the A280 to Angmering village and is a single carriageway road circa 6.0m in width and is subject to a 30mph speed limit, which increases to 60mph approximately 100m west of the access to the Oval Raceway. There are no footways provided on either side of Water Lane in the vicinity of the site however a footway is provided to the west, which begins at the Dappers Lane junction. Water Lane benefits from street lighting and is traffic calmed.

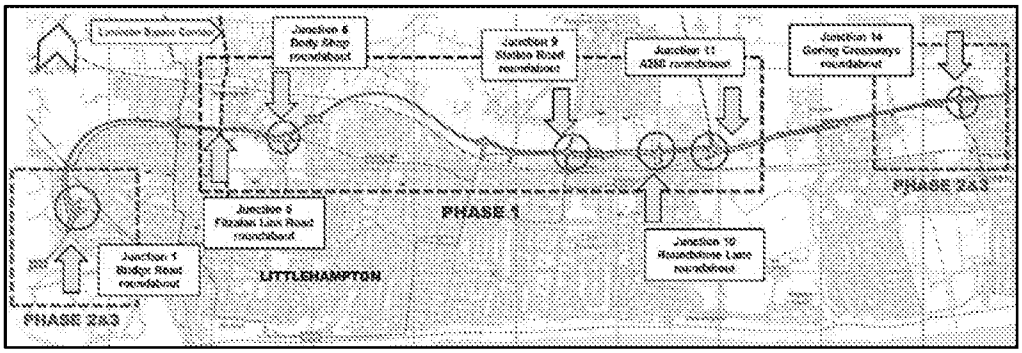
3.4.3 To the west Dappers Lane provides access towards the existing residential roads within Angmering and access to Angmering Village Centre and local facilities. To the north of the site Dappers Lane forms a restricted movement junction with Arundel Road north of the A27 whereby only bus traffic can travel southbound. The A27 forms the northern boundary to the site.

3.4.4 A traffic calming scheme is scheduled to be implemented in Angmering village in 2017/2018 with the existing 20mph speed limit to be extended south on Station Road to Mill Road east on Water Lane to where the existing 30mph speed limit ends. In addition, raised tables will be installed at the road junctions in Station Road and Water Lane along with speed cushions with the existing pinch points will be removed.

3.5 A259 Corridor Improvements

3.5.1 Proposals have been developed by West Sussex County Council to improve the A259, to the south of Angmering. The proposals have been the subject of a formal public consultation and are expected to be funded from developer contributions and funding from West Sussex County Council and Government grants, secured through the Coast to Capital Local Enterprise Partnership. A plan showing the location of the improvements is below:

Image 1: A259 Corridor Improvements Location Plan



Source: WSCC A259 Corridor Improvements Consultation

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3.5.2 The proposals are expected to be delivered in several phases as local development comes forward. The phase one works are within the study area identified above and it is understood that the works are expected to start on site in late 2018 and last between 12-18 months.

Traffic Flows

3.5.3 Traffic flows along Water Lane were surveyed using an Automatic Traffic Counter (ATC) between 12 July 2015 and 18 July 2015. The traffic counts are reproduced within Appendix B and summarised in Table 3.3 below.

Table 3.3: Water Lane Traffic Flows (weekday average)

Time Period	Eastbound		Westbound		Two-Way	
	Total Vehicles	HGV %	Total Vehicles	HGV %	Total Vehicles	HGV %
Morning Peak (0800 – 0900)	388	<1%	274	<1%	662	<1%
Evening Peak (1700 – 1800)	207	2.4%	555	1.3%	762	<1%

Source: ATC Surveys – July 2015

3.5.4 The following weekday average two-way flows were recorded on Water Lane:

- Morning peak hour: 662 two-way vehicle movements (<1% HGVs), approximately 59% of which travel eastbound and 41% westbound; and
- Evening peak hour: 762 two-way vehicle movements (<1% HGVs), approximately 27% of which travel eastbound and 73% westbound.

3.5.5 Traffic flows on Water Lane are tidal, with more vehicles travelling eastbound towards the A280 in the morning peak hour and westbound into Angmering in the evening peak hour. Recorded flows are lower in the morning peak hour. Additional surveys were undertaken on Water Lane in June 2017, the flows collected corresponded well to the 2015 surveys in both the morning and evening peak hour.

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Vehicle Speeds

3.5.6 The ATC's also recorded vehicle speeds along Water Lane in the vicinity of the site access. In accordance with the guidance set in DMRB TA 22/81 'Vehicle Speed Measurement', vehicle speeds have been established for the preferred times for undertaking speed surveys, i.e. between 10:00-12:00 and 14:00-16:00 hours. The results of this survey are provided in full in Appendix B, with Image 2 below identifying the location of the survey.

Image 2: Location of ATC



3.5.7 Table 3.4 sets out the observed average and 85th percentile dry and wet weather speeds for eastbound and westbound vehicles on Water Lane.

Table 3.4: 85th Percentile Dry and Wet Weather Speeds – July 2015

Road / Direction	Direction	Mean	Dry Weather	Wet Weather*
Water Lane	Eastbound	35.6mph	41.1mph	38.6mph
	Westbound	33.2mph	38.5mph	36.0mph

Source: Speed Surveys

Note: * In accordance with the guidance set out in the DfT's TA 22/81 'Vehicle Speed Measurement on All Purpose Roads' a reduction of 4kph (2.5mph) is required to get from the 85th percentile dry weather to the wet weather journey speed which is the parameter used to determine the required stopping sight distance for existing streets.

3.5.8 Table 3.4 demonstrates that average vehicle speeds are a little above 30mph however they are significantly below the de-restricted speed limit that is currently in place to the east of the site. 85%ile speeds are shown to be below 40mph.

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3.6 Personal Injury Accident Data

3.6.1 Personal Injury Accident (PIA) data will be obtained from Sussex Safer Roads for the most recent five-year period and will be assessed in the Transport Assessment. The study area is to include:

- Water Lane up to the junction with Arundel Road including the junctions with Dappers Lane and Weavers Hill;
- The junction of Water Lane with the A280;
- The A280 north from Water Lane up to the A27 inclusive of the two roundabouts at the A27;
- Merryfield Crescent and Dappers Lane; and
- Any road where an increase of 5% or more is proposed.

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SECTION 4 PROPOSED ACCESS, PARKING AND SERVICING ARRANGEMENTS

4.1 Introduction

4.1.1 The development proposal is for up to 525 dwellings and 3ha (1.5ha net equivalent to 6,000 sqm) of employment land located to the north of Water Lane, Angmering. An illustrative masterplan is provided at Appendix A.

4.1.2 This section of the Transport Assessment will set out the proposed access strategy, parking and servicing arrangements for the proposed development, accepting that the application is for outline consent with detailed matters to be determined consisting of access only at this stage.

4.2 Vehicular Access

4.2.1 Access to the development will be in the form of a ghost island priority junction as shown in principle on Drawing ITB9105-GA-101. A visibility splay of 2.4m X 120m is achievable to the west, which is in line with the guidance set out in 'Design Manual for Roads and Bridges (DMRB)' for a design speed of 70kph. Visibility to the east is available to the junction of the A280 with Water Lane (i.e. 2.4m x 84m).

4.2.2 The ghost island right turn lane into the proposed development has a 10m turning length, 40m deceleration length and 15m direct taper length. This is based on a design speed of 70kph as identified by vehicle speed surveys and was agreed in principle with WSCC during pre-application discussions.

4.2.3 Therefore, the access will provide:

- A site access arm with a 6.2m wide carriageway; and
- Visibility splays of 2.4m x 120m to the west and 2.4m x 85m to the east based on guidance set out in DMRB for a design speed of 70kph.

4.2.4 A swept path analysis of the site access proposals will be undertaken for a large car, refuse vehicle, a fire tender and an articulated vehicle to demonstrate that the vehicular access is suitable to accommodate the manoeuvres of these vehicles.

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4.2.5 An additional point of access will be provided via a simple priority junction on Dappers Lane approximately 100m north of the junction with Water Lane at St Deny's South. This will provide access for a discrete development parcel of 30 dwellings only and will not provide vehicular access to the wider site. Visibility splays of 2.4m x 43m are achievable to the north and south in line with the design speed, with a carriageway width of 5.0m and a 2.0m wide footway on the southern side illustrated in Drawing ITB9105-102.

4.3 Pedestrian/Cycle Access

4.3.1 A footway connection is proposed adjacent to the site access onto Dappers Lane. This would continue to the main vehicular access along the northern side of Water Lane and provide a connection between the site and the village centre. An uncontrolled crossing point would also be provided on Water Lane opposite the access to the Land south of Water Lane development site. This is shown on Drawing ITB9105-GA-102.

4.3.2 It is also proposed to provide a footway/cycleway connection north of Oak Tree Farm. This will be in the form of a 3m shared use footway/cycleway and would connect onto Dappers Lane to provide onward connection to the Public Right of Way network.

4.3.3 A third shared surface pedestrian/cycle connection is also proposed onto Dappers Lane south of Culberry Nurseries. This would provide access for bus services to route into the site but would not operate as an additional point of access for general vehicular traffic.

4.3.4 These footway/cycleway and bus connections would also operate as emergency accesses should the primary site access be blocked.

4.4 Street Hierarchy

4.4.1 The site layout will be designed in accordance with the guidance contained in the Manual for Streets 1 and 2 and the following street hierarchy is proposed:

- Primary Streets – Between 5.5m and 6.2m carriageway (for bus access) with 2m footways on the primary routes through the development and a 3m cycleway/footway;
- Secondary Streets – 5m shared surface carriageways on secondary routes through the development where refuse access is required; and

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- Private Driveways – narrower shared surface areas where refuse vehicles do not need to enter.

4.5 Stage 1 Road Safety Audit

4.5.1 The proposed vehicular and pedestrian/cycle access arrangements will be subject to an independent Stage 1 Road Safety Audit to identify there are no safety issues with the proposals.

4.6 Parking

4.6.1 The Transport Assessment will support an outline planning application for the proposed development. Future reserved matters application would deal with the provision of car parking, which would be provided in accordance with the car parking standards applicable at that time.

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SECTION 5 PROMOTING SUSTAINABLE TRANSPORT

5.1 Introduction

5.1.1 This section of the Transport Assessment will consider the accessibility by various sustainable travel modes, including walking, cycling and public transport to local services and facilities, including education, employment, health, leisure and retail.

5.2 Main Journey Purpose of Residents

5.2.1 The Department for Transport's National Travel Survey identifies the reasons for making a journey. The proportion of all trips by purpose (by all modes) is set out in Table 5.1.

Table 5.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting/Business	19%
Education/Escort Education	12%
Personal Business	9%
Other Escort	9%
Other	6%

(Source: Table NTS0409 of Transport Statistics Great Britain – 2016 Edition)

5.2.2 On this basis, leisure, shopping and education journeys will account for more than half of all journeys made by future residents on the site.

5.3 Accessibility to Local Facilities and Services

Walking

5.3.1 Paragraph 2.3 of the Design Manual for Roads and Bridges TD91/05 "Provision for Non-Motorised Users" states:

> **"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances".**

5.3.2 Further, Paragraph 4.4.1 of the Manual for Streets states:

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> **"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13[1] states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."**

5.3.3 The IHT (now CIHT) document "Guidelines for Providing for Journeys on Foot (2000) contains guidance on suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities which may be used for planning and evaluation purposes. This is reproduced below:

Table 5.2: Guidelines for Providing for Journeys on Foot (IHT, 2000)

	Town Centres (m)	Commuting/School Sight-Seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

5.3.4 It is clear from the various guidance available that acceptable walking distances will vary between individuals and circumstances for example physical fitness, encumbrances (e.g shopping etc), journey purpose, attractiveness of walk route etc. On this basis, 800m is a 'comfortable' walk distance but by no means an upper limit. It is considered that a walk distance of 2km offers the greatest potential to replace cars trips and is therefore a 'reasonable' walking distance, whilst destinations up to 3.2km (2 miles) offers a maximum distance.

5.3.5 Furthermore, data contained in the National Travel Survey demonstrates that the vast majority (80%) of trips are undertaken on foot for journeys up to one mile. The data also shows that 31% of journeys between 1 and 2 miles will be on foot, i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km).

[1] Whilst PPG13 has been superseded by the NPPF, the NPPF does not include any reference to walking distances. Given that the most recent version of PPG13 was published in January 2011 it is reasonable to assume that the guidance regarding the 2km distance remains valid and that people's propensity to walk would not have changed since that time.

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5.3.6 Angmering Village Centre, where the majority of local facilities lie, can be accessed via a network of footways, including Dappers Lane, Merryfield Crescent and Water Lane. As part of the Transport Assessment, these routes will be audited as identified in Section 4.3 of this report.

5.3.7 Bus stops serving route 9 on Merryfield Crescent will be accessed by the proposed pedestrian/cycle access on Dappers Lane. These are within a reasonable walking distance of the site. This distance would be considerable reduced if the bus service routes into the site in the future.

5.3.8 The remainder of local facilities within Angmering are within 2km as shown on Figure T4. Therefore, local journeys within Angmering can be accessed on foot and provide a realistic alternative to private car trips for residents of the proposed development.

Cycling

5.3.9 DMRB TA 91/05 "Provision for Non-Motorised Users" paragraph 2.11 records that:

> **"Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport."**

5.3.10 Data provided within the National Travel Survey demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km.

5.3.11 Manual for Streets (paragraph 6.4.1) also recognises that:

> **"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."**

5.3.12 There are a number of key local facilities within Angmering identified in Table 5.2, which can be accessed using the quietly traffic roads. As part of the Transport Assessment, these routes will be audited as identified in Section 4.3 of this report.

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5.3.13 By having regard to the main journey purposes of future residents, the accessibility of the land to the north of Water Lane to local services and facilities has been summarised in Table 5.2 and illustrated in Figure T4 and will be investigated in more detail in the Transport Assessment.

Table 5.2: Key Local Destinations – Distance and Journey Time from Centre of Site

Purpose	Destination	Code	Approx. Distance from Site (m)	Walk	Cycle
Education	Angmering Village Pre-School	ED1	1300	✓✓	✓✓✓
	St Wilfred's Catholic Primary School	ED2	1400	✓✓	✓✓✓
	Angmering Day Nursery	ED3	1800	✓✓	✓✓✓
	St Margarets CofE Primary School	ED4	2000	✓✓	✓✓✓
	The Angmering School	ED5	2200	✓✓	✓✓✓
Health	Cornerways Dental Practice	H1	970	✓✓	✓✓✓
	Lloyds Pharmacy	H2	1300	✓✓	✓✓✓
	The Coppice and Angmering Medical Centre	H3	1300	✓✓	✓✓✓
Retail	Angmering Village Centre including Woodies News Super Shop, Post Office, Hair Salon, Estate Agents, Opticians and Takeaways	-	1200	✓✓	✓✓✓
	The Co-Operative Food	R2	1200	✓✓	✓✓✓
	Haskins Garden Centre	R3	2600	✓✓	✓✓✓
	Hobby Craft	R4	2700	✓✓	✓✓✓
	Sainsbury's	R5	3000	✓	✓✓✓
	Rustington Retail Park	R6	3000	✓	✓✓✓
	Halfords	R7	3100	✓	✓✓✓
	Asda	R8	3540	-	✓✓✓
	Wyevale Garden Centre	R9	3600	-	✓✓✓
Employment	Angmering Village Centre	EM1	1300	✓✓	✓✓✓
	Rustington Retail Park	EM2	3000	✓	✓✓✓
	Rustington Trading Park	EM3	3600	-	✓✓
Leisure	The Lamb at Angmering Pub	L1	1100	✓✓	✓✓✓
	The Spotted Cow Pub	L2	1200	✓✓	✓✓✓
	Angmering Village Hall	L3	1300	✓✓	✓✓✓
	Worthing Rugby Football Club	L4	1700	✓✓	✓✓✓
	Bramley Green Park	L5	1800	✓✓	✓✓✓
	Angmering Community Centre	L6	1800	✓✓	✓✓✓
	Ham Manor Golf Club	L7	3000	✓	✓✓✓
	Rustington Golf Course	L8	3000	✓	✓✓✓
	Out of Bounds	L9	3000	✓	✓✓✓
	Virgin Active Rustington	L10	3000	✓	✓✓✓
Other	Bus Stop on Merryfield Crescent	-	500	✓✓✓	✓✓✓
	Angmering Rail Station	-	2700	✓	✓✓✓

Source: Consultant's Estimates

Notes: Walk Distances -- ✓✓✓ 800m or less ✓✓ between 801m and 1.6km, ✓ between 1.6km and 3.2km
Cycle Distances -- ✓✓✓ less than 2km ✓✓ between 2km and 5km, ✓ between 5km and 8km

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5.3.14 As shown in Table 5.2, the site is well served by a number of local services and facilities within close proximity to the site. St Wilfred's Catholic Primary School, Angmering Village Centre, and recreation grounds with community facilities are all within a "reasonable" walking distance from the centre of the site (i.e. less than 2km walking distance).

5.3.15 All of these local services and facilities are within a reasonable cycle distance from the centre of the site (i.e. less than 5.2km cycle distance).

5.3.16 Given the range of local services and facilities within a reasonable distance of the site, new residents will have genuine opportunities to travel locally and by modes of transport other than the private car.

5.4 Framework Travel Plan

5.4.1 A Framework Travel Plan (FTP) will be prepared to support the planning application and will be summarised in the Transport Assessment.

5.4.2 The FTP will focus on promoting sustainable lifestyle amongst new residents, through reducing its need for travel by private car, providing non-car mode travel options for local journeys; and influencing modal choice. The FTP will also provide an initial Framework for implementation, management and review of the Travel Plan.

5.4.3 To achieve the overarching aim of encouraging and facilitating journeys by future residents by non-car modes of transport it is proposed to issue all new residents with a 'Travel Plan', which will include details of journey planning websites, walking and cycle maps, local shops and bus timetable information. Consideration will also be given to providing free or discounted use of public transport to future residents for a limited time.

5.4.4 The Travel Plan will establish specific targets for motorised travel reflecting those used in the Transport Assessment for consideration of the traffic impact together with specific remedial measures which will be implemented in the event that those targets are not met.

5.4.5 Annual monitoring will be undertaken through installation of an ATC across the site access following full occupation of the development. In the event that measures are not met, then further monitoring may be required.

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SECTION 6 TRAFFIC IMPACT

6.1.1 This section of the Transport Assessment will assess the traffic impact of the proposed development. This proposed methodology is set out below.

6.1.2 The employment is currently unknown at this time but could be B1, B2 or B8 use or a combination. For the purpose of this assessment B1a office will be used as it generates the highest proportion of trips and therefore is the most robust assessment.

6.1.3 This assessment will be in line with the traffic impact methodology used for Land South of Water Lane which has previously been agreed with WSCC and HE.

6.2 Trip Generation

6.2.1 The previously agreed residential trip rates from the Land south of Water Lane application have been re-used and applied to the development proposal. It is not yet known what form of employment will be provided on site. Therefore, for the purposes of this assessment B1a employment rates have been obtained from TRICS as this represents a 'worst case' as the highest trip generating employment use. These trip rates have also previously been agreed with WSCC.

6.2.2 The trip rates and traffic generation for 525 dwellings and 6,000 sqm of B1a employment, are summarised in Table 6.1 with the full TRICS data for the employment use provided in Appendix C.

Table 6.1: Proposed Development Trip Generation

Time Period	Trip Rate per unit			Vehicular Trip Generation		
	In	Out	Two-way	In	Out	Two-way
Private and Affordable units – 525						
0800-0900	0.135	0.325	0.460	71	171	242
1700-1800	0.283	0.167	0.450	149	88	237
Employment – 6,000 sqm B1						
0800-0900	1.248	0.208	1.456	75	12	87
1700-1800	0.072	1.126	1.198	4	68	72
Total – 525 Units and B1 Employment						
0800-0900	-	-	-	146	183	329
1700-1800	-	-	-	153	156	308

Source: TRICS

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6.2.3 The analysis demonstrates that the development proposal is likely to generate approximately 300 two-way vehicle movements in the morning and evening peak hours, equivalent to an additional 5 vehicles per minute.

6.3 Proposed Development - Distribution

6.3.1 Data derived from the National Travel Survey (NTS) 2015 (DfT) outlines the proportion of peak hour trips made by car, split into journey purpose. The summary results are presented in Table 6.2.

Table 6.2: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	AM Peak (0800-0900)	PM Peak (1700-1800)
Commuting/Business	40%	45%
All Other Journey Purposes	60%	55%
Total	**100%**	**100%**

Source: Table 8.2 Trip start time by time of day and trip purpose (Monday to Friday only), Car driver only, National Travel Survey, DfT, 2015

6.3.2 The analysis demonstrates that 40% of the total vehicular trips generated by the proposed residential development in the morning peak hour period are likely to be employment journeys. The remaining 60% of the vehicle trips are likely to be for other purposes, such as: education, shopping, leisure and personal business. In the evening peak hour, the proportion of employment related journeys is similar accounting for 45% whilst other journeys comprise 55% of the total vehicular trips. For the purposes of this assessment the analysis has been undertaken on the basis of the evening peak hour percentages. This is a worst case as employment journeys on average, are longer, and therefore are likely to have a greater impact on the wider highway network.

6.3.3 In order to provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes:

- For commuting and business trips, the 2011 National Census Journey to Work statistics (for car drivers) for the Arun 002 and 005 Super Output Area –have been used. This dataset identifies existing resident's employment locations and so existing commuting patterns; and

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- For other journey purpose trips, a P/T^2 gravity model has been undertaken using the population of key urban areas (from the 2011 Census) within a 50-minute drive time of the site (estimated from Google Maps Directions facility). This includes Angmering, Chichester, Bognor Regis, Crawley, Worthing, Littlehampton and Portsmouth.

6.3.4 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment. The combined data is set out in Table 6.3 with the full analysis included in Appendix D.

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Table 6.3: Distribution of Car Drivers

Destination		Employment Trips %	Non Commuter Trips %	% All Trips Combined
Arun	Angmering	4.3%	18.1%	22.4%
	Littlehampton	4.0%	5.0%	9.0%
	Bognor Regis	1.4%	2.7%	4.1%
	Rustington	1.6%	1.1%	2.7%
	East Preston	1.3%	1.2%	2.5%
	Arundel	0.9%	0.5%	1.4%
	Ferring	0.5%	0.5%	0.9%
	Yapton	0.8%	-	0.8%
	Eastergate, Barnham and Walberton	0.4%	-	0.4%
South East	Worthing	12.5%	11.1%	23.6%
	Brighton and Hove	1.9%	3.8%	5.7%
	Horsham	3.5%	1.3%	4.8%
	Shoreham-by-Sea	2.0%	2.3%	4.3%
	Chichester	3.1%	0.9%	3.9%
	Crawley	1.7%	1.9%	3.6%
	Portsmouth	0.2%	2.5%	2.7%
	Havant	0.2%	1.0%	1.2%
	Burgess Hill	0.4%	0.5%	0.9%
	Haywards Heath	0.4%	0.5%	0.9%
	Lewes	0.3%	0.3%	0.7%
London		1.21%	-	1.21%
Other N Direction		1.09%	-	1.09%
Other North West		0.47%	-	0.47%
Other North East		0.37%	-	0.37%
Other West Direction		0.25%	-	0.25%
Other East Direction		0.08%	-	0.08%
Total		**45.0%**	**55.0%**	**100%**

Source: 2011 Census / Gravity Model and Consultant Estimates

6.4 Proposed Development – Assignment

6.4.1 The expected traffic that would be generated by the site (Table 6.1) has been distributed onto the local network to the destinations identified in Table 6.3.

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6.4.2 To consider the routing of trips to these destinations, trips were assigned to the road network based on the quickest peak hour route from the site to the destination location using the Google Maps 'Directions' Facility. The resulting morning and evening peak hour development traffic distribution and assignment on the local road network is presented in Table 6.4.

Table 6.4: Combined Trip Assignment

Primary Route	%	Secondary Route	%	Tertiary Route	%	Quaternary Route	%
Water Lane East	57%	A280 N	57%	A280 North (Bridge)	31%	A27 East	20%
						A280 Long Furlong North	12%
				A27 west	10%	-	-
				Titnore Lane South	16%	Titnore Lane	16%
Water Lane West	43%	Station Road South	35%	A259 West	24%	Mill Lane south	10%
						-	-
						A259 West	14%
				B2140 South	10%	-	-
		Weavers Hill / High Street / Roundstone Lane	8%	A259 East	3%	A259 East	1%
				Roundstone Lane south of A259	5%	-	-
Total	**100%**		**100%**		**100%**		**73%**

Source: Consultant's Estimates

6.4.3 To ensure the validity of these results, a turning count was undertaken at the junction of Water Lane with Dappers Lane between the hours of 0700 to 1000 and 1600 to 1900 on the 24th November 2015. The turning movements at this junction identified that 58% departed east along Water Lane with 42% departing west along Water Lane in the morning peak. In the evening peak 62% arrived from the east and 38% arrived from the west. Therefore, demonstrating that the trip assignment summarised in Table 6.4 is very comparable to that of existing vehicle movements in the area.

6.5 Committed Development

6.5.1 Committed developments within the area have been identified and are listed below. Agreement is sought from West Sussex County Council that there are no further developments that need to be included in the assessments.

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- Roundstone Lane masterplan for up to 700 dwellings. It is understood that the applications which make up the masterplan are at varying points in the planning process, with some sites fully built out and others awaiting planning applications. For this assessment, it is proposed to include the applications below as at the time of the traffic surveys these sites were not built out.
    - Application number A/51/14/OUT - Manor Nurseries for 32 residential dwellings – Approved March 2015;
    - Application number A/82/12 – Land East of Roundstone Lane for 138 residential dwellings – Approved May 2015;
    - Application number A/135/12 – JV Plants – Pound Nursery for 36 residential dwellings – Approved November 2014;
    - Application number A/154/14/OUT – Pound Place Roundstone Lane for 18 residential dwellings – Approved April 2015;
    - Application number A/122/12 - VHB Nurseries for 195 residential dwellings – Approved February 2015; and
    - Worthing Rugby Club for 193 residential dwellings – Awaiting Planning Application.
- Application number A/142/16/OUT - Merry England Nursery site for 18 dwellings – Approved September 2016;
- Application number A/27/16/PL – Broadlees site for 53 care apartments – Approved February 2017; and
- Site 101 (SHLAA) west of Dappers Lane for 100 residential dwellings - Awaiting Planning Application but proposed allocation in the draft local plan.

6.5.2 A further sensitivity test will be carried out with the addition of the development at Land South of Water Lane (A/99/17/OUT) included in the assessments.

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6.6 Extent of Study Area and Operational Analysis

6.6.1 The Transport Assessment will include an assessment of the impact of the development on the local highway network. The extent of the study area is shown in Figure T5 and is proposed to include the following junctions:

- Proposed site access with Water Lane;
- Proposed site access with Dappers Lane;
- Dappers Lane/ Water Lane junction;
- A280 / Water Lane junction (with and without improvements);
- Water Lane / High Street junction;
- Water Lane / Arundel Road junction;
- A259 / Station Road / Roundstone By-pass Road / B2140 roundabout;
- A259 / Roundstone Lane roundabout;
- A259 / A280 / B2140 Roundabout;
- A280 / Titnore Lane / A27 roundabout; and
- Long Furlong / Arundel Road / A27 / A280 roundabout.

6.6.2 It is proposed to carry out detailed operational assessments at the site access, A27 junctions and those junctions identified above where there is an increase of 5% or more against the 2015 baseline data.

6.6.3 Agreement is sought from West Sussex County Council that the extent of the study area and proposed method is acceptable.

6.7 Traffic Growth

6.7.1 The Highways England (HE) advice in Circular 02/2013, re-iterated in the recent HE document 'Planning for the Future', identifies that:

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"Assessments should be carried out for:

- **the development and construction phase;**
- **and the opening year, assuming full build out and occupation, and**
- **either a date ten years after the date of registration of the associated planning application or the end of the Local Plan period (whichever is the greater).**

The assessment at opening will be used for the determination of impact mitigation needs whilst the latter is necessary to determine the risk which will transfer to us."

6.7.2 To ensure consistency with this approach, and following the withdrawal of the former DfT's 'Guidance on Transport Assessment', it is proposed to test the impact of the development at its projected Opening Year, assumed to be 2019. The impact of the fully occupied development will be considered at this time, along with the impact of already permitted development. An additional test would normally be done at 2027 (10 years after application registration). However, in light of the local plan timescales it is intended to assess a 2031 scenario.

6.7.3 The growth factors previously agreed for Land south of Water Lane are proposed to be re-used. The growth factors to 2017, 2019 and 2031 for 'urban' and 'all roads' in the Arundel (45UC5) area are summarised in Table 6.5.

Table 6.5: Growth Rates

Date Range	Morning Peak	Evening Peak
2015- 2017	1.0169	1.1017
2015-2019	1.0538	1.0554
2015-2031	1.1946	1.2075

Source: TEMPRO

6.7.4 The planning assumptions assume that 26 additional jobs will have been created and that 76 new dwellings will have been built in Arundel between 2015 and 2019. To take account of the committed development at Roundstone Lane, 76 dwellings have been removed from the planning assumptions.

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6.8 Assessment Scenario

6.8.1 For the purposes of the assessment, the following scenarios are proposed to be considered, and are set out as follows:

- 2017 Base;
- Opening Year (2019);
- Opening Year (2019) plus committed development;
- Opening year (2019) plus committed development and with development; and
- Future year (2031) plus committed development and with development.

6.8.2 Assessments would be undertaken for the morning and evening peak hour periods. Agreement is sought from West Sussex County Council that the parameters suggested above for the assessment of traffic impact are acceptable.

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SECTION 7 SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 This Transport Assessment Scoping Note sets out the proposed methodology and parameters for a Transport Assessment to assess the transport and highways implications of a development of up to 525 dwellings and 3ha (1.5ha net) of employment use on land to the north of Water Lane, Angmering.

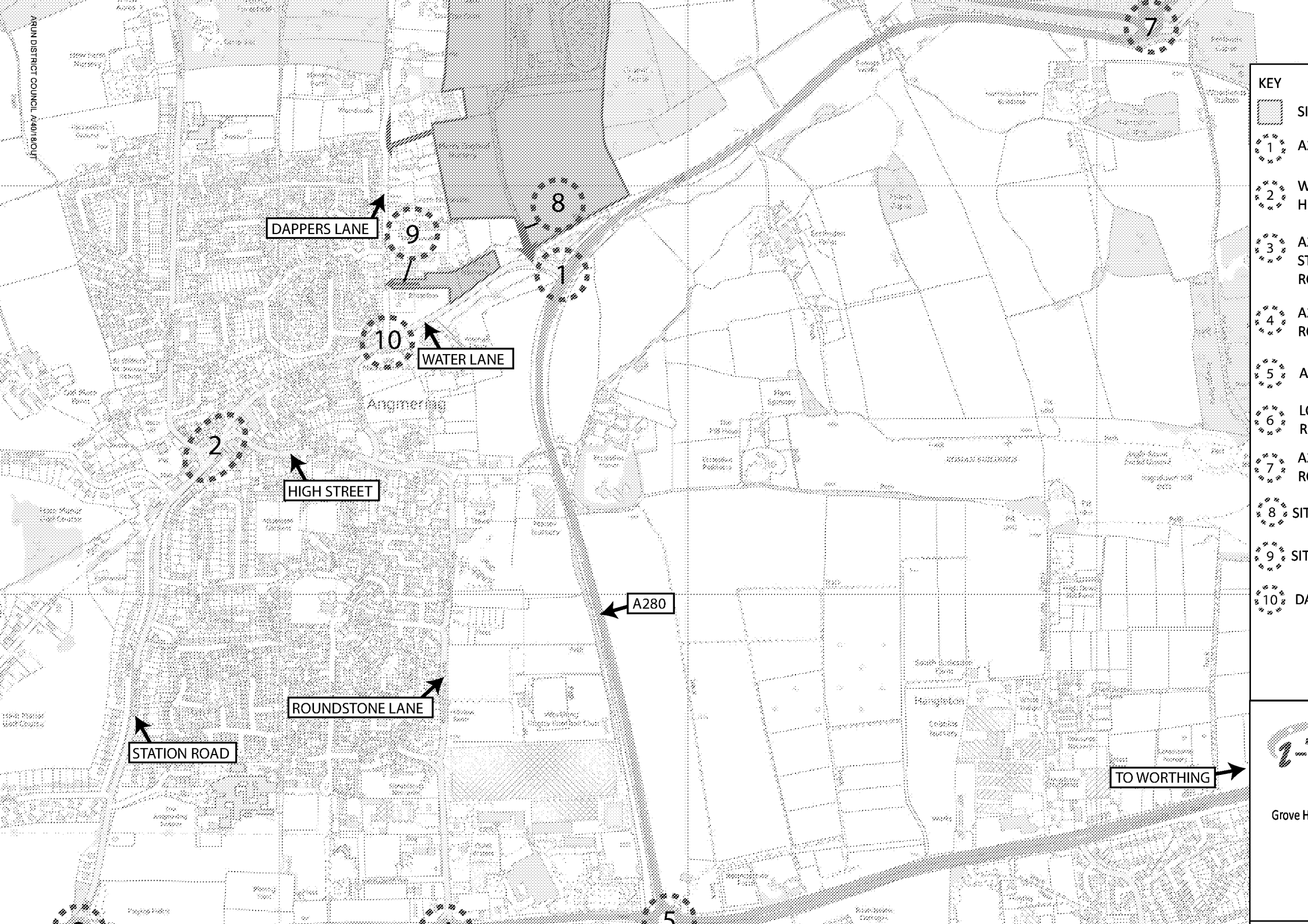
7.1.2 It is proposed to structure the Transport Assessment as follows:

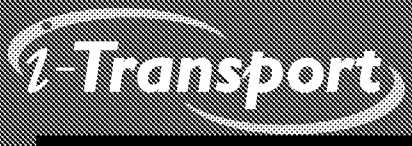
- Section 1 – will provide an introduction;
- Section 2- will summarise the development proposal;
- Section 3 – will summarise the relevant transport policy documents summarised in Section 2 of this Scoping Note;
- Section 4 – will provide an overview of the existing transport conditions in the vicinity of the site, including walking, cycling, public transport and the local highway network. A review of the most recent five-year personal injury accident data for the local highway network in the vicinity of the site will be provided;
- Section 5 – will provide details of the proposed site access, parking and servicing arrangements;
- Section 6 – will outline the measures that will be promoted to encourage sustainable travel to / from the site. Details of the Framework Travel Plan that will be provided to all new residents will also be provided;
- Section 7 – will assess the Traffic Impact of the proposed development in line with the methodology set out in Section 6 of this Scoping Note;
- Section 8 – will provide a summary and conclusions.

7.1.3 Agreement is sought from the Local Highway Authority, West Sussex County Council and Highways England, that the parameters and suggested approach identified in this report are acceptable.

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FIGURES


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DAPPERS LANE
WATER LANE
HIGH STREET
ROUNDSTONE LANE
STATION ROAD
A280
TO WORTHING
Angmering
KEY



[redacted]

[redacted]

[redacted]

APPENDIX C NON-MOTORISED USER AUDIT

TECHNICAL NOTE

Project No:	**ITB9105**
Project Title:	**Land North of Water Lane, Angmering**
Title:	**Non-Motorised User Audit**
Ref:	**TW/EF/ITB9105-019 TN**
Date:	**31 January 2018**

SECTION 1 INTRODUCTION

1.1 This Technical Note provides a Non-Motorised User (NMU) audit of the local highway network surrounding the proposed development site at Lane North of Water Lane, Angmering. The audit considers the adequacy of local walking and cycling infrastructure to accommodate the additional travel demands from the proposed development.

1.2 This audit considers the following key routes between the site and local destinations, including into the centre of Angmering and its associated local services and facilities:

- Route 1 – Dappers Lane between proposed development and Arundel Road;
- Route 2 – Proposed development along A280 towards the village of Clapham;
  - Route 2a – between Dappers Lane and A280 using PROW 2149;
- Route 3 – Proposed development towards Angmering village centre;
  - Route 3a: using Merrryfield Crescent and Landsdown Road;
  - Route 3b: using Merryfield Crescent and PROW 2150_1.
  - Route 3c: using PROW 2153 to reach the St Wilfrid's Catholic Primary School
- Route 4: proposed development to St Margaret's C of E Primary School.

1.3 These routes are illustrated in **Appendix A**, with a detailed photographic audit of these routes contained in **Appendix B**.

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1.4 The audit has been undertaken with reference to the five core principles, common to both pedestrians and cyclists, identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 *'Policy, Planning and Design for Walking and Cycling'* (2004), and the Chartered Institute of Highways and Transportation (CIHT) *'Designing for Walking'* (March 2015) guidance.

1.5 These principles are:

- **Convenience** – Networks should allow people to go where they want, as directly and with as little delay as possible, and with appropriate signage;
- **Accessibility** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be taken into account;
- **Safety** – Infrastructure must be safe, and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;
- **Comfort** – Infrastructure should meet design standards for width, gradient, and surface quality etc., and cater for all types of user, including children and disabled people as appropriate. Dropped kerbs are particularly beneficial to users of wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and
- **Attractiveness** – The walking and cycling environment should be attractive, interesting and free from litter, dog mess and broken glass.

1.6 Sections 2 provides a detailed analysis of the five routes. This Audit was primarily based upon a detailed site visit undertaken in August 2017, supplemented by additional desktop research. A summary and resulting recommendations arising from the audit is presented in Section 3.

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SECTION 2 ROUTE AUDIT

Route 1 – Dappers Lane between proposed development and Arundel Road

2.1 This route provides a connection between the site and Arundel Road which provides to provide a link to onward journeys to local villages. The PROW that runs through the site provides a connection onto Dappers Lane to the north of the nursery buildings.

Table 2.1: Audit of Route 1

Route 1 – Dappers Lane between Proposed development and Arundel Road	
Description of route	• Head North from the pedestrian access on Dappers Lane – there are no footways currently provided along this section of Dappers Lane • Continue north on Dappers Lane • A footway on the eastern side commences circa 15m after the Public footpath has joined with Dappers Lane • Continue on this footway to approach the underpass in which a cycleway circa 1.5m wide commences • Continue to reach the facilities of the north
Provision for cyclists	This route is suitable for cyclist using the carriageway. Dappers Lane is a lightly trafficked rural road with a speed limit of 30mph changing to national speed limit just north to the access of Brackenside. On approach to the subway a designated cycleway is provided to connect with Arundel Road.
Is the route convenient?	The route is convenient consisting of just one single carriageway road which is lightly trafficked.
Is the route accessible?	There are currently no footways provided along the majority of Dappers Lane however as a lightly trafficked road is suitable for pedestrian to walk in the carriageway. As part of the proposed development a crossing point with tactile paving will be provided to allow pedestrians to cross Dappers Lane. There is currently no street lighting provided.
Is the route safe?	The route is safe, with the provided footway/cycleway generally in good condition and with smooth, hard surfaces suitable for walking and cycling.
Is the route comfortable?	There is an absence of footways along Dappers Lane. However, the footways that are provided to the north of Dappers Lane are circa 1m wide.
Is the route attractive?	This route is attractive as it is lightly trafficked making is suitable for cycling.

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2.1.1 In summary, this route is accessible and provides pedestrians and cyclists to access the facilities in the north and make journeys further afield. There are currently no crossing points on Dappers Lane however as part of the proposed development crossing points with tactile paving will be provided at the pedestrian access on Dappers Lane. In addition, there is the potential to provide a footway along Dappers Lane between Water Lane and Merryfield Crescent.

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Route 2 – Proposed Development along A280 towards village of Clapham

2.2 Route 2 provides access to the facilities of the village of Clapham including The World's End Public House via the A280.

Table 2.2: Audit of Route 2

Route 2 – Proposed development along A280 towards village of Clapham	
Description of route	• Head east out of the site access following the pedestrian/ cycleway that runs along the A280 which is separated from the carriageway; • Rejoin the A280 and continue on the footway on the eastern side of the A280; • On approach to bridleway 3653 head north to reach the facilities at Clapham village. Route 2B • PROW 2149 runs through the site connecting Dappers lane with the A280 Water Lane.
Provision for cyclists	The route is suitable for use by cyclists using the carriageway along Water Lane. Water Lane is subject to 30mph speed limit and is suitable for on carriageway cycling. Between the proposed site access and the A280 there is an off-road cycle/ pedestrian connection. Along the northern side of the A280 a shared cycleway/footway makes this route suitable for cycling.
Is the route convenient?	This route is convenient being direct and legible, consisting of largely two roads. The bridleway is signposted to assist with wayfinding.
Is the route accessible?	The route is accessible with a few exceptions. There is natural surveillance along the route but no street lighting is provided along the A280. The Bridleway is well lit. The pedestrian cycleway link varies in width from 2.5m to 1.2m. There is a short section which is reduced in width to 0.6m due to overgrown vegetation and uneven surface. Improvements to widen this section could be made. Along the A280 a shared footway/cycleway is provided. A 300m section of the footway/cycleway is separated from the carriageway by a grass verge just before the bridleway narrowing the footway to 1.0m. Bridleway 3653 has a good width of 2.6m – 3.5m and is well lit providing an accessible route. PROW2149 runs through the site – currently the link to Dappers Lane is overgrown with vegetation but a good width path circa 1.5m is provided. As part of the development there is an opportunity to improve the quality of this route, upgrading it to make it suitable for cyclists.

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Is the route safe?	The route is safe, with footway/cycleway generally in good condition and with smooth, hard surfaces suitable for walking and cycling. The A280 is heavily trafficked however the separate footway/cycleway makes it safe for pedestrian and cyclists.
Is the route comfortable?	The route is comfortable with good width footway/cycleway circa 1.8m/2.0m wide. MfS identifies 1.5m as sufficient to allow a wheelchair user or pushchair user to pass a pedestrian and 0.9m as sufficient width for a wheelchair user to proceed. The route is generally 1.8m in width, with 2.0m in its widest sections narrowing to a minimum of 1m in sections.
Is the route attractive?	This route is attractive as the footway/cycleways are separated from the carriageway. The A280 is heavily trafficked however a good width shared footway/cycleway separated from the carriageway makes this an attractive route for cyclists.

2.2.1 In summary, this route is convenient as it provides a direct walking and cycling route to the facilities of Clapham Village. The route is accessible along the majority of its lengths with only a few narrower sections of footway/cycleway which could be widened to improve the route. PROW2149 runs through the site and improvements could be made to clear the overgrown vegetation and make a more accessible path for pedestrians and cyclists to use this route. A perception of safety is provided from natural surveillance and street lighting throughout.

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Route 3 – Proposed development towards Angmering centre

2.3 There are a large number of local services and facilities located in Angmering Local Centre on Water Lane/Station Road to the west of the site. These facilities include a local convenience store, newsagents, a public house, hairdressers, butchers, bakers, homeware store, takeaways, village hall and pharmacy.

Table 2.3: Audit of Route 3

Route 3 – Proposed development towards Angmering centre	
Description of route	Route 3a- Merryfields Crescent and Lansdowne Road • Exit the site on the western access and cross Dappers Lane before heading west along Merryfield Crescent, which has 1.8m wide footways on both sides; • Continue on the southern side of Merryfield Crescent to reach the junction with Greenacres Ring; • Head west on Greenacres Ring; • Use PROW 2153 to join with Lansdowne Road; • At the junction with Lansdowne Road/Close head west and continue on Lansdowne Road; • Continue along Lansdowne Road until you reach the junction with Arundel Road; • Use the uncontrolled crossing to the north of the junction to cross to the western side of Arundel Road; • Use the footway through the recreation ground to continue the journey towards the village centre. Route 3b- PROW 2150:1 • From Lansdowne Road use PROW 2150:1 to reach the facilities of the village centre. Route 3c: PROW 2153 to St Wilfrid's Catholic Primary School • From Lansdowne Road head west on PROW 2153 to connect to Arundel Road. • Cross Arundel Road to join the western footway and reach St Wilfrids Catholic Primary School.
Provision for cyclists	This route is suitable for cyclist using the carriageway. Merryfield Crescent and Lansdowne Road are lightly trafficked residential roads with a speed limit of 30mph.
Is the route convenient?	The route is convenient consisting of largely two roads. There is presently no wayfinding.

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Is the route accessible?	This route is accessible with a few exceptions. 1.8m wide footways are provided on both sides of Merryfield Crescent for the majority of its length. Dropped kerbs and tactile are provided along Merryfield Crescent where they meet other junctions, however there are no dropped kerbs or tactile provided with Greenacres Ring junction. There is no dropped kerbs or tactile paving provided to cross Greenacres Road to reach PROW 2153 however due to the lightly trafficked residential road it is safe to cross at multiple points. Lansdowne Road – 1.5m wide footways provided on both sides of the carriageway. On approach to the junction with Arundal Road dropped kerbs and tactiles are provided on the northern arm to cross Arundal Road. PROW 2150:1 is a good width footway of 1.5m wide along its entirety. This is suitable for wheelchair users, pushchairs and pedestrians and provides an accessible route into the village centre. The footpath is street lit and overlooked by residential properties. PROW 2153 has a width of 0.8-1.0m and provides a connection to Arundel Road.
Is the route safe?	This route is safe with footways in a good condition and with a smooth, hard surfaces suitable walking. The roads are relatively lightly trafficked and natural surveillance from residential properties and street lighting is provided along the route.
Is the route comfortable?	This route is comfortable to use of pedestrians and cyclists. MfS identifies 1.5m as sufficient to allow a wheelchair use or pushchair user to pass a pedestrian and 0.9m as sufficient width of a wheelchair user to proceed. This route is generally 1.5m in width, with some footway up to 1.8m at the widest sections and the narrowest section of 0.9m on PROW 2153. This route is relatively flat which makes it easy to use for all users.
Is the route attractive?	This route is attractive, as the footways follow low speed roads (30mph) or public footpaths and at points are separated from the carriageway by a grass verge.

2.3.1 In summary the route provides is convenient, providing a direct route to a local services and facilities in Angmering Centre. It is accessible for able pedestrian with a few points missing crossing points and dropped kerbs. The potential to provide a footway along Dappers Lane between Water Lane and Merryfield Crescent will make this route more accessible. This route is attractive as it is has good width footway for the majority of the route and benefits from natural surveillance from residential properties and street lighting to the town centre.

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Route 4 – Proposed development towards St Margaret's C of E Primary School

2.4 Route 4 provides access to St Margaret's C of E Primary School via Merryfield Crescent and Chantryfield Road.

Table 2.4: Audit of Route 4

Route 3 – Proposed development towards St Margaret's C of E Primary School	
Description of route	• Exit the site on the western access and cross Dappers Lane before heading west along Merryfield Crescent, which has 1.8m wide footways on both sides. • Head north at Beech View and continue on the eastern footway which has a footway of 1.5m wide • On approach to the junction with Chantryfield Road, cross to the western footway and continue along Chantryfield Road • Continue along Chantryfield Road which has a footway width which varies between 1.2-1.4m wide. • On approach to the junction with Arundal Road head north to reach St Margaret's C of E Primary School.
Provision for cyclists	This route is suitable for cyclist using the carriageway. Beech View and Chantryfield Road are lightly trafficked residential roads with a speed limit of 30mph.
Is the route convenient?	The route is convenient consisting of largely two roads. There is presently no wayfinding.
Is the route accessible?	This route is accessible with a few exceptions. 1.2m to 1.8m footways are provided along the entirety of the route. Footways circa 1.2m to 1.5m are provided on both sides of the carriageway of Beech View. There is no tactile pavings provided to cross to Chantryfield Road which would make is difficult for the mobility impaired to traverse. 1.2m-1.4m wide footways are provided on both sides of the carriageway of Chantryfield Road. There is a lack of tactiles on Pine Trees Close and Furzefield Close and the absence of dropped kerbs on Garden Close. 1.5m wide footways are provided on the east side of the carriageway of Arundal Road providing a safe route to the school.
Is the route safe?	This route is safe with footways in a good condition and with a smooth, hard surfaces suitable walking. The roads are relatively lightly trafficked and natural surveillance from residential properties and street lighting is provided along the route.
Is the route comfortable?	This route is comfortable to use. This route is relatively flat which makes it easy to use for all users.
Is the route attractive?	This route is attractive, as the footways follow low speed roads (30mph) footpaths and at points are separated from the carriageway by a grass verge.

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2.4.1 In summary, this route provides a comfortable and accessible route for pedestrians to access St Margaret's C of E Primary School. The footways are in a good condition with the exception of some dropped kerbs and tactile pavings on some crossing points. A feeling of safety is provided from the residential houses and street lighting.

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SECTION 3 SUMMARY

3.1 This audit demonstrates that the routes considered in the NMU Audit address the key desire lines for likely travel to and from the site, and fulfil the five core principles common to both pedestrians and cyclists identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 guidance.

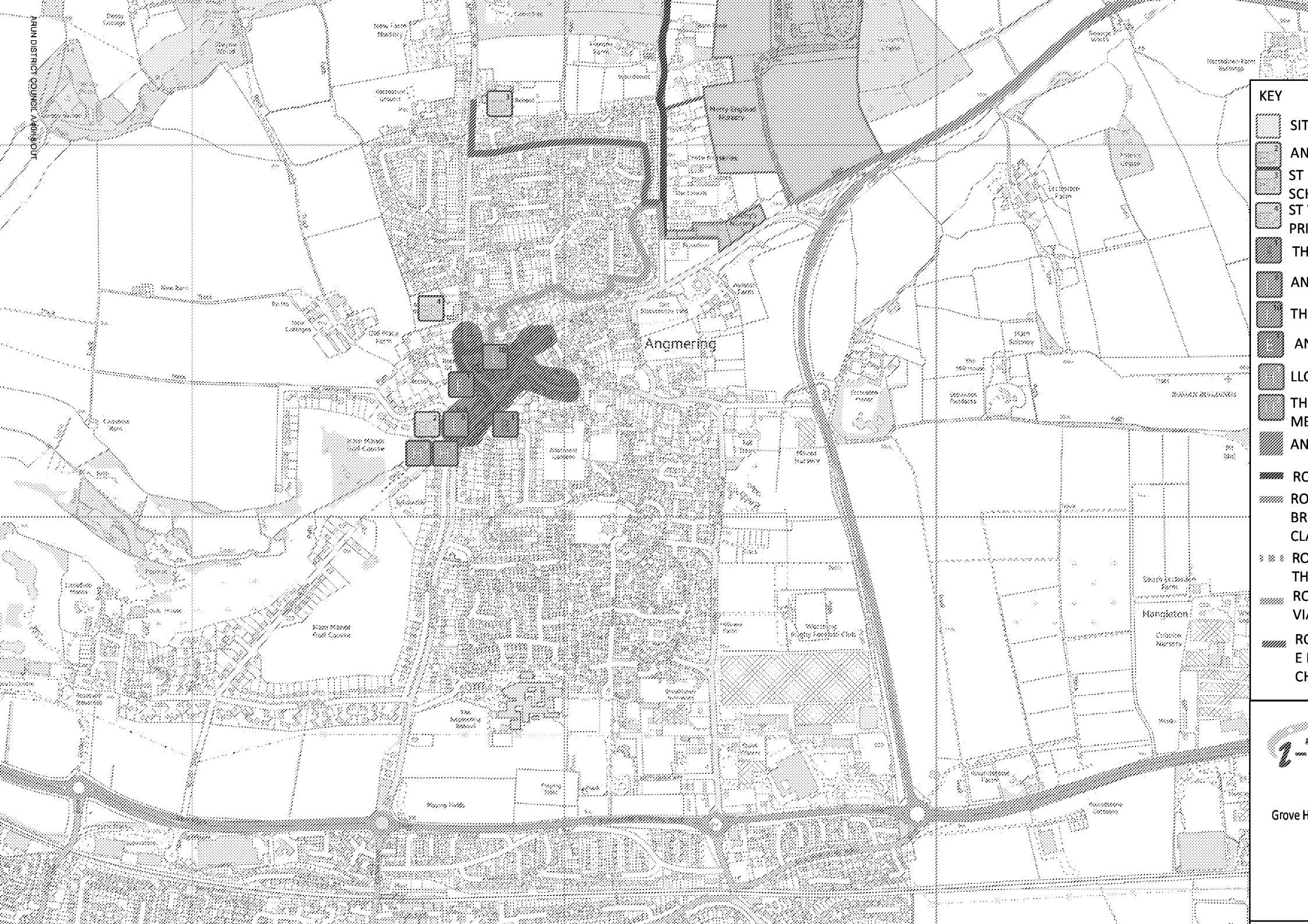
3.1.1 The audit identifies that the local pedestrian/cycle infrastructure meets the 5 key tests, with footways typically sufficiently wide to allow a pedestrian to pass a wheelchair user. Local roads are generally lightly trafficked and crossing facilities are provided in most locations along the routes considered. Traffic speeds are low (20/30mph) and road conditions support on road cycling where there is no formal cycle provision.

3.1.2 The proposed development proposes to link to the existing walking and cycling infrastructure by:

- Delivering a new footpath / cycleway link to the west of the site onto Dappers Lane;
- Potential to deliver a footway along Dappers Lane between Water Lane and Merryfield Crescent;
- Providing cycling/ pedestrian access to the southern site via a pedestrian refuse island on Water Lane;
- Upgrading the PROW 2149 which runs through the site to make it more accessible to pedestrians and cyclists; and
- Providing a comprehensive network of footways and cycle friendly streets within the site to improve the pedestrian and cycle permeability of the site.

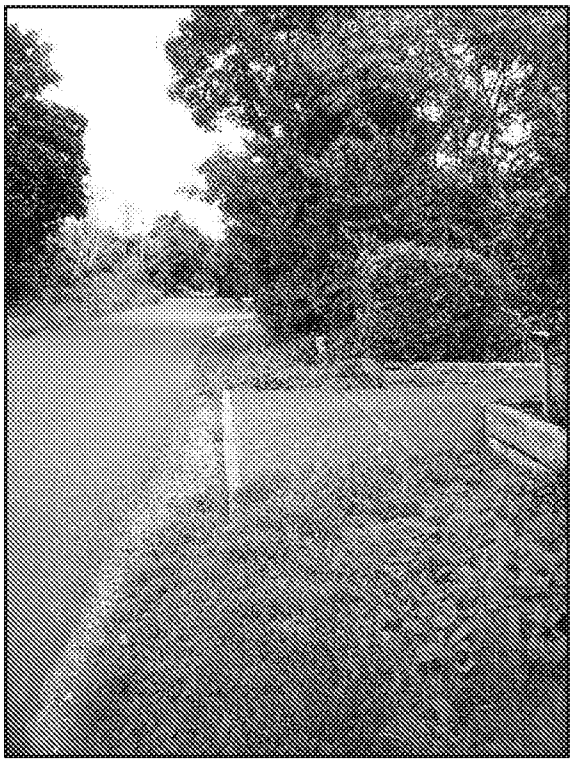
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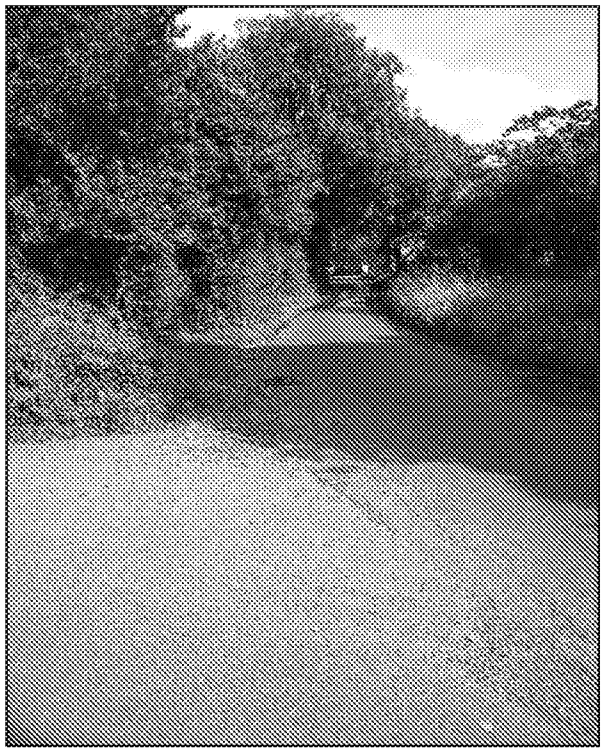
APPENDIX A Route Plan

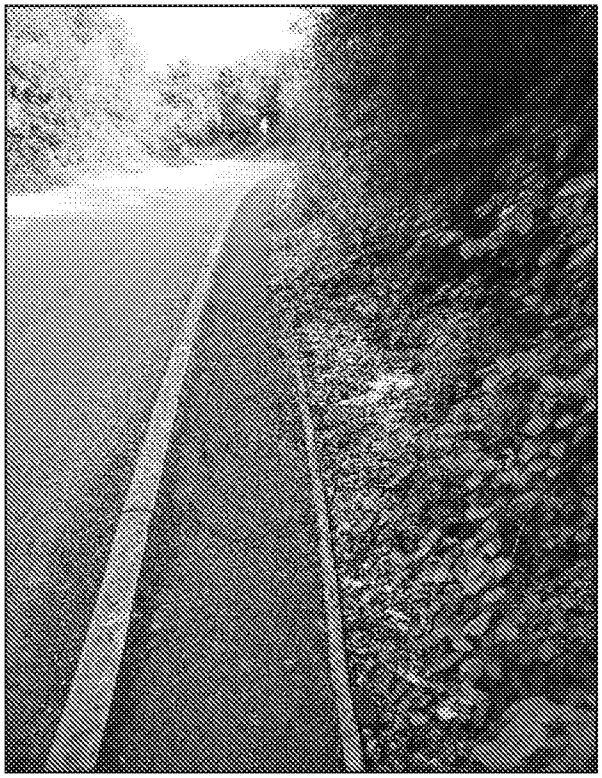

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APPENDIX B Photos of Non-Motorised User Routes

Route 1

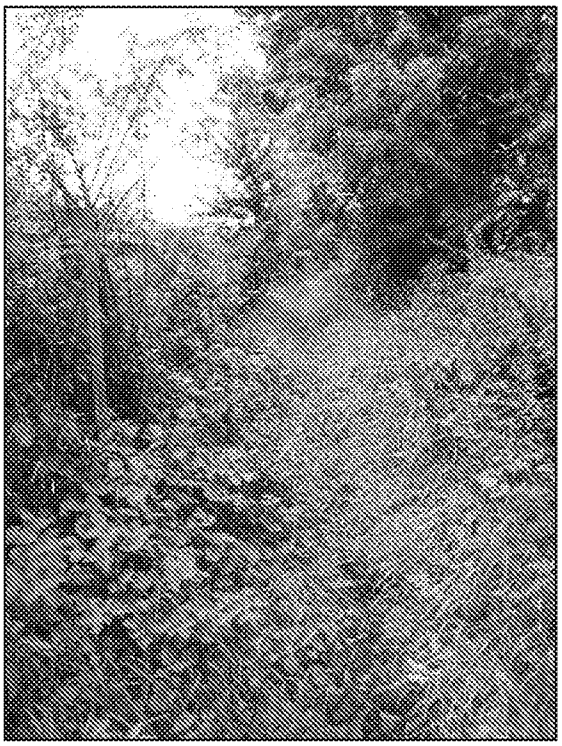


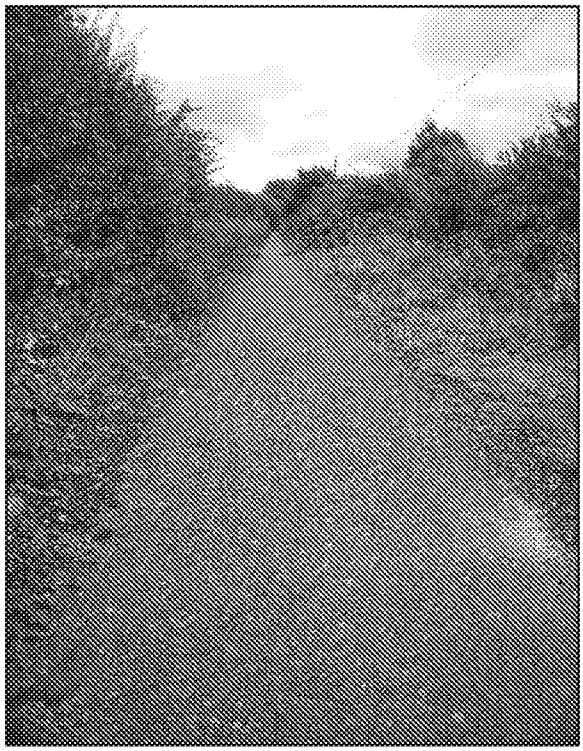


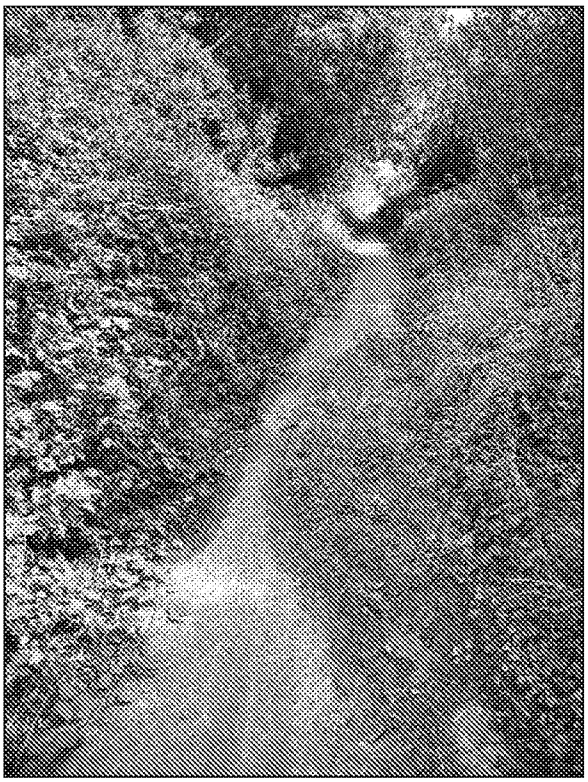


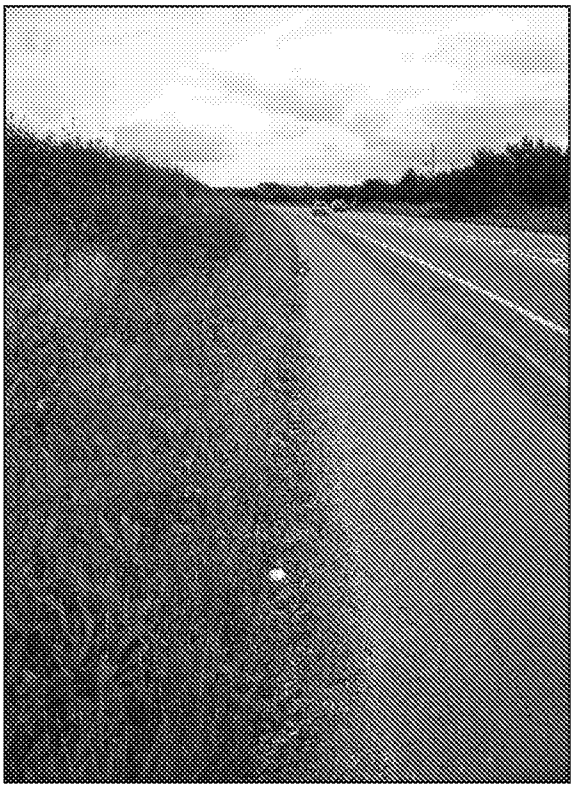


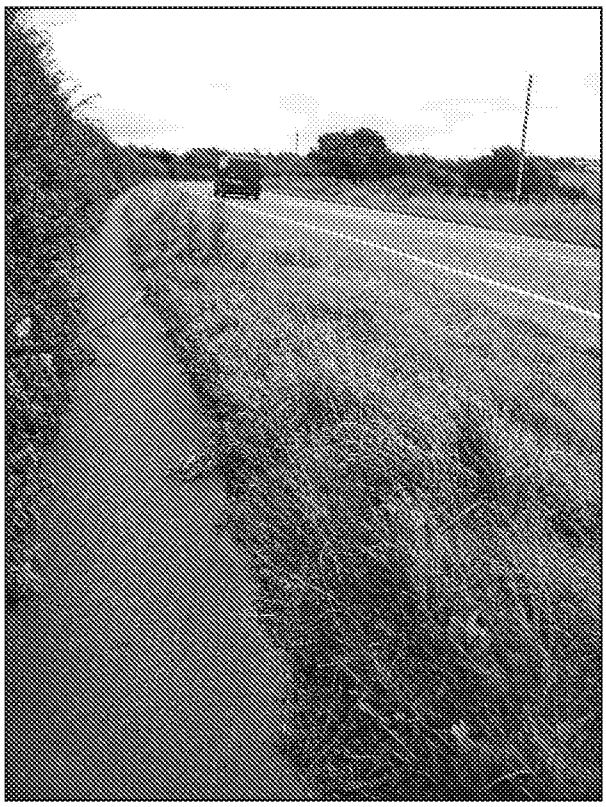
Route 2

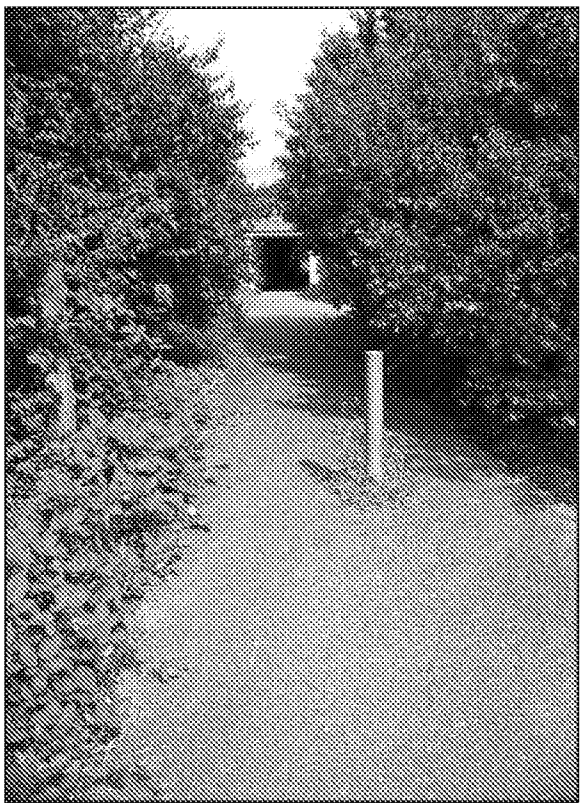








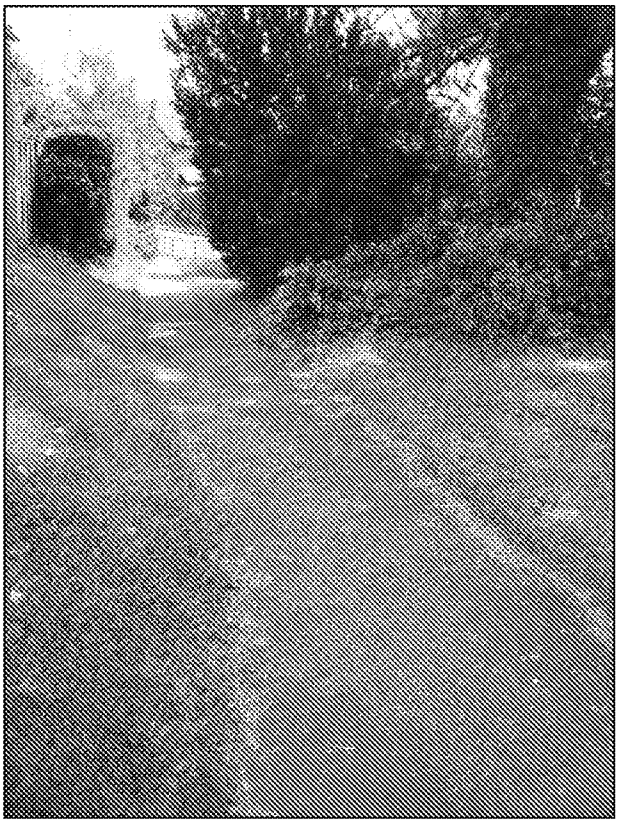




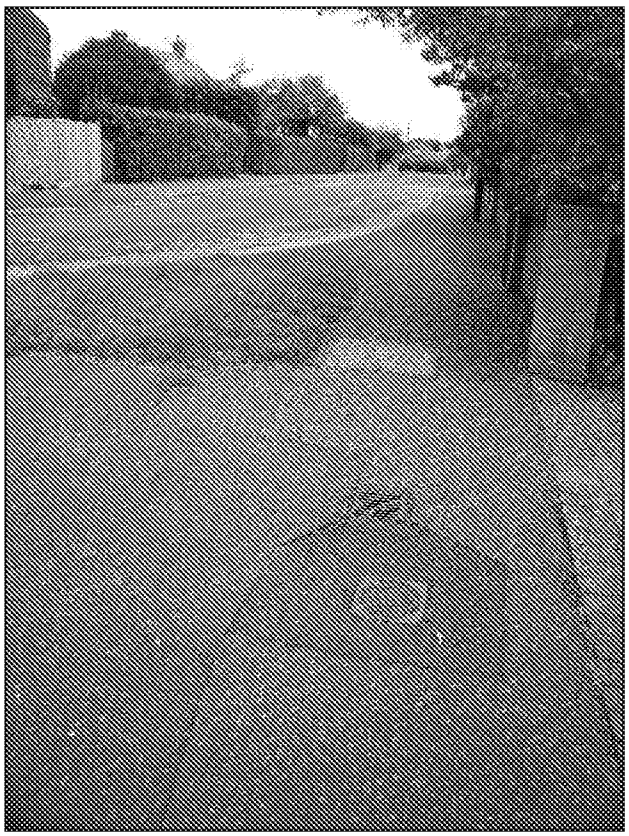
Route 3

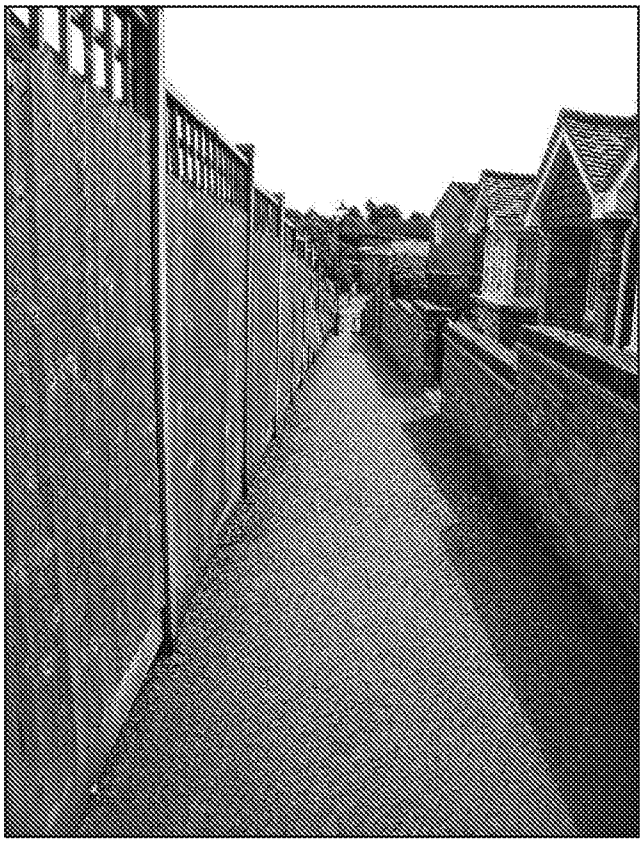


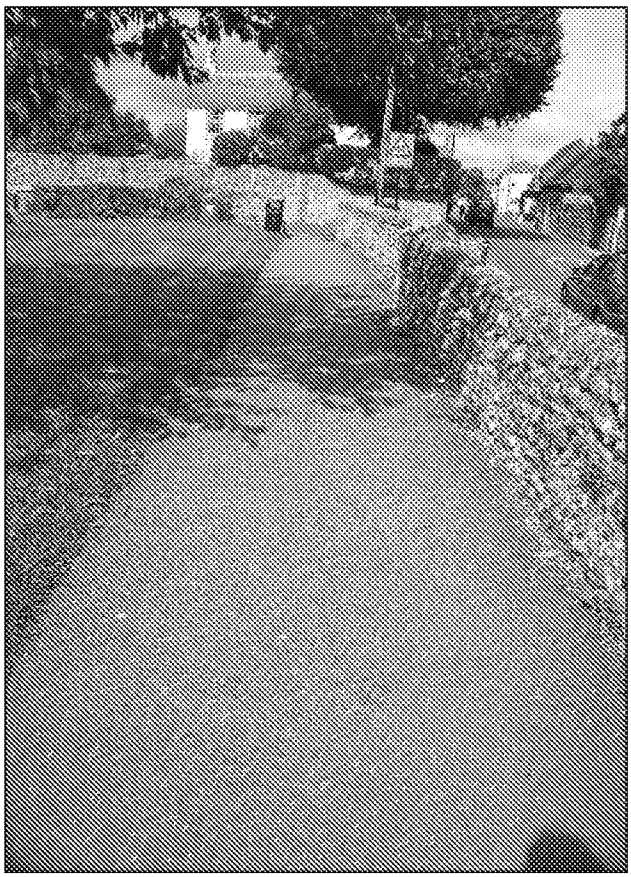








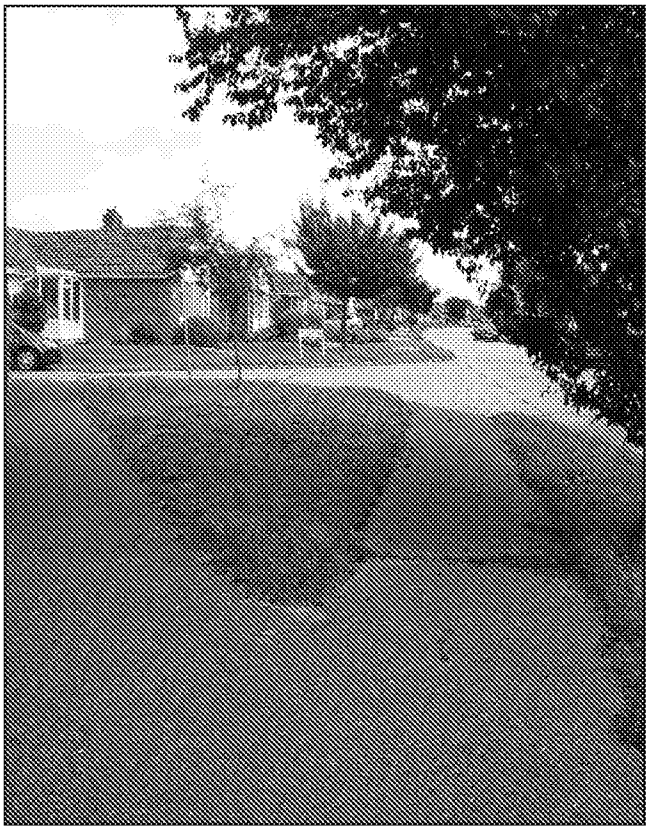


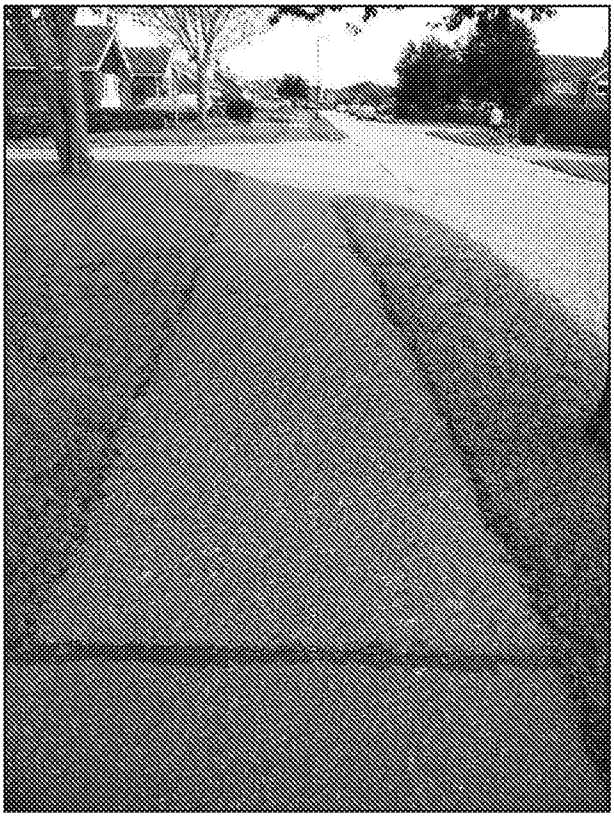




Route 4









APPENDIX D ATC DATA – WATER LANE AND DAPPERS LANE

TSP Class Profile All Days 15 Mins

Report Id - CustomList-110
Site Name - ACRE ANGMERING 02
Description - DAPERS LN (30M)
Direction - North

24 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10		Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 100	Mean	Vpp 85	PSL 30	PSL% 30	BCL 35 ACPO	BCL% 35 ACPO	BCL2 45 DFT	BCL2% 45 DFT	
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2100	6	5	6	5	0	5	0	5	0	5	0		2100	5	0	5	1	2	0	1	1	5	0	5	0	5	0	31.3	-	2	40	2	40	5	0	
2115	8	5	8	5	1	5	0	5	1	5	0		2115	5	0	5	6	1	1	1	0	5	0	5	0	5	0	26.7	-	2	25	1	12.5	5	0	
2130	8	5	8	5	0	5	0	5	0	5	0		2130	5	0	5	0	3	3	5	0	5	0	5	0	5	0	30.7	-	3	60	5	0	5	0	
2145	8	5	8	5	0	5	0	5	0	5	0		2145	5	0	1	2	1	2	5	0	5	0	5	0	5	0	24.7	-	2	33.3	5	0	5	0	
2200	7	5	7	5	0	5	0	5	0	5	0		2200	5	0	5	1	4	2	5	0	5	0	5	0	5	0	27.9	-	2	28.6	5	0	5	0	
2215	7	1	8	5	0	5	0	5	0	5	0		2215	5	0	5	0	4	2	5	1	5	0	5	0	5	0	30.5	-	3	42.9	1	14.3	5	0	
2230	8	1	8	5	1	5	0	5	0	5	0		2230	5	1	5	1	4	1	1	0	5	0	5	0	5	0	26.3	-	2	25	1	12.5	5	0	
2245	1	5	1	5	0	5	0	5	0	5	0		2245	5	0	5	0	1	0	5	0	5	0	5	0	5	0	29.1	-	5	0	5	0	5	0	
2300	4	5	3	5	1	5	0	5	0	5	0		2300	5	0	5	0	2	1	1	0	5	0	5	0	5	0	30.6	-	2	50	1	25	5	0	
2315	4	5	4	5	0	5	0	5	0	5	0		2315	5	0	5	3	1	0	5	0	5	0	5	0	5	0	24.6	-	5	0	5	0	5	0	
2330	1	5	1	5	0	5	0	5	0	5	0		2330	5	0	5	0	1	0	5	0	5	0	5	0	5	0	25.5	-	5	0	5	0	5	0	
2345	2	5	2	5	0	5	0	5	0	5	0		2345	5	0	5	0	1	0	1	0	5	0	5	0	5	0	34.6	-	1	50	1	50	5	0	
07-19	808	27	722	5	42	0	1	0	1	0	1		07-19	3	9	27	128	350	188	35	2	5	4	5	0	5	0	27.7	32.4	230	30	45	5.2	5	0.6	
06-22	882	35	844	5	49	0	1	0	2	0	1		06-22	3	9	30	202	350	224	45	4	5	4	5	0	5	0	27.5	32.4	235	30.8	51	5.7	5	0.6	
06-00	922	30	844	5	21	0	1	0	2	0	1		06-00	3	10	30	207	356	228	45	8	5	4	5	0	5	0	27.5	32.4	255	30.8	55	5.8	5	0.6	
00-00	922	30	844	5	21	0	1	0	2	0	1		00-00	3	10	30	207	356	228	45	8	5	4	5	0	5	0	27.5	32.4	255	30.8	55	5.8	5	0.6	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10		Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 100	Mean	Vpp 85	PSL 30	PSL% 30	BCL 35 ACPO	BCL% 35 ACPO	BCL2 45 DFT	BCL2% 45 DFT	
0000	1	0	1	0	5	0	5	0	5	0	5		0000	0	5	0	5	0	1	0	5	0	5	0	5	0	5	31.5	-	1	100	0	5	0	5	
0015	4	0	4	0	5	0	5	0	5	0	5		0015	0	5	0	1	2	5	1	5	0	5	0	5	0	5	28.2	-	1	25	1	25	0	5	
0030	1	0	1	0	5	0	5	0	5	0	5		0030	0	5	0	5	0	1	0	5	0	5	0	5	0	5	30.1	-	1	100	0	5	0	5	
0045	1	0	1	0	5	0	5	0	5	0	5		0045	0	5	0	5	1	5	0	5	0	5	0	5	0	5	28.9	-	0	5	0	5	0	5	
0100	5	0	5	0	0	0	5	0	5	0	5		0100	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0115	3	0	2	0	1	0	5	0	5	0	5		0115	0	5	0	1	1	1	0	5	0	5	0	5	0	5	28	-	1	33.3	0	5	0	5	
0130	5	0	5	0	5	0	5	0	5	0	5		0130	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0145	5	0	5	0	5	0	5	0	5	0	5		0145	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0200	5	0	5	0	5	0	5	0	5	0	5		0200	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0215	1	0	1	0	5	0	5	0	5	0	5		0215	0	5	0	5	1	5	0	5	0	5	0	5	0	5	27	-	0	5	0	5	0	5	
0230	5	0	5	0	5	0	5	0	5	0	5		0230	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0245	5	0	5	0	5	0	5	0	5	0	5		0245	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0300	2	0	2	0	5	0	5	0	5	0	5		0300	0	5	0	5	1	5	1	5	0	5	0	5	0	5	31.8	-	1	50	1	50	0	5	
0315	2	0	2	0	5	0	5	0	5	0	5		0315	0	5	0	5	1	1	0	5	0	5	0	5	0	5	30.4	-	1	50	0	5	0	5	
0330	5	0	5	0	5	0	5	0	5	0	5		0330	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0345	5	0	5	0	5	0	5	0	5	0	5		0345	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0400	1	0	1	0	5	0	5	0	5	0	5		0400	0	5	0	5	0	5	0	1	0	5	0	5	0	5	41.3	-	1	100	1	100	0	5	
0415	5	0	5	0	5	0	5	0	5	0	5		0415	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0430	5	0	5	0	5	0	5	0	5	0	5		0430	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0445	5	0	5	0	5	0	5	0	5	0	5		0445	0	5	0	5	0	5	0	5	0	5	0	5	0	5	-	-	0	5	0	5	0	5	
0500	2	0	2	0	5	0	5	0	5	0	5		0500	0	5	0	5	1	1	0	5	0	5	0	5	0	5	29.2	-	1	50	0	5	0	5	
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0630	4	0	4	0	5	0	5	0	5	0	5		0630	0	5	0	5	2	2	0	5	0	5	0	5	0	5	29.8	-	2	50	0	5	0	5	
0645	1	1	5	0	5	0	5	0	5	0	5		0645	0	5	0	5	0	5	1	5	0	5	0	5	0	5	38.1	-	1	100	1	100	0	5	
0700	4	1	2	0	1	0	5	0	5	0	5		0700	0	5	0	5	0	4	0	5	0	5	0	5	0	5	32.7	-	4	100	0	5	0	5	
0715	9	1	7	0	1	0	5	0	5	0	5		0715	0	5	1	1	2	4	0	1	0	5	0	5	0	5	29.8	-	5	55.6	1	11.1	0	5	
0730	8	2	5	0	1	0	5	0	5	0	5		0730	0	5	1	5	3	3	1	5	0	5	0	5	0	5	29.2	-	4	50	1	12.5	0	5	
0745	5	0	3	0	2	0	5	0	5	0	5		0745	0	5	0	1	2	2	0	5	0	5	0	5	0	5	29.8	-	2	40	0	5	0	5	
0800	5	0	5	0	5	0	5	0	5	0	5		0800	0	5	0	2	2	1	0	5	0	5	0	5	0	5	26.1	-	1	20	0	5	0	5	
0815	3	1	2	0	5	0	5	0	5	0	5		0815	0	5	1	2	0	5	0	5	0	5	0	5	0	5	21.8	-	0	5	0	5	0	5	
0830	9	0	8	0	1	0	5	0	5	0	5		0830	0	5	0	1	8	2	0	5	0	5	0	5	0	5	28.3	-	2	22.2	0	5	0	5	
0845	7	0	7	0	5	0	5	0	5	0	5		0845	0	5	0	1	4	2	0	5	0	5	0	5	0	5	27.8	-	2	28.6	0	5	0	5	
0900	4	0	4	0	5	0	5	0	5	0	5		0900	0	5	0	5	3	1	0	5	0	5	0	5	0	5	27.8	-	1	25	0	5	0	5	
0915	11	2	8	0	1	0	5	0	5	0	5		0915	0	5	2	2	4	3	0	5	0	5	0	5	0	5	28.1	30.6	3	27.3	0	5	0	5	
0930	19	0	19	0	5	0	5	0	5	0	5		0930	0	5	0	6	11	2	0	5	0	5	0	5	0	5	28.1	28.9	2	10.5	0	5	0	5	
0945	18	1	17	0	5	0	5	0	5	0	5		0945	0	5	1	1	12	4	0	5	0	5	0	5	0	5	28.2	31.3	4	22.2	0	5	0	5	
1000	18	0	18	0	5	0	5	0	5	0	5		1000	0	5	0	3	8	5	2	5	0	5	0	5	0	5	29.1	32.4	7	38.9	2	11.1	0	5	
1015	12	0	12	0	5	0	5	0	5	0	5		1015	0	5	0	2	8	2	2	5	0	5	0	5	0	5	28.7	32.2	4	33.3	2	16.7	0	5	
1030	13	1	12	0	5	0	5	0	5	0	5		1030	0	5	2	1	7	3	0	5	0	5	0	5	0	5	27.2	31.1	3	23.1	0	5	0	5	
1045	18	0	17	0	1	0	5	0	5	0	5		1045	0	5	0	5	11	7	0	5	0	5	0	5	0	5	29	30.9	7	38.9	0	5	0	5	
1100	22	1	21	0	5	0	5	0	5	0	5		1100	0	5	2	2	10	8	0	5	0	5	0	5	0	5	27.7	32.2	8	38.4	0	5	0	5	
1115	17	0	17	0	5	0	5	0	5	0	5		1115	0	5	1	2	7	8	1	5	0	5	0	5	0	5	28.8	32.2	7	41.2	1	5.9	0	5	
1130	21	0	20	0	5	0	1	0	5	0	5		1130	0	1	0	8	13	1	0	5	0	5	0	5	0	5	28.1	29.5	1	4.5	0	5	0	5	
1145	15	0	15	0	5	0	5	0	5	0	5		1145	0	5	0	1	10	4	0	5	0	5	0	5	0	5	28.8	32.2	4	26.7	0	5	0	5	
1200	19	0	19	0	5	0	5	0	5	0	5		1200	0	5	1	2	11	4	1	5	0	5	0	5	0	5	28.3	32	6	26.3	1	5.3	0	5	
1215	12	1	11	0	5	0	5	0	5	0	5		1215	0	5	1	2	7	2	0	5	0	5	0	5	0	5	25.9	27.1	2	16.7	0	5	0	5	
1230	23	4	18	0	1	0	5	0	5	0	5		1230	0	3	1	8	7	4	2	5	0	5	0	5	0	5	25.2	30.6	8	26.1	2	8.7	0	5	
1245	16	0	14	0	2	0	5	0	5	0	5		1245	0	5	0	4	4	8	2	5	0	5	0	5	0	5	29.7	34.4	8	50	2	12.5	0	5	
1300	23	0	23	0	5	0	5	0	5	0	5		1300	0	5	1	3	17	2	0	5	0	5	0	5	0	5	28.9	29.3	2	8.7	0	5	0	5	
1315	15	1	14	0	5	0	5	0	5	0	5		1315	0	1	0	2	8	4	0	5	0	5	0	5	0	5	28.9	32.2	4	26.7	0	5	0	5	
1330	15	0	14	0	1	0	5	0	5	0	5		1330	0	5	1	4	4	8	0	5	0	5	0	5	0	5	27.8	33.1	8	40	0	5	0	5	
1345	10	0	8	0	2	0	5	0	5	0	5		1345	0	5	0	2	6	2	1	5	0	5	0	5	0	5	27.8	-	3	30	1	10	0	5	
1400	19	2	14	0	3	0	5	0	5	0	5		1400	0	5	3	3	9	3	1	5	0	5	0	5	0	5	28.8	30.2	4	21.1	1	5.3	0	5	
1415	11	0	9	0	2	0	5	0	5	0	5		1415	0	5	0	3	6	2	1	5	0	5	0	5	0	5	27.3	30	3	27.3	1	9.1	0	5	
1430	19	0	18	0	1	0	5	0	5	0	5		1430	0	5	0	7	11	0	0	5	1	5	0	5	0	5	27.8	29.3	1	5.3	1	5.3	1	5.3	
1445	15	2	11	0	2	0	5	0	5	0	5		1445	0	1	3	1	8	4	0	5	0	5	0	5	0	5	28.3	33.6	4	26.7	0	5	0	5	
1500	14	0	13	0	1	0	5	0	5	0	5		1500	0	5	1	2	9	2	0	5	0	5	0	5	0	5	28.8	29.3	2	14.3	0	5	0	5	
1515	13	1	12	0	5	0	5	0	5	0	5		1515	0	5	1	5	4	1	0	5	2	5	0	5	0	5	28.8	31.5	3	23.1	2	15.4	2	15.4	
1530	13	0	12	0	1	0	5	0	5	0	5		1530	0	5	1	4	4	4	0	5	0	5	0	5	0	5	28.9	30.6	4	30.8	0	5	0	5	
1545	11	0	10	0	1	0	5	0	5	0	5		1545	0	5	0	4	8	1	0	5	0	5	0	5	0	5	28.3	29.5	1	9.1	0	5	0	5	
1600	14	2	11	0	1	0	5	0	5	0	5		1600	0	5	2	4	6	3	0	5	0	5	0	5	0	5	26.4	30.4	3	21.4	0	5	0	5	
1615	16	0	14	0	2	0	5	0	5	0	5		1615	0	5	1	1	11	2	1	5	0	5	0	5	0	5	27.7	30	3	16.5	1	8.3	0	5	
1630	11	0	11	0	5	0	5	0	5	0	5		1630	0	5	0	1	0	7	3	5	0	5	0	5	0	5	32.5	34.9	10	90.9	3	27.3	0	5	
1645	18	1	16	0	1	1	5	0	5	0	5		1645	0	1	1	1	7	7	1	5	0	5	0	5	0	5	28.5	32.7	8	44.4	1	5.6	0	5	
1700	17	0	16	0	1	0	5	0	5	0	5		1700	0	5	1	2	10	3	1	5	0	5	0	5	0	5	27.7	30.6	4	23.5	1	5.9	0	5	
1715	16	0	16	0	5	0	5	0	5	0	5		1715	0	5	0	3	8	5	0	5	0	5	0	5	0	5	28.3	30.4	5	31.3	0	5	0	5	
1730	14	0	13	0	1	0	5	0	5	0	5		1730	0	5	0	3	8	5	0	5	0	5	0	5	0	5	28.7	33.3	5	35.7	0	5	0	5	
1745	11	2	9	0	5	0	5	0	5	0	5		1745	0	5	0	2	3	4	2	5	0	5	0	5	0	5	29.9	33.6	8	54.5	2	18.2	0	5	
1800	5	1	5	0	5	0	5	0	5	0	5		1800	0	5	1	1	2	2	0	5	0	5	0	5	0	5	27.2	-	2	33.3	0	5	0	5	
1815	11	1	10	0	5	0	5	0	5	0	5		1815	0	5	2	5	8	2	1	5	0	5	0	5	0	5	27.8	32.2	3	27.3	1	9.1	0	5	
1830	12	1	11	0	5	0	5	0	5	0	5		1830	0	1	2	1	3	4	1	5	0	5	0	5	0	5	28.8	33.6	5	41.7	1	8.3	0	5	
1845	15	0	15	0	5	0	5	0	5	0	5		1845	0	5	0	5	7	8	0	5	0	5	0	5	0	5	30.4	34	8	53.3	0	5	0	5	
1900	11	1	10	0	5	0	5	0	5	0	5		1900	0	5	1	5	7	2	1	5	0	5	0	5	0	5	27.4	31.1	3	27.3	1	9.1	0	5	
1915	18	0	16	0	2	0	5	0	5	0	5		1915	0	5	1	5	6	8	1	5	0	5	0	5	0	5	27.8	31.6	7	38.9	1	5.6	0	5	
1930	10	1	9	0	5	0	5	0	5	0	5		1930	0	1	0	3	3	3	0	5	0	5	0	5	0	5	25.9	-	3	30	0	5	0	5	
1945	10	0	10	0	5	0	5	0	5	0	5		1945	0	5	0	5	3	3	4	5	0	5	0	5	0	5	32.2	-	7	70	4	40	0	5	
2000	5	2	3	0	5	0	5	0	5	0	5		2000	0	3	0	5	0	2	0	5	0	5	0	5	0	5	21.7	-	2	40	0	5	0	5	
2015	8	0	8	0	5	0	5	0	5	0	5		2015	0	5	0	1	3	3	1	5	0	5	0	5	0	5	30.3	-	4	50	1	12.5	0	5	
2030	10	1	7	0	2	0	5	0	5	0	5		2030	0	5	0	3	4	3	0	5	0	5	0	5	0	5	26.8	-	3	30	0	5	0	5	
2045	9	1	8	0	5	0	5	0	5	0	5		2045	0	1	1	2	3	2	0	5	0	5	0	5	0	5	25	-	2	22.2	0	5	0	5	
2100	5	0	4	0	1	0	5	0	5	0	5		2100	0	5	0	1	1	3	0	5	0	5	0	5	0	5	30.2	-	3	60	0	5	0	5	
2115	5	0	4	0	1	0	5	0	5	0	5		2115	0	5	0	5	6	0	0	5	0	5	0	5	0	5	28.2	-	0	5	0	5	0	5	
2130	7	0	8	0	1	0	5	0	5	0	5		2130	0	5	0	2	4	1	0	5	0	5	0	5	0	5	27.7	-	1	14.3	0	5	0	5	

2145	5	0	5	0	0	0	0	0	0	0	0
2200	7	1	6	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	4	1	3	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	647	22	555	0	51	1	1	0	0	0	0
06-22	757	22	656	0	56	1	1	0	0	0	0
06-00	776	22	697	0	56	1	1	0	0	0	0
00-00	797	22	717	0	56	1	1	0	0	0	0

2145	0	0	0	0	2	2	1	0	0	0	0	0	0	0	31.3	-	3	50	1	25	0	0
2200	0	1	0	1	3	2	0	0	0	0	0	0	0	0	27.1	-	2	28.6	0	0	0	0
2215	0	0	0	1	1	1	1	0	0	0	0	0	0	0	30.8	-	2	50	1	25	0	0
2230	0	1	0	1	1	1	0	0	0	0	0	0	0	0	24.2	-	1	25	0	0	0	0
2245	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.7	-	0	0	0	0	0	0
2300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.3	-	1	100	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	1	0	0	0	0	0	0	41.8	-	1	100	1	100	0	0
2345	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.1	-	0	0	0	0	0	0
07-19	0	8	22	167	322	153	24	1	2	0	0	0	0	0	27.7	32.3	181	28.5	22	4.5	3	0.5
06-22	0	13	22	174	349	156	32	1	2	0	0	0	0	0	27.2	32.3	232	30.5	37	4.9	3	0.4
06-00	0	15	22	178	332	251	34	2	2	0	0	0	0	0	27.2	32.4	240	30.9	39	5	3	0.4
00-00	0	15	22	156	324	257	37	5	2	0	0	0	0	0	27.2	32.4	280	31.4	42	5.4	3	0.4

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pct
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	0	0	1	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	1	0	1	0	0	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0315	1	0	1	0	0	0	0	0	0	0	0	
0330	1	0	1	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	0	0	1	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	
0430	2	0	2	0	0	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0	
0500	3	0	2	0	1	0	0	0	0	0	0	
0515	1	0	1	0	0	0	0	0	0	0	0	
0530	3	0	1	0	2	0	0	0	0	0	0	
0545	5	0	5	0	0	0	0	0	0	0	0	
0600	3	0	3	0	0	0	0	0	0	0	0	
0615	6	2	4	0	0	0	0	0	0	0	0	
0630	13	1	11	0	1	0	0	0	0	0	0	
0645	17	2	14	0	1	0	0	0	0	0	0	
0700	13	2	10	0	1	0	0	0	0	0	0	
0715	27	3	21	0	3	0	0	0	0	0	0	
0730	23	1	18	0	4	0	0	0	0	0	0	
0745	36	1	31	0	4	0	0	0	0	0	0	
0800	31	0	28	0	3	0	0	0	0	0	0	
0815	29	2	25	0	2	0	0	0	0	0	0	
0830	65	4	57	0	3	1	0	0	0	0	0	
0845	58	3	53	0	2	0	0	0	0	0	0	
0900	29	0	24	0	5	0	0	0	0	0	0	
0915	29	1	27	0	1	0	0	0	0	0	0	
0930	19	0	19	0	0	0	0	0	0	0	0	
0945	24	0	21	0	3	0	0	0	0	0	0	
1000	18	0	15	0	3	0	0	0	0	0	0	
1015	14	0	14	0	0	0	0	0	0	0	0	
1030	18	0	14	1	3	0	0	0	0	0	0	
1045	20	0	17	0	3	0	0	0	0	0	0	
1100	16	0	14	0	2	0	0	0	0	0	0	
1115	14	0	11	0	3	0	0	0	0	0	0	
1130	22	0	22	0	0	0	0	0	0	0	0	
1145	20	1	15	0	4	0	0	0	0	0	0	
1200	22	0	19	1	2	0	0	0	0	0	0	
1215	20	1	17	0	2	0	0	0	0	0	0	
1230	13	0	9	0	4	0	0	0	0	0	0	
1245	21	1	19	0	1	0	0	0	0	0	0	
1300	25	0	21	0	4	0	0	0	0	0	0	
1315	22	0	19	1	2	0	0	0	0	0	0	
1330	14	0	12	1	1	0	0	0	0	0	0	
1345	19	0	15	0	4	0	0	0	0	0	0	
1400	22	2	17	0	3	0	0	0	0	0	0	
1415	14	0	13	0	1	0	0	0	0	0	0	
1430	20	0	20	0	0	0	0	0	0	0	0	
1445	16	1	14	0	1	0	0	0	0	0	0	
1500	19	1	17	0	1	0	0	0	0	0	0	
1515	42	0	38	0	4	0	0	0	0	0	0	
1530	65	2	62	0	1	0	0	0	0	0	0	
1545	24	0	20	0	3	0	0	0	1	0	0	
1600	32	0	27	0	4	0	1	0	0	0	0	
1615	17	1	12	0	4	0	0	0	0	0	0	
1630	18	2	13	0	3	0	0	0	0	0	0	
1645	18	1	16	0	1	0	0	0	0	0	0	
1700	19	1	14	0	4	0	0	0	0	0	0	
1715	24	0	23	0	1	0	0	0	0	0	0	
1730	28	0	25	0	3	0	0	0	0	0	0	
1745	20	2	18	0	0	0	0	0	0	0	0	
1800	22	1	19	0	2	0	0	0	0	0	0	
1815	15	0	12	0	3	0	0	0	0	0	0	
1830	19	0	17	0	2	0	0	0	0	0	0	
1845	13	0	13	0	0	0	0	0	0	0	0	
1900	14	0	13	0	0	0	1	0	0	0	0	
1915	11	1	8	0	2	0	0	0	0	0	0	
1930	14	1	13	0	0	0	0	0	0	0	0	
1945	17	1	13	0	2	0	1	0	0	0	0	
2000	8	1	6	0	1	0	0	0	0	0	0	
2015	8	3	4	0	1	0	0	0	0	0	0	
2030	11	2	6	0	3	0	0	0	0	0	0	
2045	4	1	3	0	0	0	0	0	0	0	0	
2100	5	1	4	0	0	0	0	0	0	0	0	
2115	5	2	3	0	0	0	0	0	0	0	0	
2130	5	0	4	0	1	0	0	0	0	0	0	
2145	4	1	3	0	0	0	0	0	0	0	0	
2200	4	0	4	0	0	0	0	0	0	0	0	
2215	1	0	1	0	0	0	0	0	0	0	0	
2230	5	1	4	0	0	0	0	0	0	0	0	
2245	4	0	4	0	0	0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0	
2315	0	0	0	0	0	0	0	0	0	0	0	
2330	2	0	2	0	0	0	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	
07-19	1142	54	927	4	110	1	1	0	1	0	0	
06-22	1222	53	1109	4	122	1	2	0	1	0	0	
06-00	1310	54	1122	4	122	1	2	0	1	0	0	
00-00	1321	54	1141	4	127	1	2	0	1	0	0	

Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT	Pct
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	0	0	-	-	0	0	0	0	0	0	
0030	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.1	-	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	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	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	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	1	0	0	0	0	0	0	0	0	0	28.1	-	0	0	0	0	0	0	
0245	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.7	-	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	1	0	0	0	0	0	0	0	0	33.4	-	1	100	0	0	0	0	
0330	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.1	-	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	1	0	0	0	0	0	0	0	0	33.3	-	1	100	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	2	0	0	0	0	0	0	0	0	31.6	-	2	100	0	0	0	0	
0445	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.7	-	1	100	1	100	0	0	
0500	0	0	0	0	2	1	0	0	0	0	0	0	0	0	30.1	-	1	33.3	0	0	0	0	
0515	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	0	0	
0530	0	0	0	0	0	1	2	0	0	0	0	0	0	0	34.7	-	3	100	2	66.7	0	0	
0545	0	0	0	0	2	2	1	0	0	0	0	0	0	0	32	-	3	60	1	20	0	0	
0600	0	0	0	2	0	1	0	0	0	0	0	0	0	0	27	-	1	33.3	0	0	0	0	
0615	0	0	0	2	1	2	1	0	0	0	0	0	0	0	29.4	-	3	50	1	16.7	0	0	
0630	0	0	1	2	6	3	1	0	0	0	0	0	0	0	28.1	32.2	4	30.8	1	7.7	0	0	
0645	0	0	1	1	6	9	0	0	0	0	0	0	0	0	29.6	33.1	9	52.9	0	0	0	0	
0700	0	0	1	1	5	5	0	1	0	0	0	0	0	0	29.9	33.8	6	46.2	1	7.7	0	0	
0715	0	2	3	2	9	8	3	0	0	0	0	0	0	0	27.6	34.2	11	40.7	3	11.1	0	0	
0730	0	0	0	8	5	10	2	0	0	0	0	0	0	0	28.6	32.7	12	52.2	2	8.7	0	0	
0745	0	0	1	9	14	11	1	0	0	0	0	0	0	0	27.9	32	12	33.3	1	2.8	0	0	
0800	0	0	0	8	19	5	1	0	0	0	0	0	0	0	27.6	30.4	6	19.4	1	3.2	0	0	
0815	0	1	1	8	15	4	2	0	0	0	0	0	0	0	27	30.9	6	20.7	2	6.9	0	0	
0830	0	0	10	15	24	13	1	1	0	1	0	0	0	0	26.5	31.6	16	24.6	3	4.6	1	1.5	
0845	0	0	4	13	35	8	0	0	0	0	0	0	0	0	26.6	29.3	6	10.3	0	0	0	0	
0900	0	0	1	5	15	8	0	0	0	0	0	0	0	0	27.5	30.9	8	27.6	0	0	0	0	
0915	0	0	0	8	13	9	1	0	0	0	0	0	0	0	28.9	32.7	10	34.5	1	3.4	0	0	
0930	0	0	0	5	9	4	0	0	0	1	0	0	0	0	28.6	31.6	5	26.3	1	5.3	1	5.3	
0945	0	0	0	5	12	8	1	0	0	0	0	0	0	0	28.2	31.1	7	29.2	1	4.2	0	0	
1000	0	0	1	8	4	8	1	0	0	0	0	0	0	0	27.2	32.2	7	38.9	1	5.6	0	0	
1015	0	0	0	5	5	3	0	0	0	1	0	0	0	0	28.9	31.1	4	28.6	1	7.1	1	7.1	
1030	0	1	1	7	6	3	0	0	0	0	0	0	0	0	24.6	29.8	3	16.7	0	0	0	0	
1045	0	0	0	4	16	8	0	0	0	0	0	0	0	0	28.3	31.3	6	30	0	0	0	0	
1100	0	0	0	3	6	3	4	0	0	0	0	0	0	0	30.2	37.4	7	43.8	4	25	0	0	
1115	0	0	1	2	5	6	0	0	0	0	0	0	0	0	27.9	30.9	6	42.9	0	0	0	0	
1130	0	0	0	2	12	7	1	0	0	0	0	0	0	0	29.3	31.8	8	36.4	1	4.5	0	0	
1145	0	0	0	2	8	10	0	0	0	0	0	0	0	0	29	31.3	10	50	0	0	0	0	
1200	0	0	1	8	12	3	0	0	0	0	0	0	0	0	26.3	29.5	3	13.6	0	0	0	0	
1215	0	0	0	4	6	5	5	0	0	0	0	0	0	0	29.3	34.9	8	40	3	15	0	0	
1230	0	0	1	5	3	3	1	0	0	0	0	0	0	0	27.5	32.4	4	30.8	1	7.7	0	0	
1245	0	0	1	4	10	5	1	0	0	0	0	0	0	0	28.1	33.8	6	28.6	1	4.8	0	0	
1300	0	0	1	14	9	1	0	0	0	0	0	0	0	0	24.9	27.1	1	4	0	0	0	0	
1315	0	0	0	1	14	6	1	0	0	0	0	0	0	0	28.6	32.2	7	31.8	1	4.5	0	0	
1330	0	0	0	1	7	5	1	0	0	0	0	0	0	0	29.9	32.2	6	42.9	1	7.1	0	0	
1345	0	0	1	4	6	8	0	0	0	0	0	0	0	0	27.2	31.6	6	31.6	0	0	0	0	
1400	0	0	2	4	12	2	2	0	0	0	0	0	0	0	27.3	31.6	4	18.2	2	9.1	0	0	
1415	0	0	1	1	5	7	0	0	0	0	0	0	0	0	28.6	32.2	7	50	0	0	0	0	
1430	0	0	0	8	16	4	0	0	0	0	0	0	0	0	27.2	30.2	4	20	0	0	0	0	
1445	0	0	2	2	6	3	1	0	0	0	0	0	0	0	27.5	32.4	4	25	1	6.3	0	0	
1500	0	0	0	4	12	3	0	0	0	0	0	0	0	0	27.6	29.8	3	15.8	0	0	0	0	
1515	0	0	4	10	23	5	0	0	0	0	0	0	0	0	26.4	29.5	5	11.9	0	0	0	0	
1530	0	0	5	23	26	8	2	0	0	1	0	0	0	0	26.1	30.2	11	16.9	3	4.6	1	1.5	
1545	0	0	1	3	5	12	2	0	1	0	0	0	0	0	30.4	34.7	15	62.5	3	12.5	1	4.2	
1600	0	1	0	1	16	9	2	0	0	1	0	0	0	0	29.2	31.8	12	37.5	3	9.4	1	3.1	
1615	0	0	1	4	5	5	1	1	0	0	0	0	0	0	29.1	33.8	7	41.2	2	11.8	0	0	
1630	0	1	1	5	6	3	0	0	0	0	0	0	0	0	26.2	28.4	3	16.7	0	0	0	0	
1645	0	1	0	2	6	8	1	0	0	0	0	0	0	0	29	33.8	7	38.9	1	5.6	0	0	
1700	0	0	2	8	5	5	0	1	0	0	0	0	0	0	27.2	32.4	6	31.6	1	5.3	0	0	
1715	0	0	0	3	11	4	3	1	0	2	0	0	0	0	32.5	38	10	41.7	6	25	2	8.3	
1730	0	0	0	4	11	12	1	0	0	0	0	0	0	0	29.3	33.3	13	46.4	1	3.6	0	0	
1745	0	0	1	3	7	9	0	0	0	0	0	0	0	0	28.6	33.1	9	45	0	0	0	0	
1800	0	1	0	2	9	7	1	2	0	0	0	0	0	0	29.6	34.4	10	45.5	3	13.6	0	0	
1815	0	0	1	1	10	3	0	0	0	0	0	0	0	0	27.6	30.2	3	20	0	0	0	0	
1830	0	0	0	4	5	10	0	0	0	0	0	0	0	0	29.1	33.1	10	52.6	0	0	0	0	
1845	0	0	0	1	7	4	1	0	0	0	0	0	0	0	29.7	32.2	5	38.5	1	7.7	0	0	
1900	0	1	0	2	6	4	1	0	0	0	0	0	0	0	28	32.7	5	35.7	1	7.1	0	0	
1915	0	0	1	0	5	4	1	0	0	0	0	0	0	0	29.4	32.4	5	45.5	1	9.1	0	0	
1930	0	0	1	2	4	6	1	0	0	0	0	0	0	0	28.6	34.2	7	50	1	7.1	0	0	
1945	0	0	1	4	5	6	1	0	0	0	0	0	0	0	27.5	30.4	7	41.2	1	5.9	0	0	
2000	0	0	0	2	3	3	0	0	0	0	0	0	0	0	28.1	-	3	37.5	0	0	0	0	
2015	1	0	2	0	2	2	1	0	0	0	0	0	0	0	24.9	-	3	37.5	1	12.5	0	0	
2030	0	1	1	1	4	2	2	0	0	0	0	0	0	0	26	34.9	4	36.4	2	18.2	0	0	
2045	0	0	1	2	1	0	0	0	0	0	0	0	0	0	24.1	-	0	0	0	0	0	0	
2100	0	0	1	1	2	0	1	0	0	0	0	0	0	0	28.6	-	1	20	1	20	0	0	
2115	0	0	2	0	3	0	0	0	0	0	0	0	0	0	24.3	-	0	0	0	0	0	0	
2130	0	0	1	0	3	1	0	0	0	0	0	0	0	0	28.6	-	1	20	0	0	0	0	
2145	0	0	0	1	1	2	0	0	0	0	0	0	0	0	27.4	-	2	50	0	0	0	0	
2200	1	0	0	0	1	2	0	0	0	0	0	0	0	0	23.6	-	2	50	0	0	0	0	
2215	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.7	-	1	100	0	0	0	0	
2230	0	1	1	2	1	0	0	0	0	0	0	0	0	0	21	-	0	0	0	0	0	0	
2245	0	0	0	0	1	2	1	0	0	0	0	0	0	0	32.2	-	3	75	1	25	0	0	
2300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.5	-	1	100	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	1	0	1	0	0	0	0	0	0	0	32.6	-	1	50	1	50	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	0	2	56	232	567	228	45	7	1	7	0	0	0	0	27.9	32.2	245	30.1	57	3	5	0.7	
06-22	1	10	53	220	556	322	55	7	1	7	0	0	0	0	27.9	32.2	405	30.2	67	5.2	5	0.8	
06-00	3	11	54	222	563	329	54	7	1	7	0	0	0	0	27.9	32.4	406	31.1	69	5.2	5	0.8	
00-00	3	11	54	222	571	347	55	7	1	7	0	0	0	0	28	32.4	420	31.8	73	5.2	5	0.8	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pct
0000	0	0	0	0	0	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	
0030	1	0	1	0	0	0	0	0	0	0	0	
0045	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	2	2	0	0	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	
0345	1	0	0	0	1	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	
0415	1	1	0	0	0	0	0	0	0	0	0	
0430	3	0	2	0	1	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	
0500	4	0	3	0	1	0	0	0	0	0	0	
0515	0	0	0	0	0	0	0	0	0	0	0	
0530	5	0	5	0	0	0	0	0	0	0	0	
0545	4	0	3	0	1	0	0	0	0	0	0	
0600	7	1	5	0	1	0	0	0	0	0	0	
0615	7	2	5	0	0	0	0	0	0	0	0	
0630	13	1	10	0	2	0	0	0	0	0	0	
0645	18	1	14	0	3	0	0	0	0	0	0	
0700	18	1	14	0	3	0	0	0	0	0	0	
0715	19	3	15	0	1	0	0	0	0	0	0	
0730	25	0	22	0	3	0	0	0	0	0	0	
0745	32	1	28	0	3	0	0	0	0	0	0	
0800	42	0	39	0	3	0	0	0	0	0	0	
0815	41	1	37	0	3	0	0	0	0	0	0	
0830	49	1	44	1	3	0	0	0	0	0	0	
0845	60	2	55	1	2	0	0	0	0	0	0	
0900	29	0	27	0	2	0	0	0	0	0	0	
0915	28	1	24	0	3	0	0	0	0	0	0	
0930	23	1	19	0	3	0	0	0	0	0	0	
0945	15	0	14	0	1	0	0	0	0	0	0	
1000	28	0	24	0	4	0	0	0	0	0	0	
1015	18	1	15	0	1	0	0	0	1	0	0	
1030	30	2	26	0	2	0	0	0	0	0	0	
1045	23	1	18	0	4	0	0	0	0	0	0	
1100	16	0	15	0	1	0	0	0	0	0	0	
1115	18	0	14	0	3	1	0	0	0	0	0	
1130	19	1	16	0	2	0	0	0	0	0	0	
1145	23	0	22	0	1	0	0	0	0	0	0	
1200	22	0	20	0	2	0	0	0	0	0	0	
1215	17	0	16	0	1	0	0	0	0	0	0	
1230	16	0	13	0	2	1	0	0	0	0	0	
1245	20	0	19	0	1	0	0	0	0	0	0	
1300	20	1	17	0	2	0	0	0	0	0	0	

Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT	Pct
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	1	0	0	0	0	0	0	0	0	33.5	-	1	100	0	0	0	0	
0030	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29	-	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	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	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	0	0	-	-	0	0	0	0	0	0	
0215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	13	-	0	0	0	0	0	0	
0230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-	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	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	0	0	-	-	0	0	0	0	0	0	
0345	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.1	-	1	100	1	100	0	0	
0400	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.3	-	1	100	0	0	0	0	
0415	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18	-	0	0	0	0	0	0	
0430	0	0	0	0	2	0	1	0	0	0	0	0	0	0	30.9	-	1	33.3	1	33.3	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	1	2	1	0	0	0	0	0	0	0	31.4	-	3	75	1	25	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	2	3	0	0	0	0	0	0	0	0	31.4	-	3	60	0	0	0	0	
0545	0	0	0	0	2	1	1	0	0	0	0	0	0	0	31.9	-	2	50	1	25	0	0	
0600	0	0	0	2	3	2	0	0	0	0	0	0	0	0	27.9	-	2	28.6	0	0	0	0	
0615	0	1	0	0	3	1	1	0	1	0	0	0	0	0	29.5	-	3	42.9	2	28.6	1	14.3	
0630	0	0	0	2	6	3	2	0	0	0	0	0	0	0	29.2	33.1	5	38.5	2	15.4	0	0	
0645	0	0	0	1	5	9	2	1	0	0	0	0	0	0	31.9	34.7	12	66.7	3	16.7	0	0	
0700	0	0	0	2	9	6	1	0	0	0	0	0	0	0	28.9	31.6	7	38.9	1	5.6	0	0	
0715	0	0	1	4	8	6	0	0	0	0	0	0	0	0	27.3	31.5	6	31.6	0	0	0	0	
0730	0	0	1	4	16	4	0	0	0	0	0	0	0	0	26.9	29.1	4	16	0	0	0	0	
0745	0	0	1	6	10	11	1	0	1	0	0	0	0	0	28.6	31.5	13	40.6	2	6.3	1	3.1	
0800	0	0	0	6	13	16	1	0	0	2	0	0	0	0	30	32	21	50	3	7.1	2	4.8	
0815	0	1	0	6	21	6	2	0	0	0	1	0	0	0	28.2	31.6	11	26.8	3	7.3	1	2.4	
0830	0	0	1	6	33	9	0	0	0	0	0	0	0	0	27.6	30.6	9	18.4	0	0	0	0	
0845	0	0	3	6	30	14	4	0	0	1	0	0	0	0	28.6	32.2	19	31.7	5	8.3	1	1.7	
0900	0	0	2	11	10	5	1	0	0	0	0	0	0	0	26.8	31.6	6	20.7	1	3.4	0	0	
0915	0	0	2	3	18	5	0	0	0	0	0	0	0	0	27.1	30	5	17.9	0	0	0	0	
0930	0	0	1	2	16	4	0	0	0	0	0	0	0	0	26.8	30	4	17.4	0	0	0	0	
0945	0	0	0	5	5	5	0	0	0	0	0	0	0	0	27.7	32.4	5	33.3	0	0	0	0	
1000	0	0	1	4	11	10	2	0	0	0	0	0	0	0	28.3	31.6	12	42.9	2	7.1	0	0	
1015	0	0	1	4	7	5	1	0	0	0	0	0	0	0	27.9	33.6	6	33.3	1	5.6	0	0	
1030	0	0	2	11	11	5	0	0	1	0	0	0	0	0	26.4	30.9	8	26	1	3.3	1	3.3	
1045	0	0	2	4	11	6	0	0	0	0	0	0	0	0	27.4	32	6	26.1	0	0	0	0	
1100	0	0	0	4	7	5	0	0	0	0	0	0	0	0	27.5	31.5	5	31.3	0	0	0	0	
1115	0	1	0	3	8	3	3	0	0	0	0	0	0	0	28	34	6	33.3	3	16.7	0	0	
1130	0	0	1	6	8	3	1	0	0	0	0	0	0	0	27.3	30.6	4	21.1	1	5.3	0	0	
1145	0	0	1	6	11	4	1	0	0	0	0	0	0	0	26.5	30.4	5	21.7	1	4.3	0	0	
1200	0	0	0	16	8	6	0	0	0	0	0	0	0	0	26.7	31.1	6	27.3	0	0	0	0	
1215	0	0	1	3	5	6	2	0	0	0	0	0	0	0	29	33.1	8	47.1	2	11.8	0	0	
1230	0	0	2	7	6	1	0	0	0	0	0	0	0	0	24.4	27.5	1	6.3	0	0	0	0	
1245	1	0	0	4	11	3	0	0	0	1	0	0	0	0	27.5	31.5	4	20	1	5	1	5	
1300	0	0	1	4	10	5	0	0	0	0	0	0	0	0	27	31.5	5	25	0	0	0	0	

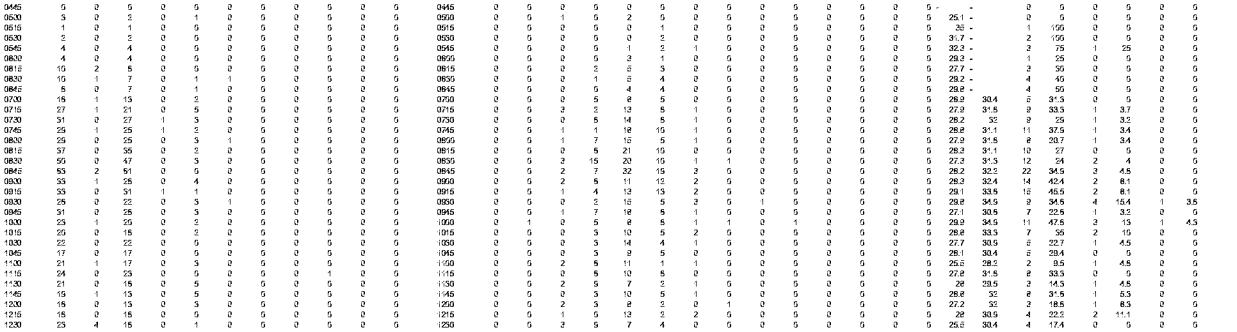
1315	18	1	16	0	1	0	0	0	0	0	0		1315	0	0	1	2	5	7	2	0	1	0	0	0	0	0	30	34	10	55.6	3	16.7	1	5.6	
1330	21	2	19	0	0	0	0	0	0	0	0		1330	0	1	1	3	11	4	1	0	0	0	0	0	0	0	27.2	31.6	5	23.8	1	4.8	0	0	
1345	16	1	13	0	2	0	0	0	0	0	0		1345	0	0	2	6	4	3	1	0	0	0	0	0	0	0	26.2	30.4	4	25	1	6.3	0	0	
1400	18	0	14	0	4	0	0	0	0	0	0		1400	0	0	0	7	9	2	0	0	0	0	0	0	0	0	25.9	28.2	2	11.1	0	0	0	0	
1415	11	0	9	0	2	0	0	0	0	0	0		1415	1	0	0	3	6	1	0	0	0	0	0	0	0	0	24.3	28.2	1	9.1	0	0	0	0	
1430	22	0	20	0	2	0	0	0	0	0	0		1430	0	0	0	6	11	4	1	0	0	0	0	0	0	0	27.9	31.1	5	22.7	1	4.5	0	0	
1445	17	0	16	0	1	0	0	0	0	0	0		1445	0	0	0	6	9	2	0	0	0	0	0	0	0	0	26.7	29.3	2	11.8	0	0	0	0	
1500	21	0	19	0	2	0	0	0	0	0	0		1500	0	0	0	5	11	5	0	0	0	0	0	0	0	0	27.4	30.4	5	23.8	0	0	0	0	
1515	62	0	60	0	1	0	1	0	0	0	0		1515	0	0	1	24	29	7	1	0	0	0	0	0	0	0	26	28.4	8	12.9	1	1.6	0	0	
1530	60	0	58	0	2	0	0	0	0	0	0		1530	0	0	0	16	32	10	2	0	0	0	0	0	0	0	27.1	30.4	12	20	2	3.3	0	0	
1545	24	1	20	0	3	0	0	0	0	0	0		1545	0	0	1	1	13	8	1	0	0	0	0	0	0	0	29.1	33.1	9	37.5	1	4.2	0	0	
1600	21	0	19	0	2	0	0	0	0	0	0		1600	0	0	0	4	10	7	0	0	0	0	0	0	0	0	28.5	31.1	7	33.3	0	0	0	0	
1615	25	0	24	0	1	0	0	0	0	0	0		1615	0	0	0	2	18	5	0	0	0	0	0	0	0	0	27.8	30.2	5	20	0	0	0	0	
1630	22	0	19	0	2	0	1	0	0	0	0		1630	0	0	1	2	13	5	0	1	0	0	0	0	0	0	28.8	32.4	6	27.3	1	4.5	0	0	
1645	14	0	11	0	3	0	0	0	0	0	0		1645	0	0	0	1	10	2	1	0	0	0	0	0	0	0	28.7	32.2	3	21.4	1	7.1	0	0	
1700	22	0	21	0	1	0	0	0	0	0	0		1700	0	0	0	5	10	6	1	0	0	0	0	0	0	0	27.8	31.1	7	31.8	1	4.5	0	0	
1715	23	0	20	0	3	0	0	0	0	0	0		1715	0	0	1	5	10	5	2	0	0	0	0	0	0	0	27.7	32.7	7	30.4	2	8.7	0	0	
1730	16	0	15	0	1	0	0	0	0	0	0		1730	0	0	1	3	11	1	0	0	0	0	0	0	0	0	26.5	28.6	1	6.3	0	0	0	0	
1745	27	1	22	1	3	0	0	0	0	0	0		1745	0	0	2	4	11	9	0	0	0	0	1	0	0	0	28.9	33.1	10	37	1	3.7	1	3.7	
1800	18	0	15	0	3	0	0	0	0	0	0		1800	0	0	0	2	10	6	0	0	0	0	0	0	0	0	28.9	32.2	6	33.3	0	0	0	0	
1815	15	0	11	0	4	0	0	0	0	0	0		1815	0	0	0	4	7	2	2	0	0	0	0	0	0	0	28.9	33.6	4	26.7	2	13.3	0	0	
1830	14	0	14	0	0	0	0	0	0	0	0		1830	0	0	0	2	8	3	1	0	0	0	0	0	0	0	29.2	34	4	28.6	1	7.1	0	0	
1845	24	0	24	0	0	0	0	0	0	0	0		1845	0	0	0	5	13	5	1	0	0	0	0	0	0	0	27.8	32	6	25	1	4.2	0	0	
1900	12	0	12	0	0	0	0	0	0	0	0		1900	0	0	0	5	3	4	0	0	0	0	0	0	0	0	27.2	31.5	4	33.3	0	0	0	0	
1915	9	0	8	0	1	0	0	0	0	0	0		1915	0	0	0	2	5	1	1	0	0	0	0	0	0	0	27.9	-	2	22.2	1	11.1	0	0	
1930	11	1	10	0	0	0	0	0	0	0	0		1930	0	0	1	3	3	4	0	0	0	0	0	0	0	0	26.4	30	4	36.4	0	0	0	0	
1945	11	0	10	0	1	0	0	0	0	0	0		1945	0	0	0	2	5	3	1	0	0	0	0	0	0	0	29.7	33.6	4	36.4	1	9.1	0	0	
2000	7	0	6	0	1	0	0	0	0	0	0		2000	0	0	0	0	6	0	0	0	0	1	0	0	0	0	31.2	-	1	14.3	1	14.3	1	14.3	
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2230	6	1	5	0	0	0	0	0	0	0	0		2230	0	0	0	3	1	1	0	1	0	0	0	0	0	0	29.9	-	2	33.3	1	16.7	0	0	
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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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06-22	1316	30	1163	2	166	2	3	0	1	0	0		06-22	2	6	28	276	622	363	42	5	4	5	2	0	2	0	27.2	31.5	361	27.6	52	4.5	11	0.8	
06-00	1327	31	1175	2	166	2	3	0	1	0	0		06-00	2	6	28	254	632	363	42	4	2	5	2	0	2	0	27.2	31.5	362	27.6	62	4.7	12	1	
00-00	1351	34	1156	2	113	2	3	0	1	0	0		00-00	2	6	28	254	641	511	50	4	2	5	2	0	2	0	27.2	31.5	372	28	67	5	12	1	

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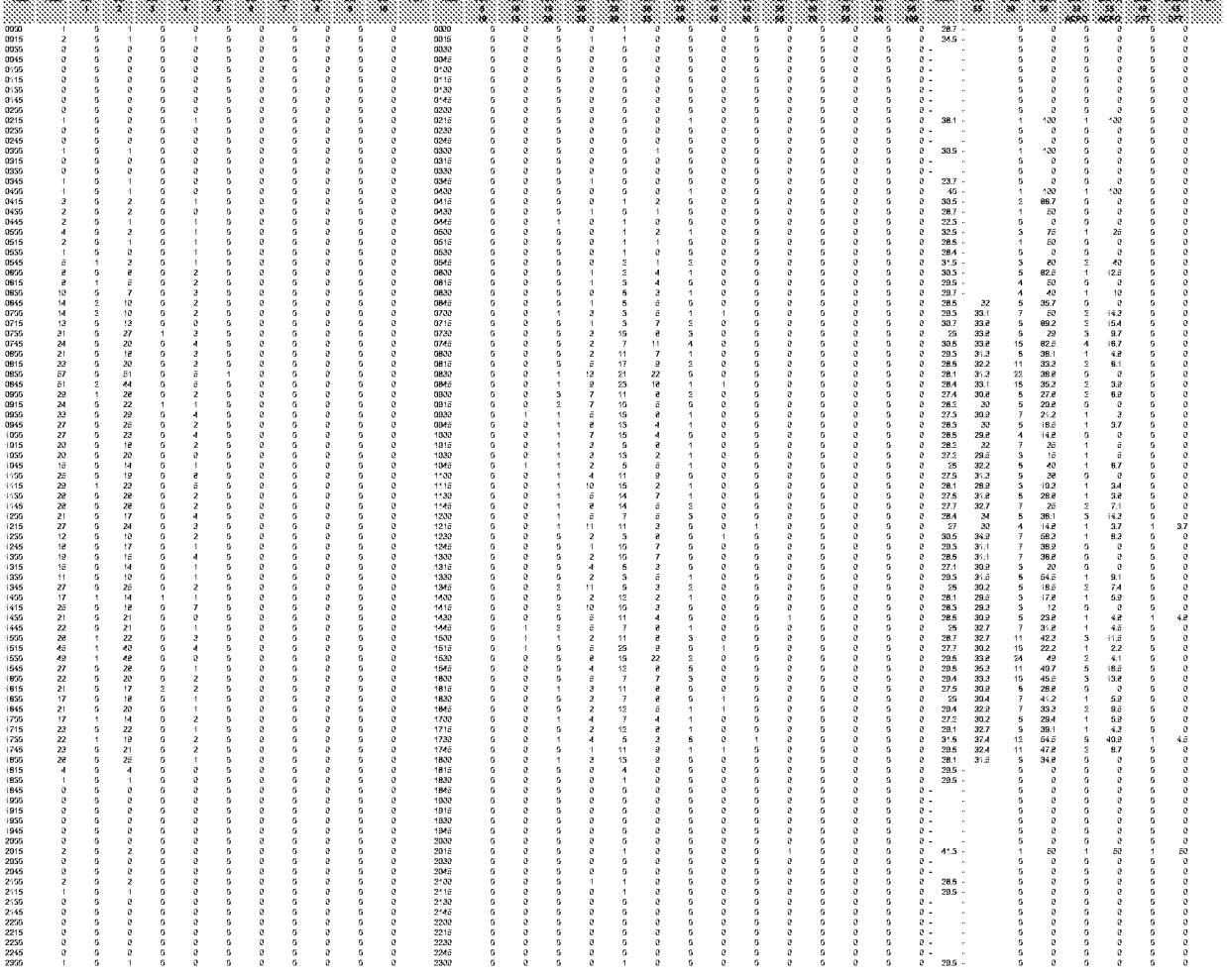
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pk?	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT	Pk?
0000	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		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		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0045	1	0	1	0	0	0	0	0	0	0	0		0045	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.1	-	1	100	0	0	0	0	
0100	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		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		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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0200	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	
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1600	27	0	23	0	4	0	0	0	0	0	0		1600	0	0	0	6	17	3	1	0	0	0	0	0	0	0	27.6	29.8	4	14.8	1	3.7	0	0	
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1715	22	0	21	0	1	0	0	0	0	0	0		1715	0	0	0	2	14	5	1	0	0	0	0	0	0	0	28.5	30.9	6	27.3	1	4.5	0	0	
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1800	24	0	23	0	1	0	0	0	0	0	0		1800	0	0	0	3	13	7	1	0	0	0	0	0	0	0	28.7	31.3	8	33.3	1	4.2	0	0	
1815	12	0	11	0	1	0	0	0	0	0	0		1815	0	0	0	1	6	5	0	0	0	0	0	0	0	0	29.3	30.9	5	41.7	0	0	0	0	
1830	17	0	16	0	0	0	0	0	1	0	0		1830	0	0	0	1	5	10	0	1	0	0	0	0	0	0	31.4	33.8	11	64.7	1	5.9	0	0	
1845	30	1	28	0	1	0	0	0	0	0	0		1845	1	0	1	6	16	5	0	1	0	0	0	0	0	0	26.4	30.4	6	20	1	3.3	0	0	
1900	18	0	17	0	1	0	0	0	0	0	0		1900	0	0	0	2	9	6	0	1	0	0	0	0	0	0	29.2	32.2	7	38.9	1	5.6	0	0	
1915	13	0	12	0	1	0	0	0	0	0	0		1915	0	0	0	1	5	6	1	0	0	0	0	0	0	0	30.1	33.3	7	53.8	1	7.7	0	0	
1930	10	0	10	0	0	0	0	0	0	0	0		1930	0	0	1	4	2	2	1	0	0	0	0	0	0	0	27	-	3	30	1	10	0	0	
1945	1	0	1	0	0	0	0	0	0	0	0		1945	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35	-	1	100	0	0	0	0	
2000	8	0	8	0	0	0	0	0	0	0	0		2000	0	0	0	0	5	3	0	0	0	0	0	0	0	0	30.1	-	3	37.5	0	0	0	0	
2015	10	0	8	0	2	0	0	0	0	0	0		2015	0	0	0	0	6	4	0	0	0	0	0	0	0	0	29	-	4	40	0	0	0	0	
2030	8	2	5	0	0	1	0	0	0	0	0		2030	0	0	3	1	3	0	1	0	0	0	0	0	0	0	25.5	-	1	12.5	1	12.5	0	0	
2045	16	0	16	0	0	0	0	0	0	0	0		2045	0	0	0	3	10	2	0	1	0	0	0	0	0	0	28.1	30.8	3	18.8	1	6.3	0	0	
2100	10	0	10	0	0	0	0	0	0	0	0		2100	0	0	0	4	2	4	0	0	0	0	0	0	0	0	27.5	-	4	40	0	0	0	0	
2115	5	0	5	0	0	0	0	0	0	0	0		2115	0	0	0	2	2	1	0	0	0	0	0	0	0	0	28.7	-	1	20	0	0	0	0	
2130	4	0	4	0	0	0	0	0	0	0	0		2130	0	0	0	0	2	2	0	0	0	0	0	0	0	0	30.6	-	2	50	0	0	0	0	
2145	0	0	0	0	0	0	0	0	0	0	0		2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2200	3	0	3	0	0	0	0	0	0	0	0		2200	0	0	0	1	2	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	0	0	
2215	4	0	4	0	0	0	0	0	0	0	0		2215	0	0	0	0	2	2	0	0	0	0	0	0	0	0	31.3	-	2	50	0	0	0	0	
2230	2	1	1	0	0	0	0	0	0	0	0		2230	0	1	0	0	1	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	0	0	
2245	2	0	2	0	0	0	0	0	0	0	0		2245	0	0	0	1	0	1	0	0	0	0	0	0	0	0	28.5	-	1	50	0	0	0	0	
2300	3	0	3	0	0	0	0	0	0	0	0		2300	0	0	0	1	1	1	0	0	0	0	0	0	0	0	27.5	-	1	33.3	0	0	0	0	
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	4	0	4	0	0	0	0	0	0	0	0		2345	0	0	0	0	2	1	1	0	0	0	0	0	0	0	31.3	-	2	50	1	25	0	0	
07-19	1130	37	1022	3	62	5	0	0	1	0	0		07-19	3	2	35	222	575	227	55	2	5	2	0	2	0	0	27.5	31.2	313	27.2	46	4	5	0.4	
06-22	1294	53	1127	3	101	1	0	0	1	0	0		06-22	3	2	53	247	656	312	41	2	5	2	0	2	0	0	27.5	32	356	27.5	54	4.2	5	0.4	
06-00	1312	53	1174	3	101	1	0	0	1	0	0		06-00	3	2	53	250	666	318	45	2	5	2	0	2	0	0	27.5	32	374	28.3	55	4.2	5	0.4	
00-00	1330	53	1162	3	104	3	0	0	1	0	0		00-00	3	2	54	231	666	329	45	2	5	2	0	2	0	0	25	32	357	26.1	55	4.1	5	0.4	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pk?	Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT	Pk?
0000	2	0	2	0	0	0	0	0	0	0	0		0000	0	0	0	0	2	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38.5	-	1	100	1	100	0	0	
0030	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		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		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0115	1	0	1	0	0	0	0	0	0	0	0		0115	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.9	-	1	100	0	0	0	0	
0130	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		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		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		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		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0245	2	0	1	0	1	0	0	0	0	0	0		0245	0	0	0	1	0	1	0	0	0	0	0	0	0	0	28.5	-	1	50	0	0	0	0	
0300	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		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		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0345	1	0	0	0	1	0	0	0	0	0	0		0345	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	0	
0400	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	1	0	1	0	0	0	0	0	0	0	0		0415	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33	-	1	100	0	0	0	0	
0430	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	



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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pct
2315	0	0	0	0	0	0	0	0	0	0	0	
2330	1	0	1	0	0	0	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	
07-19	1135	12	1015	2	105	1	0	0	0	0	0	
06-22	1173	12	1044	2	114	1	0	0	0	0	0	
06-00	1175	12	1046	2	114	1	0	0	0	0	0	
00-00	1251	12	1057	2	123	1	0	0	0	0	0	

Time	Vbin 0-10	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	Vbin 65-70	Vbin 70-100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT	Pct
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	1	0	0	0	0	0	0	0	0	0	29.9	-	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	0	5	21	256	372	356	82	7	2	1	0	0	0	0	29.2	32.4	382	32.5	82	6	2	0.5	
06-22	0	5	21	213	327	316	80	7	2	1	0	0	0	0	29.2	32.4	387	33	77	6.1	4	0.5	
06-00	0	5	21	213	329	316	80	7	2	1	0	0	0	0	29.2	32.4	387	32.9	77	6	4	0.5	
00-00	0	5	22	216	342	334	82	7	2	1	0	0	0	0	29.2	32.5	400	33.5	78	6.5	4	0.5	

01 July 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pct
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	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	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	0	0	0	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	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	
1000	0	0	0	0	0	0	0	0	0	0	0	
1015	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	
1115	1	0	1	0	0	0	0	0	0	0	0	
1130	2	0	2	0	0	0	0	0	0	0	0	
1145	6	0	5	0	1	0	0	0	0	0	0	
1200	8	0	6	0	2	0	0	0	0	0	0	
1215	2	0	2	0	0	0	0	0	0	0	0	
1230	2	0	2	0	0	0	0	0	0	0	0	
1245	0	0	0	0	0	0	0	0	0	0	0	
1300	12	0	12	0	0	0	0	0	0	0	0	
1315	14	0	13	0	0	0	0	1	0	0	0	
1330	14	0	14	0	0	0	0	0	0	0	0	
1345	10	0	9	0	1	0	0	0	0	0	0	
1400	6	0	4	1	1	0	0	0	0	0	0	
1415	10	0	10	0	0	0	0	0	0	0	0	
1430	8	0	8	0	0	0	0	0	0	0	0	
1445	12	0	9	0	3	0	0	0	0	0	0	
1500	18	0	17	0	1	0	0	0	0	0	0	
1515	13	0	11	0	2	0	0	0	0	0	0	
1530	15	0	15	0	0	0	0	0	0	0	0	
1545	22	1	19	0	2	0	0	0	0	0	0	
1600	15	0	14	0	1	0	0	0	0	0	0	
1615	15	0	15	0	0	0	0	0	0	0	0	
1630	24	0	22	0	2	0	0	0	0	0	0	
1645	7	0	7	0	0	0	0	0	0	0	0	
1700	12	0	11	0	1	0	0	0	0	0	0	
1715	13	0	13	0	0	0	0	0	0	0	0	
1730	8	0	8	0	0	0	0	0	0	0	0	
1745	16	0	13	1	2	0	0	0	0	0	0	
1800	16	0	14	0	2	0	0	0	0	0	0	
1815	13	0	13	0	0	0	0	0	0	0	0	
1830	11	0	9	0	2	0	0	0	0	0	0	
1845	12	0	12	0	0	0	0	0	0	0	0	
1900	12	0	11	0	1	0	0	0	0	0	0	
1915	9	0	8	0	1	0	0	0	0	0	0	
1930	4	0	4	0	0	0	0	0	0	0	0	
1945	1	0	1	0	0	0	0	0	0	0	0	
2000	2	0	2	0	0	0	0	0	0	0	0	
2015	0	0	0	0	0	0	0	0	0	0	0	
2030	3	0	3	0	0	0	0	0	0	0	0	
2045	2	0	2	0	0	0	0	0	0	0	0	
2100	3	0	3	0	0	0	0	0	0	0	0	
2115	6	0	4	0	2	0	0	0	0	0	0	
2130	2	0	2	0	0	0	0	0	0	0	0	
2145	1	0	1	0	0	0	0	0	0	0	0	
2200	2	0	1	0	1	0	0	0	0	0	0	
2215	2	0	2	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	342	1	315	3	22	0	0	1	0	0	0	
06-22	387	1	355	3	27	0	0	1	0	0	0	
06-00	391	1	359	3	27	0	0	1	0	0	0	
00-00	391	1	359	3	27	0	0	1	0	0	0	

Time	Vbin 0-10	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	Vbin 65-70	Vbin 70-100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT	Pct
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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	0	-	-	0	0	0	0	0	0	
0915	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	
0930	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.9	-	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	0	0	0	0	0	0	0	0	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	2	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	
1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1100	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	
1115	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	
1130	0	0	0	0	2	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	
1145	0	0	0	2	2	2	0	0	0	0	0	0	0	0	27.1	-	2	33.3	0	0	0	0	
1200	0	0	0	1	3	4	0	0	0	0	0	0	0	0	29.5	-	4	50	0	0	0	0	
1215	0	1	0	0	1	0	0	0	0	0	0	0	0	0	22.2	-	0	0	0	0	0	0	
1230	0	0	0	0	2	0	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	0	
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1300	0	0	0	0	5	5	2	0	0	0	0	0	0	0	31.2	34	7	58.3	2	16.7	0	0	
1315	0	0	0	1	5	7	1	0	0	0	0	0	0	0	30.5	33.3	8	57.1	1	7.1	0	0	
1330	0	0	0	3	5	3	3	0	0	0	0	0	0	0	29.7	34.9	6	42.9	3	21.4	0	0	
1345	0	0	0	1	4	4	1	0	0	0	0	0	0	0	29.4	-	5	50	1	10	0	0	
1400	0	0	1	1	2	0	2	0	0	0	0	0	0	0	28.3	-	2	33.3	2	33.3	0	0	
1415	0	0	0	1	5	2	1	0	1	0	0	0	0	0	31	-	4	40	2	20	1	10	
1430	0	0	0	1	2	3	1	0	1	0	0	0	0	0	32.2	-	5	62.5	2	25	1	12.5	
1445	0	0	0	2	4	5	1	0	0	0	0	0	0	0	29.7	32	6	50	1	8.3	0	0	
1500	0	0	0	4	8	6	0	0	0	0	0	0	0	0	28.2	32	6	33.3	0	0	0	0	
1515	0	0	0	0	6	7	0	0	0	0	0	0	0	0	30.3	32.4	7	53.8	0	0	0	0	
1530	0	0	0	1	3	9	1	0	0	1	0	0	0	0	32.7	33.8	11	73.3	2	13.3	1	6.7	
1545	0	0	0	1	3	11	7	0	0	0	0	0	0	0	32.4	35.3	18	81.8	7	31.8	0	0	
1600	0	0	0	0	8	7	0	0	0	0	0	0	0	0	30.2	32.9	7	46.7	0	0	0	0	
1615	0	0	0	0	5	8	1	1	0	0	0	0	0	0	31.6	34.2	10	66.7	2	13.3	0	0	
1630	0	1	1	5	10	6	1	0	0	0	0	0	0	0	27	32.7	7	29.2	1	4.2	0	0	
1645	0	0	1	1	4	1	0	0	0	0	0	0	0	0	28.9	-	1	14.3	0	0	0	0	
1700	0	0	1	3	2	4	1	0	0	1	0	0	0	0	29.5	33.8	6	50	2	16.7	1	8.3	
1715	0	0	0	4	5	4	0	0	0	0	0	0	0	0	27.7	31.1	4	30.8	0	0	0	0	
1730	0	1	0	1	5	0	1	0	0	0	0	0	0	0	28.1	-	1	12.5	1	12.5	0	0	
1745	0	0	1	0	9	4	2	0	0	0	0	0	0	0	29.3	33.8	6	37.5	2	12.5	0	0	
1800	0	0	1	3	7	5	0	0	0	0	0	0	0	0	27.3	31.8	5	31.3	0	0	0	0	
1815	0	0	0	2	7	3	0	0	1	0	0	0	0	0	29.1	33.3	4	30.8	1	7.7	1	7.7	
1830	0	0	0	2	4	4	1	0	0	0	0	0	0	0	29.4	32.2	5	45.5	1	9.1	0	0	
1845	0	0	0	1	5	4	2	0	0	0	0	0	0	0	30.9	34.4	6	50	2	16.7	0	0	
1900	0	0	1	2	2	4	3	0	0	0	0	0	0	0	29.6	34.9	7	58.3	3	25	0	0	
1915	0	0	0	0	4	4	1	0	0	0	0	0	0	0	31.4	-	5	55.6	1	11.1	0	0	
1930	0	0	0	0	0	2	1	1	0	0	0	0	0	0	34.9	-	4	100	2	50	0	0	
1945	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.1	-	1	100	0	0	0	0	
2000	0	0	0	0	2	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	0	
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2030	0	0	0	0	3	0	0	0	0	0	0	0	0	0	28	-	0	0	0	0	0	0	
2045	0	0	0	1	0	1	0	0	0	0	0	0	0	0	27.7	-	1	50	0	0	0	0	
2100	0	0	0	0	1	2	0	0	0	0	0	0	0	0	30.6	-	2	66.7	0	0	0	0	
2115	0	0	0	0	1	1	4	0	0	0	0	0	0	0	34.5	-	5	83.3	4	66.7	0	0	
2130	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35.6	-	2	100	1	50	0	0	
2145	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32	-	1	100	0	0	0	0	
2200	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.1	-	1	50	1	50	0	0	
2215	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30.3	-	1	50	0	0	0	0	
2230	0	0	0	0	0	0	0	0	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	0	0	-	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	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	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	0	0	0	-	-	0	0	0	0	0	0	
07-19	0	2	6	41	155	132	25	1	5	2	0	0	0	0	30.5	34	155	44.7	55	16.2	5	1.5	
06-22	0	2	7	44	155	132	35	2	5	2	0	0	0	0	30.1	34.2	151	45.2	45	11.2	5	1.2	
06-00	0	2	7	44	154	132	45	2	5	2	0	0	0	0	30.5	34.2	155	46.2	47	12	5	1.2	
00-00	0	2	7	44	154	132	45	2	5	2	0	0	0	0	30.5	34.2	155	46.2	47	12	5	1.2	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pct
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	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	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	3	0	3	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	1	0	1	0	0	0	0	0	0	0	0	
0845	1	0	1	0	0	0	0	0	0	0	0	
0900	4	0	4	0	0	0	0	0	0	0	0	
0915	0	0	0	0	0	0	0	0	0	0	0	
0930	4	0	4	0	0	0	0	0	0	0	0	
0945	0	0	0	0	0	0	0	0	0	0	0	
1000	0	0	0	0	0	0	0	0	0	0	0	
1015	2	0	2	0	0	0	0	0	0	0	0	
1030	6	0	6	0	0	0	0	0	0	0	0	
1045	6	0	5	0	1	0	0	0	0	0	0	
1100	23	0	22	0	1	0	0	0	0	0	0	
1115	16	0	16	0	0	0	0	0	0	0	0	
1130	20	0	18	0	2	0	0	0	0	0	0	
1145	25	0	25	0	0	0	0	0	0	0	0	
1200	21	0	20	0	1	0	0	0	0	0	0	
1215	16	0	15	0	0	0	1	0	0	0	0	
1230	15	2	12	0	1	0	0	0	0	0	0	
1245	11	0	11	0	0	0	0	0	0	0	0	
1300	19	0	18	0	1	0	0	0	0	0	0	
1315	19	1	18	0	0	0	0	0	0	0	0	
1330	16	0	16	0	0	0	0	0	0	0	0	
1345	7	0	7	0	0	0	0	0	0	0	0	
1400	21	0	21	0	0	0	0	0	0	0	0	
1415	15	0	14	0	1	0	0	0	0	0	0	
1430	20	2	16	0	2	0	0	0	0	0	0	

Time	Vbin 0-10	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	Vbin 65-70	Vbin 70-100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT	Pct
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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	0	-	-	0	0	0	0	0	0	
0730	0	0	0	1	1	0	1	0	0	0	0	0	0	0	30.1	-	1	33.3	1	33.3	0	0	
0745	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.7	-	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	0	0	-	-	0	0	0	0	0	0	
0830	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	0	0	
0845	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	0	
0900	0	0	0	2	2	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	0	0	
0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0930	0	0	0	0	4	0	0	0	0	0	0	0	0	0	27.8	-	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1015	0	0	0	0	1	1	0	0	0	0	0	0	0	0	29.7	-	1	50	0	0	0	0	
1030	0	0	0	0	3	3	0	0	0	0	0	0	0	0	29.7	-	3	50	0	0	0	0	
1045	0	0	0	1	3	2	0	0	0	0	0	0	0	0	27.7	-	2	33.3	0	0	0	0	
1100	0	0	0	3	14	5	1	0	0	0	0	0	0	0	28.9	31.5	6	26.1	1	4.3	0	0	
1115	0	0	0	0	13	3	0	0	0	0	0	0	0	0	28.3	30.4	3	18.8	0	0	0	0	
1130	0	0	1	5	12	2	0	0	0	0	0	0	0	0	26.8	29.5	2	10	0	0	0	0	
1145	0	0	0	5	10	9	0	0	0	0	1	0	0	0	29.5	32	10	40	1	4	1	4	
1200	0	0	0	6	8	5	1	0	1	0	0	0	0	0	28.7	33	7	33.3	2	9.5	1	4.8	
1215	0	0	1	1	7	5	1	0	1	0	0	0	0	0	30.5	34.7	7	43.8	2	12.5	1	6.3	
1230	0	1	1	3	6	3	1	0	0	0	0	0	0	0	26.4	30.4	4	26.7	1	6.7	0	0	
1245	0	0	0	0	5	5	1	0	0	0	0	0	0	0	30.7	33.6	6	54.5	1	9.1	0	0	
1300	0	0	0	3	9	7	0	0	0	0	0	0	0	0	28.7	31.6	7	36.8	0	0	0	0	
1315	0	0	0	4	8	4	1	2	0	0	0	0	0	0	29.4	33.1	7	36.8	3	15.8	0	0	
1330	0	0	0	0	4	5	1	0	0	0	0	0	0	0	31	-	8	50	1	10	0	0	
1345	0	0	0	0	5	2	0	0	0	0	0	0	0	0	28.3	-	2	28.6	0	0	0	0	
1400	0	0	0	6	10	3	1	0	0	1	0	0	0	0	28	30.4	5	23.8	2	9.5	1	4.8	
1415	0	0	0	3	3	6	2	1	0	0	0	0	0	0	30.2	35.6	9	60	3	20	0	0	
1430	0	0	5	2	7	4	2	0	0	0	0	0	0	0	26.3	32.9	6	30	2	10	0	0	

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pd1	Time	Vbin 0-10	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 60-70	Vbin 70-80	Vbin 80-100	Mean	Vpp 85	PSL	PSL%	BL1 ACPO	BL1% ACPO	BL2 DFT	BL2% DFT	Pct
1445	19	0	16	0	2	0	1	0	0	0	0		1445	0	0	1	5	7	5	1	0	0	0	0	0	0	0	27.3	32	8	31.6	1	5.3	0	0	
1500	12	0	12	0	0	0	0	0	0	0	0		1500	1	0	0	1	5	4	0	0	1	0	0	0	0	0	28.8	32	5	41.7	1	8.3	1	8.3	
1515	14	1	12	0	1	0	0	0	0	0	0		1515	0	0	0	0	6	4	3	1	0	0	0	0	0	0	31.8	38.2	8	57.1	4	28.6	0	0	
1530	12	0	11	0	1	0	0	0	0	0	0		1530	0	0	2	0	4	4	0	0	2	0	0	0	0	0	30.7	34.7	6	50	2	16.7	2	16.7	
1545	19	1	17	0	1	0	0	0	0	0	0		1545	0	0	1	2	5	6	2	1	0	0	0	0	0	0	29.8	33.6	11	57.9	3	15.8	0	0	
1600	30	0	28	1	1	0	0	0	0	0	0		1600	0	0	0	4	11	14	1	0	0	0	0	0	0	0	29.2	32.2	15	50	1	3.3	0	0	
1615	16	1	15	0	0	0	0	0	0	0	0		1615	0	1	0	0	3	11	0	0	1	0	0	0	0	0	31.3	34.4	12	75	1	6.3	1	6.3	
1630	11	0	11	0	0	0	0	0	0	0	0		1630	0	0	0	1	4	6	0	0	0	0	0	0	0	0	29.8	33.1	6	54.5	0	0	0	0	
1645	6	0	6	0	0	0	0	0	0	0	0		1645	0	0	0	0	6	2	0	0	0	0	0	0	0	0	29	-	2	25	0	0	0	0	
1700	15	1	13	0	1	0	0	0	0	0	0		1700	0	0	0	0	7	5	1	1	1	0	0	0	0	0	31.9	38.2	8	53.3	3	20	1	6.7	
1715	17	0	15	0	2	0	0	0	0	0	0		1715	0	0	0	0	5	7	4	1	0	0	0	0	0	0	32.8	36	12	70.6	5	29.4	0	0	
1730	17	0	16	1	0	0	0	0	0	0	0		1730	0	0	0	3	7	5	2	0	0	0	0	0	0	0	29.3	32.9	7	41.2	2	11.8	0	0	
1745	11	1	9	0	1	0	0	0	0	0	0		1745	0	0	1	1	5	4	0	0	0	0	0	0	0	0	28	32	4	36.4	0	0	0	0	
1800	16	1	14	0	1	0	0	0	0	0	0		1800	0	1	0	2	9	3	1	0	0	0	0	0	0	0	27	30	4	25	1	6.3	0	0	
1815	19	2	17	0	0	0	0	0	0	0	0		1815	1	0	1	2	9	4	2	0	0	0	0	0	0	0	27.3	32.7	6	31.6	2	10.5	0	0	
1830	21	0	20	0	1	0	0	0	0	0	0		1830	0	1	0	2	9	7	1	1	0	0	0	0	0	0	29.1	34.7	9	42.9	2	9.5	0	0	
1845	7	0	7	0	0	0	0	0	0	0	0		1845	0	2	0	0	2	3	0	0	0	0	0	0	0	0	24.8	-	3	42.9	0	0	0	0	
1900	9	1	8	0	0	0	0	0	0	0	0		1900	0	1	1	1	2	3	1	0	0	0	0	0	0	0	27.8	-	4	44.4	1	11.1	0	0	
1915	12	2	10	0	0	0	0	0	0	0	0		1915	0	0	3	2	6	1	0	0	0	0	0	0	0	0	25.3	29.5	1	8.3	0	0	0	0	
1930	6	1	5	0	0	0	0	0	0	0	0		1930	0	1	0	3	1	0	1	0	0	0	0	0	0	0	24.1	-	1	16.7	1	16.7	0	0	
1945	6	0	5	0	1	0	0	0	0	0	0		1945	0	0	1	0	0	4	1	0	0	0	0	0	0	0	31.1	-	5	83.3	1	16.7	0	0	
2000	5	0	5	0	0	0	0	0	0	0	0		2000	0	0	0	2	1	1	0	1	0	0	0	0	0	0	30.4	-	2	40	1	20	0	0	
2015	6	0	6	0	0	0	0	0	0	0	0		2015	0	0	0	1	6	1	0	0	0	0	0	0	0	0	27.4	-	1	12.5	0	0	0	0	
2030	7	0	7	0	0	0	0	0	0	0	0		2030	0	0	0	0	1	4	1	1	0	0	0	0	0	0	33.8	-	6	85.7	2	28.6	0	0	
2045	7	0	6	0	1	0	0	0	0	0	0		2045	0	0	0	0	2	2	2	1	0	0	0	0	0	0	33.8	-	5	71.4	3	42.9	0	0	
2100	7	0	7	0	0	0	0	0	0	0	0		2100	0	0	0	1	3	2	1	0	0	0	0	0	0	0	30	-	3	42.9	1	14.3	0	0	
2115	6	1	3	0	2	0	0	0	0	0	0		2115	0	0	1	1	2	2	0	0	0	0	0	0	0	0	27.1	-	2	33.3	0	0	0	0	
2130	1	0	1	0	0	0	0	0	0	0	0		2130	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	0	0	
2145	6	0	6	0	0	0	0	0	0	0	0		2145	0	0	0	2	1	2	0	1	0	0	0	0	0	0	30	-	3	50	1	16.7	0	0	
2200	2	0	2	0	0	0	0	0	0	0	0		2200	0	0	0	0	2	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	0	
2215	0	0	0	0	0	0	0	0	0	0	0		2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2230	3	0	3	0	0	0	0	0	0	0	0		2230	0	0	0	0	2	1	0	0	0	0	0	0	0	0	29.3	-	1	33.3	0	0	0	0	
2245	3	0	3	0	0	0	0	0	0	0	0		2245	0	0	0	0	2	1	0	0	0	0	0	0	0	0	29.2	-	1	33.3	0	0	0	0	
2300	3	0	3	0	0	0	0	0	0	0	0		2300	0	0	0	0	2	0	1	0	0	0	0	0	0	0	30.4	-	1	33.3	1	33.3	0	0	
2315	1	0	1	0	0	0	0	0	0	0	0		2315	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.4	-	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	1	0	1	0	0	0	0	0	0	0	0		2345	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	0	0	
07-19	556	12	511	2	33	0	3	0	0	0	0		07-19	2	8	14	55	241	156	32	5	7	1	1	0	0	0	25.2	33.1	212	38.5	42	8.7	2	4.6	
06-22	556	12	553	2	36	0	3	0	0	0	0		06-22	2	8	20	53	282	193	32	15	7	1	1	0	0	0	25.2	33.5	231	38.5	32	8.4	2	4.6	
06-00	563	12	555	2	36	0	3	0	0	0	0		06-00	2	8	20	53	278	194	32	15	7	1	1	0	0	0	25.2	33.5	232	38.5	32	8.5	2	4.6	
00-00	563	12	555	2	36	0	3	0	0	0	0		00-00	2	8	20	53	278	194	32	15	7	1	1	0	0	0	25.2	33.5	232	38.5	32	8.5	2	4.6	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pd1	Time	Vbin 0-10	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 60-70	Vbin 70-80	Vbin 80-100	Mean	Vpp 85	PSL	PSL%	BL1 ACPO	BL1% ACPO	BL2 DFT	BL2% DFT	Pct
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.2	-	0	0	0	0	0	0	
0015	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		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		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		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		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		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0145	1	0	1	0	0	0	0	0	0	0	0		0145	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.5	-	1	100	0	0	0	0	
0200	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		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		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		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0300	1	0	0	0	1	0	0	0	0	0	0		0300	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.9	-	1	100	1	100	0	0	
0315	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	1	0	1	0	0	0	0	0	0	0	0		0330	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	0	0	0	
0345	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	2	0	2	0	0	0	0	0	0	0	0		0400	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.5	-	1	50	1	50	0	0	
0415	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	2	0	1	0	1	0	0	0	0	0	0		0430	0	0	0	0	2	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0		0445	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	0	
0500	2	0	2	0	0	0	0	0	0	0	0		0500	0	0	0	0	2	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	0	0	
0515	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	1	0	0	0	1	0	0	0	0	0	0		0530	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.2	-	1	100	0	0	0	0	
0545	4	0	4	0	0	0	0	0	0	0	0		0545	0	0	0	1	0	2	1	0	0	0	0	0	0	0	31.2	-	3	75	1	25	0	0	
0600	6	0	5	0	0	1	0	0	0	0	0		0600	0	0	0	0	2	3	1	0	0	0	0	0	0	0	32.1	-	4	66.7	1	16.7	0	0	
0615	8	2	6	0	0	0	0	0	0	0	0		0615	0	0	0	3	3	1	1	0	0	0	0	0	0	0	27.2	-	2	25	1	12.5	0	0	
0630	10	0	7	0	2	0	0	0	1	0	0		0630	0	0	0	3	4	3	0	0	0	0	0	0	0	0	28.5	-	3	30	0	0	0	0	
0645	10	1	8	0	1	0	0	0	0	0	0		0645	0	0	0	0	1	8	1	0	0	0	0	0	0	0	32.7	-	9	90	1	10	0	0	
0700	18	2	15	0	1	0	0	0	0	0	0		0700	0	0	0	1	6	8	3	0	0	0	0	0	0	0	31.3	34.4	11	61.1	3	16.7	0	0	
0715	18	1	13	0	4	0	0	0	0	0	0		0715	0	0	2	4	3	7	2	0	0	0	0	0	0	0	28.7	34	9	50	2	11.1	0	0	
0730	29	1	22	0	6	0	0	0	0	0	0		0730	0	0	1	3	10	13	2	0	0	0	0	0	0	0	29.7	34	15	51.7	2	6.9	0	0	
0745	32	0	29	0	3	0	0	0	0	0	0		0745	0	0	0	2	15	14	0	1	0	0	0	0	0	0	29.6	32.2	15	46.9	1	3.1	0	0	
0800	33	0	31	0	2	0	0	0	0	0	0		0800	0	0	1	3	19	7	3	0	0	0	0	0	0	0	28.5	31.8	10	30.3	3	9.1	0	0	
0815	39	1	30	2	6	0	0	0	0	0	0		0815	0	0	2	5	26	3	1	0	0	0	0	0	0	0	27.1	29.3	4	10.3	1	2.6	0	0	
0830	59	0	55	0	4	0	0	0	0	0	0		0830	0	0	1	13	17	24	4	0	0	0	0	0	0	0	28.9	32.4	28	47.5	4	6.8	0	0	
0845	69	0	65	0	4	0	0	0	0	0	0		0845	0	0	0	12	37	17	3	0	0	0	0	0	0	0	28.3	32.2	20	29	3	4.3	0	0	
0900	27	0	25	0	2	0	0	0	0	0	0		0900	0	0	0	4	15	7	1	0	0	0	0	0	0	0	28.7	31.3	8	29.6	1	3.7	0	0	
0915	15	0	13	0	2	0	0	0	0	0	0		0915	0	1	1	2	5	5	1	0	0	0	0	0	0	0	27.4	32.7	6	40	1	6.7	0	0	
0930	29	0	26	0	3	0	0	0	0	0	0		0930	0	0	0	5	16	8	0	0	0	0	0	0	0	0	28	30.9	8	27.6	0	0	0	0	
0945	18	1	15	0	2	0	0	0	0	0	0		0945	0	0	2	8	3	5	0	0	0	0	0	0	0	0	25.6	30.9	5	27.8	0	0	0	0	
1000	23	4	17	0	2	0	0	0	0	0	0		1000	0	1	1	6	12	3	0	0	0	0	0	0	0	0	25.9	29.5	3	13	0	0	0	0	
1015	17	0	13	0	4	0	0	0	0	0	0		1015	0	0	0	5	6	4	0	0	0	0	0	0	0	0	27.6	30.2	4	23.5	0	0	0	0	
1030	26	0	21	1	4	0	0	0	0	0	0		1030	0	1	1	3	13	8	0	0	0	0	0	0	0	0	27.6	31.1	8	30.8	0	0	0	0	
1045	18	1	16	0	1	0	0	0	0	0	0		1045	0	0	0	4	7	5	2	0	0	0	0	0	0	0	28.9	33.8	7	38.9	2	11.1	0	0	
1100	24	0	19	0	5	0	0	0	0	0	0		1100	0	0	1	3	12	8	0	0	0	0	0	0	0	0	28.1	32	8	33.3	0	0	0	0	
1115	22	1	17	0	4	0	0	0	0	0	0		1115	0	0	2	4	6	8	1	0	0	1	0	0	0	0	29.2	34.2	8	36.4	2	9.1	1	4.5	
1130	15	1	12	0	2	0	0	0	0	0	0		1130	0	0	1	5	6	2	1	0	0	0	0	0	0	0	28.2	30	3	20	1	6.7	0	0	
1145	26	1	24	0	1	0	0	0	0	0	0		1145	0	0	1	4	17	4	0	0	0	0	0	0	0	0	27.5	30	4	15.4	0	0	0	0	
1200	23	0	21	0	2	0	0	0	0	0	0		1200	0	1	1	5	10	6	0	0	0	0	0	0	0	0	28.7	31.1	6	26.1	0	0	0	0	
1215	11	0	11	0	0	0	0	0	0	0	0		1215	0	0	0	1	6	3	1	0	0	0	0	0	0	0	29.5	31.3	4	36.4	1	9.1	0	0	
1230	21	1	16	1	3	0	0	0	0	0	0		1230	0	0	1	5	11	3	1	0	0	0	0	0	0	0	28.7	30.2	4	19	1	4.8	0	0	
1245	20	0	15	0	4	1	0	0	0	0	0		1245	0	0	0	3	6	7	2	0	0	0	0	0	0	0	29.6	34.2	9	45	2	10	0	0	
1300	17	0	15	0	2	0	0	0	0	0	0		1300	0	0	0	3	6	7	1	0	0	0	0	0	0	0	29.1	33.8	8	47.1	1	5.9	0	0	
1315	15	1	10	0	4	0	0	0	0	0	0		1315	0	0	0	2	10	3	0	0	0	0	0	0	0	0	27.7	30.9	3	20	0	0	0	0	
1330	13	0	11	0	2	0	0	0	0	0	0		1330	0	0	1	3	5	4	0	0	0	0	0	0	0	0	27.5	30.8	4	30.8	0	0	0	0	
1345	19	1	13	0	5	0	0	0	0	0	0		1345	0	0	2	4	6	4	1	0	0	0	0	0	0	0	27.5	30.2	5	26.3	1	5.3	0	0	
1400	16	1	14	0	1	0	0	0	0	0	0		1400	0	0	0	2	6	8	0	0	0	0	0	0	0	0	29.6	32.4	8	50	0	0	0	0	
1415	24	1	19	0	4	0	0	0	0	0	0		1415	1	0	1	4	12	6	0	0	0	0	0	0	0	0	28.5	30.2	6	25	0	0	0	0	
1430	20	1	17	0	1	1	0	0	0	0	0		1430	0	0	3	4	9	4	0	0	0	0	0	0	0	0	28.2	30.9	4	20	0	0	0	0	
1445	23	0	23	0	0	0	0	0	0	0	0		1445	0	0	0	5	7	8	3	0	0	0	0	0	0	0	29.5	33.8	11	47.8	3	13	0	0	
1500	27	0	26	0	1	0	0	0	0	0	0		1500	0	1	0	2	16	8	0	0	0	0	0	0	0	0	27.7	30.8	6	22.2	0	0	0	0	
1515	31	1	28	0	2	0	0	0	0	0	0		1515	0	0	1	2	14	12	2	0	0	0	0	0	0	0	29.5	33.1	14	45.2	2	6.5	0	0	
1530	56	0	55	0	1	0	0	0	0	0	0		1530	0	0	1	6	32	13	3	1	0	0	0	0	0	0	28.9	32.2	17	30.4	4	7.1	0	0	
1545	17	0	15	1	1	0	0	0	0	0	0		1545	0	0	1	2	8	5	1	0	0	0	0	0	0	0	28.4	32.4	6	35.3	1	5.9	0	0	
1600	26	3	19	0	4	0	0	0	0	0	0		1600	0	2	1	2	6	10	5	0	0	0	0	0	0	0	29.5	35.8	15	57.7	5	19.2	0	0	
1615	26	2	20	0	3	1	0	0	0	0	0		1615	0	1	2	5	13	5	0	0	0	0	0	0	0	0	28.1	30.2	5	19.2	0	0	0	0	
1630	21	0	16	1	4	0	0	0	0	0	0		1630	0	0	2	0	8	7	2	2	0	0	0	0	0	0	30.2	38	11	52.4	4	19	0	0	
1645	15	0	12	0	3	0	0	0	0	0	0		1645	0	0	0	4	3	5	3	0	0	0	0	0	0	0	29.6	35.1	8	53.3	3	20	0	0	
1700	21	0	19	0	2	0	0	0	0	0	0		1700	0	1	2	1	9	5	3	0	0	0	0	0	0	0	28	32.7	8	38.1	3	14.3	0	0	
1715	16	1	14	0	1	0	0	0	0	0	0		1715	0	0	0	0	4	7	5	0	0	0	0	0	0	0	32.6	36.5	12	75	5	31.3	0	0	
1730	22	0	22	0	0	0	0	0	0	0	0		1730	0	0	0	1	5	15	1	0	0	0	0	0	0	0	31	34	16	72.7	1	4.5	0	0	
1745	21	1	19	0	1	0	0	0	0	0	0		1745	0	1	0	2	6	8	3	0	1	0	0	0	0	0	30.2	35.3	10	47.6	4	19	1	4.8	
1800	20	0	20	0	0	0	0	0	0	0	0		1800	0	0	1	1	10	4	3	0	1	0	0	0	0	0	30	35.1	8	40	4	20	1	5	
1815	27	1	24	0	2	0	0	0	0	0	0		1815	0	1	1	4	13	6	2	0	0	0	0	0	0	0	27.9	32	8	29.6	2	7.4	0	0	
1830	15	0	13	0	2	0	0	0	0	0	0		1830	0	0	0	2	8	5	0	0	0	0	0	0	0	0	28.1	30.4	5	33.3	0	0	0	0	
1845	16	0	15	0	1	0	0	0	0	0	0		1845	0	0	0	1	4	9	2	0	0	0	0	0	0	0	31.1	34.4	11	68.8	2	12.5	0	0	
1900	18	2	14	0	2	0	0	0	0	0	0		1900	0	2	0	4	3	5	3	1	0	0	0	0	0	0	27.6	34.9	9	50	4	22.2	0	0	
1915	11	0	10	0	1	0	0	0	0	0	0		1915	0	0	1	2	4	4	0	0	0	0	0	0	0	0	27.9	32.2	4	36.4	0	0	0	0	
1930	11	0	11	0	0	0	0	0	0	0	0		1930	0	1	0	0	1	6	3	0	0	0	0	0	0	0	31.7	35.3	9	81.8	3	27.3	0	0	
1945	9	1	8	0	0	0	0	0	0	0	0		1945	0	1	0	1	0	6	0	1	0	0	0	0	0	0	30.2	-	7	77.8	1	11.1	0	0	
2000	8	0	8	0	0	0	0	0	0	0	0		2000	0	0	0	0	5	3	0	0	0	0	0	0	0	0	29.6	-	3	50	0	0	0	0	
2015	8	1	6	0	1	0	0	0	0	0	0		2015	0	0	1	0	3	3	1	0	0	0	0	0	0	0	29.6	-	4	50	1	12.5	0	0	
2030	6	0	6	0	0	0	0	0	0	0	0		2030	0	0	0	0	4	2	0	0	0	0	0	0	0	0	29.4	-	2	33.3	0	0	0	0	
2045	10	2	7	0	1	0	0	0	0	0	0		2045	0	0	1	1	3	3	2	0	0	0	0	0	0	0	30.1	-	5	50	2	20	0	0	
2100	4	0	3	0	1	0	0	0	0	0	0		2100	0	0	0	1	0	2	1	0	0	0	0	0	0	0	31.3	-	3	75	1	25	0	0	
2115	3	0	3	0	0	0	0	0	0	0	0		2115	0	0	0	0	1	2	0	0	0	0	0	0	0	0	32	-	2	66.7	0	0	0	0	
2130	12	0	11	0	0	0	1	0	0	0	0		2130	0	0	2	4	5	1	0	0	0	0	0	0	0	0	25.4	28	1	8.3	0	0	0	0	
2145	6	0	6	0	0	0	0	0	0	0	0		2145	0	0	0	0	4	1	1	0	0	0	0	0	0	0	30.6	-	2	33.3	1	16.7	0	0	
2200	6	0	4	0	2	0	0	0	0	0	0		2200	0	0	0	1	3	2	0	0	0	0	0	0	0	0	28	-	2	33.3	0	0	0	0	
2215	3	0	3	0	0	0	0	0	0	0	0		2215	0	0	0	0	0	2	1	0	0	0	0	0	0	0	31.9	-	3	100	1	33.3	0	0	
2230	3	0	3	0	0	0	0	0	0	0	0		2230	0	0	1	0	1	1	0	0	0	0	0	0	0	0	25.6	-	1	33.3	0	0	0	0	
2245	2	0	2	0	0	0	0	0	0	0	0		2245	0	0	0	0	1	0	0	1	0	0	0	0	0	0	35.7	-	1	50	1	50	0	0	
2300	4	0	4	0	0	0	0	0	0	0	0		2300	0	0	0	0	1	3	0	0	0	0	0	0	0	0	31.3	-	3	75	0	0	0	0	
2315	2	0	2	0	0	0	0	0	0	0	0		2315	0	0	0	0	0	2	0	0	0	0	0	0	0	0	30.2	-	2	100	0	0	0	0	
2330	1	0	1	0	0	0	0	0	0	0	0		2330	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.4	-	1	100	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	1132	38	1000	6	112	3	0	0	0	0	0		07-19	1	11	38	172	518	341	65	2	1	1	0	0	0	0	28.5	32.7	416	38	75	6.8	5	0.2	
06-22	1224	38	1117	6	127	4	1	0	1	0	0		06-22	1	12	43	121	556	394	55	8	1	1	0	0	0	0	28.5	33.1	455	37.2	91	7	5	0.2	
06-00	1312	38	1128	6	129	4	1	0	1	0	0		06-00	1	12	44	122	565	402	55	7	1	1	0	0	0	0	28.5	33.1	466	37.2	95	7.1	5	0.2	
00-00	1321	38	1140	6	122	4	1	0	1	0	0		00-00	1	12	44	124	573	402	56	7	1	1	0	0	0	0	28.5	33.1	466	37.2	95	7.2	5	0.2	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pd1	Time	Vbin 0-10	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 60-70	Vbin 70-80	Vbin 80-100	Mean	Vpp 85	PSL	PSL%	BL1 ACPO	BL1% ACPO	BL2 DFT	BL2% DFT	Pct
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	0	
0015	1	0	0	0	1	0	0	0	0	0	0		0015	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	0	0	0	
0030	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		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		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		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0		0130	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.7	-	1	100	0	0	0	0	
0145	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		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		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		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0		0245	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.7	-	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.2	-	0	0	0	0	0	0	
0315	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		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		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		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		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		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0		0445	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	0	
0500	2	0	2	0	0	0	0	0	0	0	0		0500	0	0	0	0	2	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	0	
0515	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		0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0545	1	0	1	0	0	0	0	0	0	0	0		0545	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.7	-	1	100	1	100	0	0	
0600	6	1	5	0	0	0	0	0	0	0	0		0600	0	0	0	1	1	4	0	0	0	0	0	0	0	0	29.2	-	4	66.7	0	0	0	0	

0615	7	1	5	0	1	0	0	0	0	0	0
0630	12	1	9	0	2	0	0	0	0	0	0
0645	15	1	13	0	1	0	0	0	0	0	0
0700	19	2	13	0	4	0	0	0	0	0	0
0715	15	1	10	0	4	0	0	0	0	0	0
0730	36	0	31	0	5	0	0	0	0	0	0
0745	40	1	36	1	2	0	0	0	0	0	0
0800	36	0	33	0	3	0	0	0	0	0	0
0815	36	0	33	2	1	0	0	0	0	0	0
0830	54	2	47	0	5	0	0	0	0	0	0
0845	71	0	64	1	6	0	0	0	0	0	0
0900	28	0	26	0	2	0	0	0	0	0	0
0915	32	1	28	0	3	0	0	0	0	0	0
0930	29	0	25	0	4	0	0	0	0	0	0
0945	26	1	24	0	1	0	0	0	0	0	0
1000	27	0	25	0	2	0	0	0	0	0	0
1015	23	0	20	0	3	0	0	0	0	0	0
1030	26	0	16	0	10	0	0	0	0	0	0
1045	27	0	25	0	2	0	0	0	0	0	0
1100	17	2	14	0	1	0	0	0	0	0	0
1115	19	1	16	0	2	0	0	0	0	0	0
1130	14	0	14	0	0	0	0	0	0	0	0
1145	15	0	15	0	0	0	0	0	0	0	0
1200	20	0	16	0	4	0	0	0	0	0	0
1215	18	2	16	0	0	0	0	0	0	0	0
1230	23	0	21	0	2	0	0	0	0	0	0
1245	15	0	13	0	1	1	0	0	0	0	0
1300	20	1	15	0	4	0	0	0	0	0	0
1315	15	0	13	0	1	1	0	0	0	0	0
1330	18	1	15	0	2	0	0	0	0	0	0
1345	12	1	8	0	3	0	0	0	0	0	0
1400	28	3	20	0	5	0	0	0	0	0	0
1415	19	1	13	0	5	0	0	0	0	0	0
1430	20	0	16	0	4	0	0	0	0	0	0
1445	18	0	16	0	2	0	0	0	0	0	0
1500	33	2	25	1	5	0	0	0	0	0	0
1515	31	0	26	0	5	0	0	0	0	0	0
1530	41	1	39	0	1	0	0	0	0	0	0
1545	11	1	8	0	2	0	0	0	0	0	0
1600	21	1	19	0	1	0	0	0	0	0	0
1615	26	1	25	0	0	0	0	0	0	0	0
1630	18	0	15	0	3	0	0	0	0	0	0
1645	24	3	17	0	4	0	0	0	0	0	0
1700	23	1	18	0	4	0	0	0	0	0	0
1715	21	0	19	0	2	0	0	0	0	0	0
1730	21	0	20	0	1	0	0	0	0	0	0
1745	21	2	18	0	1	0	0	0	0	0	0
1800	21	2	17	0	1	0	1	0	0	0	0
1815	17	0	16	0	1	0	0	0	0	0	0
1830	22	2	17	0	3	0	0	0	0	0	0
1845	22	0	21	0	1	0	0	0	0	0	0
1900	16	0	16	0	0	0	0	0	0	0	0
1915	25	0	21	1	3	0	0	0	0	0	0
1930	14	1	12	0	1	0	0	0	0	0	0
1945	13	1	12	0	0	0	0	0	0	0	0
2000	6	0	5	0	1	0	0	0	0	0	0
2015	8	0	7	0	1	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0
2100	12	0	12	0	0	0	0	0	0	0	0
2115	10	1	9	0	0	0	0	0	0	0	0
2130	7	0	7	0	0	0	0	0	0	0	0
2145	7	0	6	0	1	0	0	0	0	0	0
2200	8	1	6	0	0	0	1	0	0	0	0
2215	5	1	4	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0
07-19	1156	22	1017	2	135	2	1	0	0	0	0
06-22	1356	42	1155	2	155	2	1	0	0	0	0
06-00	1375	42	1161	2	155	2	3	0	0	0	0
00-00	1394	42	1156	2	146	2	3	0	0	0	0

0615	0	1	0	3	2	1	0	0	0	0	0	0	0	0	23.9	-	1	14.3	0	0	0	0
0630	0	0	0	0	5	5	2	0	0	0	0	0	0	0	31.8	33.6	7	58.3	2	16.7	0	0
0645	0	0	0	2	6	7	0	0	0	0	0	0	0	0	29.3	32.4	7	46.7	0	0	0	0
0700	0	0	0	2	6	9	2	0	0	0	0	0	0	0	29.9	34.4	11	57.9	2	10.5	0	0
0715	0	0	0	2	6	5	2	0	0	0	0	0	0	0	29.4	33.6	7	46.7	2	13.3	0	0
0730	0	0	0	2	11	20	3	0	0	0	0	0	0	0	30.8	34.2	23	63.9	3	8.3	0	0
0745	0	0	1	4	16	13	4	2	0	0	0	0	0	0	30.1	33.6	19	47.5	6	15	0	0
0800	0	0	0	7	18	11	0	0	0	0	0	0	0	0	27.7	31.1	11	30.6	0	0	0	0
0815	0	0	0	7	19	9	1	0	0	0	0	0	0	0	27.9	31.6	10	27.8	1	2.8	0	0
0830	0	0	0	4	31	17	2	0	0	0	0	0	0	0	29	31.6	19	35.2	2	3.7	0	0
0845	0	1	3	21	30	14	2	0	0	0	0	0	0	0	26.8	31.1	16	22.5	2	2.8	0	0
0900	0	0	0	5	11	9	3	0	0	0	0	0	0	0	28.8	34	12	42.9	3	10.7	0	0
0915	0	0	1	3	7	16	4	0	1	0	0	0	0	0	30.9	34.4	21	65.6	5	15.6	1	3.1
0930	0	0	1	4	17	5	2	0	0	0	0	0	0	0	27.9	30.9	7	24.1	2	6.9	0	0
0945	0	0	0	8	13	4	1	0	0	0	0	0	0	0	27	30.6	5	19.2	1	3.8	0	0
1000	0	0	0	6	9	10	2	0	0	0	0	0	0	0	28.7	33.6	12	44.4	2	7.4	0	0
1015	0	0	0	1	13	7	2	0	0	0	0	0	0	0	29.4	33.1	9	39.1	2	8.7	0	0
1030	0	0	0	4	16	5	1	0	0	0	0	0	0	0	28.2	30.4	6	23.1	1	3.8	0	0
1045	0	0	0	6	9	8	4	0	0	0	0	0	0	0	29.2	34.7	12	44.4	4	14.8	0	0
1100	0	0	1	4	5	5	2	0	0	0	0	0	0	0	28.1	33.6	7	41.2	2	11.8	0	0
1115	1	0	0	3	9	4	1	1	0	0	0	0	0	0	28.3	33.3	6	31.6	2	10.5	0	0
1130	0	0	0	3	5	6	0	0	0	0	0	0	0	0	28.7	31.1	6	42.9	0	0	0	0
1145	0	0	0	2	7	4	2	0	0	0	0	0	0	0	29.1	32.2	6	40	2	13.3	0	0
1200	0	1	0	6	9	4	0	0	0	0	0	0	0	0	27.1	30.6	4	20	0	0	0	0
1215	0	1	4	2	5	4	2	0	0	0	0	0	0	0	26.8	33.6	6	33.3	2	11.1	0	0
1230	0	0	1	2	10	9	1	0	0	0	0	0	0	0	29.3	33.3	10	43.5	1	4.3	0	0
1245	0	0	1	3	5	5	1	0	0	0	0	0	0	0	28.7	34.2	6	40	1	6.7	0	0
1300	0	1	0	6	8	5	0	0	0	0	0	0	0	0	26.1	30.9	5	25	0	0	0	0
1315	0	1	0	2	6	3	2	1	0	0	0	0	0	0	29.4	35.3	6	40	3	20	0	0
1330	0	0	0	5	5	7	1	0	0	0	0	0	0	0	29.2	33.1	8	44.4	1	5.6	0	0
1345	0	0	0	0	10	2	0	0	0	0	0	0	0	0	27.4	28	2	16.7	0	0	0	0
1400	0	0	1	4	15	7	1	0	0	0	0	0	0	0	28.1	30.9	8	28.6	1	3.6	0	0
1415	0	0	1	5	8	4	1	0	0	0	0	0	0	0	27.2	31.1	5	26.3	1	5.3	0	0
1430	0	0	0	5	10	2	3	0	0	0	0	0	0	0	28.4	33.1	5	25	3	15	0	0
1445	0	0	0	2	12	4	0	0	0	0	0	0	0	0	27.8	30	4	22.2	0	0	0	0
1500	0	0	0	4	14	11	4	0	0	0	0	0	0	0	29.4	33.1	15	45.5	4	12.1	0	0
1515	0	0	1	3	13	10	4	0	0	0	0	0	0	0	29.4	32.9	14	45.2	4	12.9	0	0
1530	0	0	1	6	18	13	3	0	0	0	0	0	0	0	28.8	33.6	16	39	3	7.3	0	0
1545	0	1	0	0	4	3	3	0	0	0	0	0	0	0	30	34.9	6	54.5	3	27.3	0	0
1600	0	0	1	4	6	6	4	0	0	0	0	0	0	0	29.3	36	10	47.6	4	19	0	0
1615	0	0	0	4	10	8	4	0	0	0	0	0	0	0	29.5	32.7	12	46.2	4	15.4	0	0
1630	0	0	1	0	5	7	3	2	0	0	0	0	0	0	31.4	35.6	12	66.7	5	27.8	0	0
1645	0	0	4	4	8	6	2	0	0	0	0	0	0	0	27.5	33.1	10	41.7	2	8.3	0	0
1700	0	0	1	1	12	6	3	0	0	0	0	0	0	0	29	33.3	9	39.1	3	13	0	0
1715	0	0	0	2	7	11	1	0	0	0	0	0	0	0	30.5	32.7	12	57.1	1	4.8	0	0
1730	0	0	1	3	12	3	2	0	0	0	0	0	0	0	27.9	30.4	5	23.8	2	9.5	0	0
1745	0	0	2	0	7	9	3	0	0	0	0	0	0	0	29.9	34.4	12	57.1	3	14.3	0	0
1800	0	2	3	1	8	5	2	0	0	0	0	0	0	0	26.7	32.9	7	33.3	2	9.5	0	0
1815	0	0	0	3	11	3	0	0	0	0	0	0	0	0	28.8	30	3	17.6	0	0	0	0
1830	0	0	4	2	7	8	0	1	0	0	0	0	0	0	27.9	33.1	9	40.9	1	4.5	0	0
1845	0	0	0	2	8	11	1	0	0	0	0	0	0	0	30.1	34	12	54.5	1	4.5	0	0
1900	0	0	0	2	9	4	1	0	0	0	0	0	0	0	28.5	32.4	5	31.3	1	6.3	0	0
1915	0	0	0	5	7	8	5	0	0	0	0	0	0	0	29.9	34.9	13	52	5	20	0	0
1930	0	0	0	3	6	5	0	0	0	0	0	0	0	0	29.1	34.2	5	35.7	0	0	0	0
1945	0	0	1	1	5	3	1	1	1	0	0	0	0	0	31	34.9	6	46.2	3	23.1	1	7.7
2000	0	0	0	0	4	2	0	0	0	0	0	0	0	0	29	-	2	33.3	0	0	0	0
2015	0	0	0	0	2	3	2	1	0	0	0	0	0	0	33.5	-	6	75	3	37.5	0	0
2030	0	0	1	0	1	3	0	0	0	0	0	0	0	0	27.4	-	3	60	0	0	0	0
2045	0	0	0	1	0	2	1	0	0	0	0	0	0	0	29.8	-	3	75	1	25	0	0
2100	0	0	0	2	7	3	0	0	0	0	0	0	0	0	27.7	30	3	25	0	0	0	0
2115	0	0	1	2	3	3	1	0	0	0	0	0	0	0	27.8	-	4	40	1	10	0	0
2130	0	0	0	0	3	3	1	0	0	0	0	0	0	0	30.5	-	4	57.1	1	14.3	0	0
2145	0	0	1	2	3	1	0	0	0	0	0	0	0	0	25.3	-	1	14.3	0	0	0	0
2200	0	2	1	2	3	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	0	0
2215	0	0	0	1	2	1	1	0	0	0	0	0	0	0	29.3	-	2	40	1	20	0	0
2230	0	0	0	0	1	1	0	0	0	0	0	0	0	0	28.8	-	1	50	0	0	0	0
2245	0	0	0	0	0	2	2	0	0	0	0	0	0	0	34.1	-	4	100	2	50	0	0
07-19	1	8	24	153	302	356	87	7	1	0	0	0	0	0	28.7	33.1	452	38.5	88	8.5	1	0.1
06-22	1	9	32	207	529	416	102	9	2	0	0	0	0	0	28.7	33.5	532	39.2	112	8.5	2	0.1
06-00	1	11	32	216	572	436	102	9	2	0	0	0	0	0	28.7	33.5	539	39.2	119	8.7	2	0.1
00-00	1	11	32	213	529	451	102	9	2	0	0	0	0	0	28.7	33.5	541	39.1	122	8.7	2	0.1

Virtual Day (Partial days = 10.6667)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	0	2	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0300	2	0	1	0	0	0	0	0	0	0	0
0400	3	0	2	0	1	0	0	0	0	0	0
0500	7	0	6	0	1	0	0	0	0	0	0
0600	28	3	22	0	3	0	0	0	0	0	0
0700	67	3	56	0	8	0	0	0	0	0	0
0800	127	3	115	1	8	0	0	0	0	0	0
0900	78	1	70	0	8	0	0	0	0	0	0
1000	69	1	60	0	7	0	0	0	0	0	0
1100	74	1	66	0	7	0	0	0	0	0	0
1200	66	2	58	0	5	0	0	0	0	0	0
1300	68	2	59	0	8	0	0	0	0	0	0
1400	74	2	64	0	7	0	0	0	0	0	0
1500	113	2	104	0	7	0	0	0	0	0	0
1600	79	2	69	0	7	0	0	0	0	0	0
1700	75	2	67	0	6	0	0	0	0	0	0
1800	64	1	59	0	4	0	0	0	0	0	0
1900	44	2	39	0	3	0	0	0	0	0	0
2000	28	2	23	0	2	0	0	0	0	0	0
2100	19	1	17	0	1	0	0	0	0	0	0
2200	13	1	11	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0

Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT
0000	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.5	-	1	30	0	10	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-	0	57.1	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	0	27.3	0	9.1	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	1	46.7	0	20	0	0
0400	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30.1	-	2	53.8	1	17.9	0	0
0500	0	0	0	0	3	3	2	0	0	0	0	0	0	0	31.4	-	4	61.1	2	20.8	0	0
0600	0	0	0	4	11	11	2	0	0	0	0	0	0	0	29.5	33.8	13	46.4	2	7.2	0	0.4
0700	0	0	2	9	27	23	5	1	0	0	0	0	0	0	29	33.3	29	42.4	5	7.7	0	0.1
0800	0	0	3	23	64	31	4	0	0	1	0	0	0	0	28	31.8	36	28.3	5	3.7	1	0.5
0900	0	0	3	16	36	20	3	0	0	0	0	0	0	0	27.6	31.8	23	29.7	3	4	0	0.5
1000	0	1	2	15	31	17	3	0	0	0	0	0	0	0	27.7	32	20	29.8	3	4.9	0	0.7
1100	0	0	2	15	36	17	3	0	0	0	0	0	0	0	27.6	32	21	27.9	3	4.7	0	0.5
1200	0	1	3	15	26	15	3	0	0	0	0	0	0	0	27.7	32.4	19	29.2	4	5.9	1	1
1300	0	1	2	15	30	17	3	0	0	0	0	0	0	0	27.9	32.2	21	30.5	3	5	0	0.5
1400	0	0	3	18	34	17	3	0	0	0	0	0	0	0	27.7	32.4	21	28.8	4	5.5	0	0.8
1500	0	0	3	20	54	29	6	0	1	0	0	0	0	0	28.5	32.7	36	32	6	6.7	1	0.8
1600	0	1	3	12	34	24	5	1	0	0	0	0	0	0	28.6	32.9	30	37.5	6	7.1	0	0.2
1700	0	1	2	10	31	24	6	1	0	0	0	0	0	0	29.1	33.3	31	41.4	7	9.8	1	1
1800	0	1	2	8	29	21	3	1	0	0	0	0	0	0	28.6	33.1	25	39.1	4	6.8	0	0.3
1900	0	1	2	7	16	13	4	1	0	0	0	0	0	0	28.6	34.2	16	41.8	5	10.9	0	0.2
2000	0	1	1	3	12	7	2	1	0	0	0	0	0	0	28.7	33.3	10	37.5	2	8.8	0	0.7
2100	0	0	1	4	7	5	2	0	0	0	0	0	0	0	28.7	33.3	7	37.8	2	10	0	0
2200	0	1	0	2	5	3	1	0	0	0	0	0	0	0	28.4	33.8	5	37	2	13	0	1.4
2300	0	0	0	0	2	1	1	0	0	0	0	0	0	0	30.1	-	2	46.5	1	16.3	0	0

Virtual Week (Partial weeks = 1.57143)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
Mon	1331	48	1145	5	130	3	2	0	1	0	0
Tue	1366	40	1193	5	127	2	2	0	1	0	0
Wed	1330	33	1156	2	134	2	0	0	1	0	0
Thu	1401	27	1251	3	114	5	0	0	1	0	0
Fri	1201	18	1057	5	122	1	0	0	0	0	0
Sat	662	18	602	3	40	0	1	1	1	0	1
Sun	725	28	655	1	33	1	2	0	0	0	0

Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT
Mon	2	13	54	229	572	375	72	7	2	4	0	0	0	0	28.3	32.7	483	34.7	86	6.5	8	0.4
Tue	2	10	39	246	811	366	80	7	4	3	1	0	0	0	28.3	32.7	480	33.6	94	6.6	8	0.5
Wed	3	6	34	251	649	329	45	5	5	3	0	0	0	0	28	32	327	29.1	58	4.4	8	0.6
Thu	0	4	32	235	634	405	77	9	2	3	0	0	0	0	28.8	32.7	498	35.4	91	6.5	5	0.4
Fri	0	5	32	215	548	324	66	7	2	2	0	0	0	0	28.3	32.7	400	33.3	78	6.5	4	0.3
Sat	2	7	19	126	278	163	43	4	2	3	0	0	0	0	28.4	32.9	234	35.3	51	7.7	5	0.8
Sun	1	12	29	107	320	201	38	6	5	1	1	0	0	0	28.3	32.9	252	35	52	7.2	8	0.5

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
-	13222	334	10622	57	887	16	12	1	7	0	1

Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT
-	14	99	333	3119	5557	3312	551	72	34	22	5	0	0	0	28.5	32.7	4956	35.2	796	6.2	65	0.5

TSP Class Profile All Days 15 Mins

Report Id - CustomList-110
Site Name - ACRE ANGMERING 02
Description - DAPERS LN [30M]
Direction - South

24 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fxd	Time	Vbin 0 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 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
0700	8	1	6	0	0	0	1	0	0	0	0		0700	0	0	2	2	3	0	1	0	0	0	0	0	0	0	24.8	-	1	12.5	1	12.5	0	0
0715	7	1	5	0	1	0	0	0	0	0	0		0715	0	1	1	2	3	0	0	0	0	0	0	0	0	0	22.7	-	0	0	0	0	0	0
0730	7	0	6	0	1	0	0	0	0	0	0		0730	0	0	0	1	6	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	0	0
0745	5	0	4	0	1	0	0	0	0	0	0		0745	0	0	1	1	3	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	0
0800	9	0	9	0	0	0	0	0	0	0	0		0800	0	1	0	3	5	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	0	0	0
0815	10	1	8	0	0	0	1	0	0	0	0		0815	1	0	0	1	4	3	0	0	0	1	0	0	0	0	30.1	-	4	40	1	10	1	10
0830	7	0	6	1	0	0	0	0	0	0	0		0830	0	0	0	3	2	2	0	0	0	0	0	0	0	0	26.3	-	2	28.6	0	0	0	0
0845	12	0	10	0	1	0	1	0	0	0	0		0845	0	1	0	0	2	0	0	0	0	0	0	0	0	0	22.8	24.5	0	0	0	0	0	0
0900	14	0	12	0	2	0	0	0	0	0	0		0900	0	0	1	6	6	1	0	0	0	0	0	0	0	0	24.9	27.5	1	7.1	0	0	0	0
0915	25	2	21	0	2	0	0	0	0	0	0		0915	0	1	3	7	12	2	0	0	0	0	0	0	0	0	24.3	28.2	2	8	0	0	0	0
0930	23	0	22	0	0	1	0	0	0	0	0		0930	0	0	2	6	11	3	0	0	0	0	1	0	0	0	27.6	30.2	4	17.4	1	4.3	1	4.3
0945	19	0	18	0	1	0	0	0	0	0	0		0945	0	0	0	2	15	1	1	0	0	0	0	0	0	0	28	28.8	2	10.5	1	5.3	0	0
1000	31	0	28	1	2	0	0	0	0	0	0		1000	0	0	2	5	15	5	2	0	0	2	0	0	0	0	29.1	31.5	9	29	4	12.9	2	6.5
1015	25	1	22	1	1	0	0	0	0	0	0		1015	1	0	1	4	13	3	0	2	0	1	0	0	0	0	28.3	33.1	6	24	3	12	1	4
1030	25	0	22	1	2	0	0	0	0	0	0		1030	1	0	0	2	18	4	0	0	0	0	0	0	0	0	26.5	28.9	4	16	0	0	0	0
1045	11	0	7	1	3	0	0	0	0	0	0		1045	0	0	1	4	5	1	0	0	0	0	0	0	0	0	25	26.4	1	9.1	0	0	0	0
1100	25	0	24	0	1	0	0	0	0	0	0		1100	0	1	0	5	14	3	0	0	0	2	0	0	0	0	28.2	30.4	5	20	2	8	2	8
1115	28	0	27	1	0	0	0	0	0	0	0		1115	0	0	0	15	11	2	0	0	0	0	0	0	0	0	25.2	28	2	7.1	0	0	0	0
1130	21	1	19	0	1	0	0	0	0	0	0		1130	1	0	1	7	11	1	0	0	0	0	0	0	0	0	24.6	29.3	1	4.8	0	0	0	0
1145	30	0	29	0	1	0	0	0	0	0	0		1145	0	0	0	8	17	4	0	0	0	1	0	0	0	0	27.6	30	5	16.7	1	3.3	1	3.3
1200	30	1	27	0	2	0	0	0	0	0	0		1200	0	0	2	6	14	4	1	1	2	0	0	0	0	0	28.5	32.7	8	26.7	4	13.3	2	6.7
1215	28	0	27	0	1	0	0	0	0	0	0		1215	0	0	1	8	16	3	0	0	0	0	0	0	0	0	26.5	29.5	3	10.7	0	0	0	0
1230	25	0	23	0	1	0	1	0	0	0	0		1230	0	0	0	6	13	4	1	0	1	0	0	0	0	0	28.2	30.4	6	24	2	8	1	4
1245	20	3	16	0	0	0	1	0	0	0	0		1245	2	3	1	3	7	3	0	0	0	1	0	0	0	0	24.2	30	4	20	1	5	1	5
1300	21	0	19	0	2	0	0	0	0	0	0		1300	0	0	1	5	10	4	1	0	0	0	0	0	0	0	27.5	30.2	5	23.8	1	4.8	0	0
1315	23	0	23	0	0	0	0	0	0	0	0		1315	0	0	0	7	13	2	1	0	0	0	0	0	0	0	26.4	29.8	3	13	1	4.3	0	0
1330	28	0	26	0	2	0	0	0	0	0	0		1330	0	0	0	4	19	5	0	0	0	0	0	0	0	0	27.4	30.2	5	17.9	0	0	0	0
1345	20	0	20	0	0	0	0	0	0	0	0		1345	0	0	0	5	11	4	0	0	0	0	0	0	0	0	27.3	30	4	20	0	0	0	0
1400	27	3	22	0	2	0	0	0	0	0	0		1400	1	1	2	7	14	1	0	0	0	1	0	0	0	0	24.9	27.3	2	7.4	1	3.7	1	3.7
1415	27	0	27	0	0	0	0	0	0	0	0		1415	0	0	3	3	12	9	0	0	0	0	0	0	0	0	27	30.6	9	33.3	0	0	0	0
1430	20	0	18	0	2	0	0	0	0	0	0		1430	0	0	0	4	11	4	0	1	0	0	0	0	0	0	28.5	31.5	5	25	1	5	0	0
1445	28	2	25	0	1	0	0	0	0	0	0		1445	1	0	0	6	17	3	1	0	0	0	0	0	0	0	26.6	29.5	4	14.3	1	3.6	0	0
1500	20	0	20	0	0	0	0	0	0	0	0		1500	0	0	2	4	13	1	0	0	0	0	0	0	0	0	25.2	27.5	1	5	0	0	0	0
1515	23	0	23	0	0	0	0	0	0	0	0		1515	0	0	1	3	15	3	1	0	0	0	0	0	0	0	28.1	31.1	4	17.4	1	4.3	0	0
1530	21	0	20	0	0	0	0	1	0	0	0		1530	0	0	0	6	12	3	0	0	0	0	0	0	0	0	27.2	29.3	3	14.3	0	0	0	0
1545	21	0	19	0	1	0	1	0	0	0	0		1545	0	0	2	3	10	5	0	0	0	1	0	0	0	0	28.4	32.9	6	28.6	1	4.8	1	4.8
1600	18	0	15	0	2	0	1	0	0	0	0		1600	0	0	0	6	8	3	1	0	0	0	0	0	0	0	27.1	30.9	4	22.2	1	5.6	0	0
1615	24	1	23	0	0	0	0	0	0	0	0		1615	0	0	1	4	17	2	0	0	0	0	0	0	0	0	26.6	28.9	2	8.3	0	0	0	0
1630	27	0	25	0	1	1	0	0	0	0	0		1630	0	0	1	4	14	5	2	0	0	1	0	0	0	0	29	31.5	5	29.6	3	11.1	1	3.7
1645	18	0	18	0	0	0	0	0	0	0	0		1645	0	0	0	3	12	3	0	0	0	0	0	0	0	0	27.7	29.5	3	16.7	0	0	0	0
1700	26	0	22	0	4	0	0	0	0	0	0		1700	0	0	0	4	18	4	0	0	0	0	0	0	0	0	27.5	30	4	15.4	0	0	0	0
1715	19	0	19	0	0	0	0	0	0	0	0		1715	0	0	0	1	14	4	0	0	0	0	0	0	0	0	28.3	30.8	4	21.1	0	0	0	0
1730	31	0	30	0	1	0	0	0	0	0	0		1730	0	0	0	6	19	5	1	0	0	0	0	0	0	0	28	30.8	6	19.4	1	3.2	0	0
1745	16	1	13	0	2	0	0	0	0	0	0		1745	1	0	1	4	7	2	1	0	0	0	0	0	0	0	25.5	30.8	3	18.8	1	6.3	0	0
1800	21	0	21	0	0	0	0	0	0	0	0		1800	0	0	0	2	15	4	0	0	0	0	0	0	0	0	27.5	30.4	4	19	0	0	0	0
1815	14	0	13	0	1	0	0	0	0	0	0		1815	0	0	0	3	9	1	0	1	0	0	0	0	0	0	27.6	28.4	2	14.3	1	7.1	0	0
1830	15	0	12	0	3	0	0	0	0	0	0		1830	0	0	0	2	10	3	0	0	0	0	0	0	0	0	27.6	30	3	20	0	0	0	0
1845	21	0	20	1	0	0	0	0	0	0	0		1845	0	0	0	3	11	7	0	0	0	0	0	0	0	0	28.4	31.5	7	33.3	0	0	0	0
1900	14	0	12	0	2	0	0	0	0	0	0		1900	0	0	0	4	9	1	0	0	0	0	0	0	0	0	26.8	29.3	1	7.1	0	0	0	0
1915	11	0	11	0	0	0	0	0	0	0	0		1915	0	0	0	0	5	5	1	0	0	0	0	0	0	0	30.8	31.8	6	54.5	1	9.1	0	0
1930	11	0	11	0	0	0	0	0	0	0	0		1930	0	0	1	2	5	1	2	0	0	0	0	0	0	0	28.3	32.4	3	27.3	2	18.2	0	0
1945	6	0	6	0	0	0	0	0	0	0	0		1945	0	0	0	2	1	3	0	0	0	0	0	0	0	0	27.8	-	3	50	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0		2000	0	0	0	3	5	0	0	0	0	0	0	0	0	0	26.1	-	0	0	0	0	0	0
2015	4	0	3	0	1	0	0	0	0	0	0		2015	0	0	0	2	1	0	1	0	0	0	0	0	0	0	26	-	1	25	1	25	0	0
2030	12	0	12	0	0	0	0	0	0	0	0		2030	0	0	1	5	3	3	0	0	0	0	0	0	0	0	27.1	30.4	3	25	0	0	0	0
2045	7	0	7	0	0	0	0	0	0	0	0		2045	0	0	0	1	5	1	0	0	0	0	0	0	0	0	27.8	-	1	14.3	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0		2100	0	0	0	1	6	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0		2115	0	0	1	2	4	2	0	0	0	0	0	0	0	0	28	-	2	22.2	0	0	0	0
2130	7	0	7	0	0	0	0	0	0	0	0		2130	0	0	0	5	2	0	0	0	0	0	0	0	0	0	24.1	-	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0		2145	0	0	0	2	3	2	0	0	0	0	0	0	0	0	27.3	-	2	28.6	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0		2200	0	0	0	5	1	2	0	0	0	0	0	0	0	0	25.6	-	2	25	0	0	0	0
2215	11	0	10	0	1	0	0	0	0	0	0		2215	0	0	0	2	7	1	1	0	0	0	0	0	0	0	27.7	28.2	2	18.2	1	9.1	0	0
2230	3	0	3	0	0	0	0	0	0	0	0		2230	0	0	0	0	3	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	0	0	0
2245	5	0	4	0	1	0	0	0	0	0	0		2245	0	0	1	1	1	1	0	0	1	0	0	0	0	0	29.1	-	2	40	1	20	1	20
2300	1	0	1	0	0	0	0	0	0	0	0		2300	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.1	-	0	0	0	0	0	0
2315	11	0	10	0	1	0	0	0	0	0	0		2315	0	0	0	3	7	1	0	0	0	0	0	0	0	0	27.1	28.8	1	9.1	0	0	0	0
2330	10	0	9	0	1	0	0	0	0	0	0		2330	0	0	0	1	4	5	0	0	0	0	0	0	0	0	29.3	-	5	50	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0		2345	0	0	0	1	1	1	2	0	0	0	0	0	0	0	31.7	-	3	60	2	40	0	0
07-19	974	10	881	7	48	2	7	1	0	0	0		07-19	5	5	33	215	507	130	15	3	3	11	1	0	0	0	27	30.2	171	17.6	35	3.6	15	1.5
06-22	1077	18	951	7	51	2	7	1	0	0	0		06-22	5	5	36	244	568	154	18	3	3	11	1	0	0	0	27	30.4	195	17.5	39	3.6	15	1.4
06-00	1131	18	1041	7	56	2	7	1	0	0	0		06-00	5	5	37	257	611	165	32	6	4	11	1	0	0	0	27.1	30.4	206	18.4	39	3.4	16	1.4
00-00	1131	18	1041	7	56	2	7	1	0	0	0		00-00	5	5	37	257	611	165	32	6	4	11	1	0	0	0	27.1	30.4	206	18.4	39	3.4	16	1.4

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fxd	Time	Vbin 0 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 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
0000	5	0	5	0	0	0	0	0	0	0	0		0000	0	0	0	1	2	2	0	0	0	0	0	0	0	0	28.2	-	2	40	0	0	0	0
0015	5	0	5	0	0	0	0	0	0	0	0		0015	0	0	0	0	4	0	1	0	0	0	0	0	0	0	26.2	-	1	20	1	20	0	0
0030	5	0	5	0	0	0	0	0	0	0	0		0030	0	0	0	1	2	2	0	0	0	0	0	0	0	0	27.6	-	2	40	0	0	0	0
0045	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	3	0	2	0	0	0	0	0	1	0	0		0100	0	0	0	1	1	0	1	0	0	0	0	0	0	0	26.4	-	1	33.3	1	33.3	0	0
0115	2	0	2	0	0	0	0	0	0	0	0		0115	0	0	0	2	0	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	0	0	0
0130	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		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0		0215	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	0	0
0230	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		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		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0		0315	0	0	0	0	2	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0		0330	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0		0345	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	0	0	0
0400	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	1	0	1	0	0	0	0	0	0	0	0		0415	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0		0430	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0		0445	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.7	-	1	100	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0		0500	0	0	0	0	0	2	0	0	0	0	0	0	0	0	31.4	-	2	100	0	0	0	0
0515	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		0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0		0545	0	0	0	0	1	2	0	0	0	0	0	0	0	0	30.5	-	2	66.7	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0		0600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0
0615	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	3	0	3	0	0	0	0	0	0	0	0		0630	0	0	0	1	1	1	0	0	0	0	0	0	0	0	26.9	-	1	33.3	0	0	0	0
0645	6	0	6	0	0	0	0	0	0	0	0		0645	0	0	0	0	4	2	0	0	0	0	0	0	0	0	28.7	-	2	33.3	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0		0700	0	0	0	0	3	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	0
0715	4	1	3	0	0	0	0	0	0	0	0		0715	1	0	0	1	1	1	0	0	0	0	0	0	0	0	22.2	-	1	25	0	0	0	0
0730	4	0	4	0	0	0	0	0	0	0	0		0730	0	0	0	1	1	1	1	0	0	0	0	0	0	0	30.9	-	2	50	1	25	0	0
0745	9	1	8	0	0	0	0	0	0	0	0		0745	0	0	0	1	6	2	0	0	0	0	0	0	0	0	28.4	-	2	22.2	0	0	0	0
0800	5	1	4	0	0	0	0	0	0	0	0		0800	1	0	0	0	4	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	0	0
0815	4	0	4	0	0	0	0	0	0	0	0		0815	0	0	1	0	1	2	0	0	0	0	0	0	0	0	28.1	-	2	50	0	0	0	0
0830	8	1	7	0	0	0	0	0	0	0	0		0830	0	1	0	2	5	0	0	0	0	0	0	0	0	0	24.3	-	0	0	0	0	0	0
0845	7	1	6	0	0	0	0	0	0	0	0		0845	0	1	0	1	4	1	0	0	0	0	0	0	0	0	25.9	-	1	14.3	0	0	0	0
0900	5	0	4	0	1	0	0	0	0	0	0		0900	0	0	0	2	1	2	0	0	0	0	0	0	0	0	27.4	-	2	40	0	0	0	0
0915	12	0	12	0	0	0	0	0	0	0	0		0915	0	0	0	3	8	1	0	0	0	0	0	0	0	0	27.1	29.3	1	8.3	0	0	0	0
0930	8	0	7	0	0	0	1	0	0	0	0		0930	1	0	1	2	4	0	0	0	0	0	0	0	0	0	23.3	-	0	0	0	0	0	0
0945	6	1	4	0	1	0	0	0	0	0	0		0945	0	1	0	2	2	1	0	0	0	0	0	0	0	0	23.7	-	1	16.7	0	0	0	0
1000	21	1	19	0	1	0	0	0	0	0	0		1000	0	0	2	7	11	1	0	0	0	0	0	0	0	0	25.3	27.7	1	4.8	0	0	0	0
1015	8	0	8	0	0	0	0	0	0	0	0		1015	0	0	0	4	1	2	1	0	0	0	0	0	0	0	27.3	-	3	37.5	1	12.5	0	0
1030	14	0	14	0	0	0	0	0	0	0	0		1030	0	0	0	4	9	0	1	0	0	0	0	0	0	0	26.7	28.9	1	7.1	1	7.1	0	0
1045	18	3	15	0	0	0	0	0	0	0	0		1045	1	2	0	3	10	2	0	0	0	0	0	0	0	0	24.5	28.9	2	11.1	0	0	0	0
1100	11	0	10	0	0	0	1	0	0	0	0		1100	0	0	0	2	5	3	0	0	0	1	0	0	0	0	29.4	30	4	36.4	1	9.1	1	9.1
1115	19	1	16	0	1	0	1	0	0	0	0		1115	1	0	0	5	8	3	0	1	1	0	0	0	0	0	27.9	32.2	5	26.3	2	10.5	1	5.3
1130	19	0	17	0	1	0	1	0	0	0	0		1130	0	0	2	3	9	4	0	0	0	1	0	0	0	0	28.4	31.8	5	26.3	1	5.3	1	5.3
1145	25	0	23	0	1	0	1	0	0	0	0		1145	1	0	1	1	18	4	0	0	0	0	0	0	0	0	26.3	29.5	4	16	0	0	0	0
1200	19	1	16	0	1	0	1	0	0	0	0		1200	0	1	0	6	10	1	0	0	0	1	0	0	0	0	27.4	29.6	2	10.5	1	5.3	1	5.3
1215	24	1	22	1	0	0	0	0	0	0	0		1215	0	0	2	11	8	3	0	0	0	0	0	0	0	0	25.3	28.2	3	12.5	0	0	0	0
1230	30	1	26	0	3	0	0	0	0	0	0		1230	0	1	2	5	22	0	0	0	0	0	0	0	0	0	25.9	29.1	0	0	0	0	0	0
1245	15	0	15	0	0	0	0	0	0	0	0		1245	0	0	1	4	8	2	0	0	0	0	0	0	0	0	26	28.5	2	13.3	0	0	0	0
1300	23	0	23	0	0	0	0	0	0	0	0		1300	0	1	1	6	13	2	0	0	0	0	0	0	0	0	25.2	27.5	2	8.7	0	0	0	0
1315	23	1	22	0	0	0	0	0	0	0	0		1315	0	0	0	11	10	2	0	0	0	0	0	0	0	0	23.1	28.8	2	8.7	0	0	0	0
1330	23	0	22	0	1	0	0	0	0	0	0		1330	0	0	0	6	14	3	0	0	0	0	0	0	0	0	26.9	28.9	3	13	0	0	0	0
1345	20	0	17	1	2	0	0	0	0	0	0		1345	0	0	0	6	8	6	0	0	0	0	0	0	0	0	27.4	30.2	6	30	0	0	0	0
1400	26	2	23	0	1	0	0	0	0	0	0		1400	5	2	0	4	11	3	1	0	0	0	0	0	0	0	23.2	30	4	15.4	1	3.8	0	0
1415	23	1	21	0	1	0	0	0	0	0	0		1415	0	1	1	11	6	3	1	0	0	0	0	0	0	0	24.9	30.2	4	17.4	1	4.3	0	0
1430	17	0	16	1	0	0	0	0	0	0	0		1430	0	0	3	3	7	2	0	0	2	0	0	0	0	0	27.9	30	4	23.5	2	11.8	2	11.8
1445	17	2	15	0	0	0	0	0	0	0	0		1445	0	0	1	6	6	4	0	0	0	0	0	0	0	0	26.3	30	4	23.5	0	0	0	0
1500	18	0	18	0	0	0	0	0	0	0	0		1500	0	0	0	5	9	4	0	0	0	0	0	0	0	0	26.7	30.4	4	22.2	0	0	0	0
1515	20	0	18	0	1	0	1	0	0	0	0		1515	0	0	1	4	8	3	1	0	2	1	0	0	0	0	30.4	34.9	7	35	4	20	3	15
1530	24	0	20	0	3	0	1	0	0	0	0		1530	0	0	1	9	11	1	1	0	1	0	0	0	0	0	26.8	28.4	3	12.5	2	8.3	1	4.2
1545	17	0	17	0	0	0	0	0	0	0	0		1545	0	0	0	2	8	6	1	0	0	0	0	0	0	0	28.9	31.3	7	41.2	1	5.9	0	0
1600	19	0	17	0	2	0	0	0	0	0	0		1600	0	0	0	2	12	4	1	0	0	0	0	0	0	0	28.9	32.4	5	26.3	1	5.3	0	0
1615	23	2	21	0	0	0	0	0	0	0	0		1615	0	1	2	5	12	3	0	0	0	0	0	0	0	0	25.4	30	3	13	0	0	0	0
1630	27	1	26	0	0	0	0	0	0	0	0		1630	0	1	1	13	6	6	0	0	0	0	0	0	0	0	25.3	30.5	6	22.2	0	0	0	0
1645	31	1	28	0	2	0	0	0	0	0	0		1645	0	1	0	6	20	4	0	0	0	0	0	0	0	0	26.3	28.2	4	12.9	0	0	0	0
1700	24	0	23	0	1	0	0	0	0	0	0		1700	0	0	0	7	14	3	0	0	0	0	0	0	0	0	26.8	29.5	3	12.5	0	0	0	0
1715	25	0	24	0	1	0	0	0	0	0	0		1715	0	0	1	10	12	2	0	0	0	0	0	0	0	0	25.5	28.2	2	8	0	0	0	0
1730	19	0	18	1	0	0	0	0	0	0	0		1730	0	0	0	3	12	4	0	0	0	0	0	0	0	0	27.3	30.2	4	21.1	0	0	0	0
1745	11	3	7	0	1	0	0	0	0	0	0		1745	2	0	0	1	4	3	0	1	0	0	0	0	0	0	26.3	32	4	36.4	1	9.1	0	0
1800	19	2	16	0	0	1	0	0	0	0	0		1800	0	1	0	3	13	1	0	0	1	0	0	0	0	0	27	28.6	2	10.5	1	5.3	1	5.3
1815	17	0	15	0	1	0	1	0	0	0	0		1815	0	0	4	4	6	1	1	0	0	1	0	0	0	0	26.5	29.1	3	17.6	2	11.8	1	5.9
1830	9	1	7	0	1	0	0	0	0	0	0		1830	0	1	0	3	4	1	0	0	0	0	0	0	0	0	24.3	-	1	11.1	0	0	0	0
1845	13	0	10	0	1	0	2	0	0	0	0		1845	0	0	0	2	6	2	2	0	0	1	0	0	0	0	31.2	37.4	5	38.5	3	23.1	1	7.7

1900	8	0	8	0	0	0	0	0	0	0	0		1900	0	0	0	2	6	0	0	0	0	0	0	0	0	0	26.1	-	0	0	0	0	0	0
1915	15	0	14	0	1	0	0	0	0	0	0		1915	0	0	1	5	9	0	0	0	0	0	0	0	0	0	25.9	28.6	0	0	0	0	0	0
1930	21	0	21	0	0	0	0	0	0	0	0		1930	0	0	0	4	9	8	0	0	0	0	0	0	0	0	28	31.1	8	38.1	0	0	0	0
1945	13	0	11	0	1	0	1	0	0	0	0		1945	0	0	1	1	6	4	0	0	1	0	0	0	0	0	29.5	31.5	5	38.5	1	7.7	1	7.7
2000	11	0	11	0	0	0	0	0	0	0	0		2000	0	1	0	2	6	2	0	0	0	0	0	0	0	0	28.1	29.5	2	18.2	0	0	0	0
2015	9	0	9	0	0	0	0	0	0	0	0		2015	0	0	0	2	5	2	0	0	0	0	0	0	0	0	27.5	-	2	22.2	0	0	0	0
2030	13	0	12	0	1	0	0	0	0	0	0		2030	0	0	0	6	5	2	0	0	0	0	0	0	0	0	26.5	29.6	2	15.4	0	0	0	0
2045	11	0	9	2	0	0	0	0	0	0	0		2045	0	0	1	3	4	3	0	0	0	0	0	0	0	0	26.4	30.4	3	27.3	0	0	0	0
2100	7	0	6	0	1	0	0	0	0	0	0		2100	0	0	0	0	6	1	0	0	0	0	0	0	0	0	28	-	1	14.3	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0		2115	0	0	0	2	1	2	0	0	0	0	0	0	0	0	27.3	-	2	40	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0		2130	0	0	0	0	0	2	0	0	0	0	0	0	0	0	32.9	-	2	100	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0		2145	0	0	0	1	2	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0		2200	0	0	0	0	4	0	0	0	0	0	0	0	0	0	27.5	-	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0		2215	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0		2230	0	0	0	1	2	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	0
2245	7	0	7	0	0	0	0	0	0	0	0		2245	0	0	0	1	3	2	1	0	0	0	0	0	0	0	28.6	-	3	42.9	1	14.3	0	0
2300	2	0	2	0	0	0	0	0	0	0	0		2300	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30.7	-	1	50	0	0	0	0
2315	3	1	2	0	0	0	0	0	0	0	0		2315	1	0	0	0	1	0	1	0	0	0	0	0	0	0	23.2	-	1	33.3	1	33.3	0	0
2330	3	0	2	0	0	0	0	1	0	0	0		2330	0	0	1	0	2	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0		2345	0	0	0	0	3	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	0
07-19	728	20	711	5	29	1	11	0	0	0	0		07-19	12	18	28	202	281	109	12	2	7	5	5	0	0	0	28.8	28.2	138	17.2	27	3.4	12	1.7
06-22	814	21	821	5	33	1	12	0	0	0	0		06-22	12	18	21	221	455	100	12	2	5	5	0	0	0	0	28.8	28.2	166	18.2	28	3.1	14	1.5
06-00	941	32	858	8	33	1	12	1	0	0	0		06-00	14	18	32	234	472	141	14	2	8	8	0	0	0	0	28.6	30.4	171	18.2	30	3.2	14	1.5
00-00	975	32	888	8	33	1	12	1	1	0	0		00-00	14	18	53	242	487	150	18	2	8	8	0	0	0	0	28.6	30.4	185	18.7	33	3.3	14	1.4

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fxt	Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	1	0	0	0	0	0	0	43.3	-	1	100	1	100	0	0
0030	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	2	0	2	0	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	1	0	1	0	0	0	0	0	43.5	-	2	100	2	100	1	50
0100	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		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0		0130	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	0	0
0145	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	2	0	1	0	1	0	0	0	0	0	0		0200	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0		0215	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.4	-	1	100	0	0	0	0
0230	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		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		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		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		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		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		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		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		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		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		0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0515	1	0	0	0	0	1	0	0	0	0	0		0515	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0		0530	0	0	0	0	3	0	0	0	0	0	0	0	0	0	27.5	-	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0		0545	0	0	0	0	2	1	0	0	0	0	0	0	0	0	29.8	-	1	33.3	0	0	0	0
0600	2	1	1	0	0	0	0	0	0	0	0		0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	18.2	-	0	0	0	0	0	0
0615	7	1	5	0	0	1	0	0	0	0	0		0615	0	1	1	2	2	1	0	0	0	0	0	0	0	0	23.3	-	1	14.3	0	0	0	0
0630	9	0	7	0	1	0	1	0	0	0	0		0630	0	0	0	1	2	2	3	0	1	0	0	0	0	0	33.6	-	6	66.7	4	44.4	1	11.1
0645	5	2	2	0	1	0	0	0	0	0	0		0645	2	0	0	0	2	1	0	0	0	0	0	0	0	0	19.7	-	1	20	0	0	0	0
0700	6	0	5	0	0	1	0	0	0	0	0		0700	0	0	0	1	3	1	1	0	0	0	0	0	0	0	30.2	-	2	33.3	1	16.7	0	0
0715	10	0	7	0	3	0	0	0	0	0	0		0715	0	0	0	0	9	0	1	0	0	0	0	0	0	0	27.6	-	1	10	1	10	0	0
0730	20	2	13	0	5	0	0	0	0	0	0		0730	0	1	0	6	9	3	1	0	0	0	0	0	0	0	26.8	30.4	4	20	1	5	0	0
0745	16	0	13	0	2	0	0	1	0	0	0		0745	0	1	3	2	7	3	0	0	0	0	0	0	0	0	24.9	30.4	3	18.8	0	0	0	0
0800	20	0	19	0	0	0	1	0	0	0	0		0800	0	0	0	7	10	1	0	1	0	0	1	0	0	0	28.3	28.8	3	15	2	10	1	5
0815	48	3	41	1	2	1	0	0	0	0	0		0815	2	2	1	14	22	5	0	1	0	1	0	0	0	0	25.9	30	7	14.6	2	4.2	1	2.1
0830	38	4	33	0	0	0	1	0	0	0	0		0830	0	2	1	10	17	5	1	0	0	1	1	0	0	0	27.7	31.5	8	21.1	3	7.9	2	5.3
0845	18	1	14	0	2	0	1	0	0	0	0		0845	0	1	0	6	8	2	0	0	1	0	0	0	0	0	27.2	29.5	3	16.7	1	5.6	1	5.6
0900	18	0	15	0	3	0	0	0	0	0	0		0900	0	0	0	6	9	3	0	0	0	0	0	0	0	0	27.3	29.6	3	16.7	0	0	0	0
0915	17	2	11	0	3	0	1	0	0	0	0		0915	1	0	0	2	8	4	0	0	2	0	0	0	0	0	29.1	30.9	6	35.3	2	11.8	2	11.8
0930	12	1	11	0	0	0	0	0	0	0	0		0930	0	0	0	0	10	0	1	0	0	1	0	0	0	0	30.4	29.1	2	16.7	2	16.7	1	8.3
0945	18	1	14	0	3	0	0	0	0	0	0		0945	1	0	1	4	10	2	0	0	0	0	0	0	0	0	25.5	29.5	2	11.1	0	0	0	0
1000	30	0	25	1	4	0	0	0	0	0	0		1000	0	0	4	7	12	6	1	0	0	0	0	0	0	0	26.5	30.2	7	23.3	1	3.3	0	0
1015	27	0	24	0	3	0	0	0	0	0	0		1015	0	0	0	8	13	4	0	1	0	1	0	0	0	0	28.1	30.2	6	22.2	2	7.4	1	3.7
1030	12	0	7	1	4	0	0	0	0	0	0		1030	0	0	2	4	5	1	0	0	0	0	0	0	0	0	25.1	27.5	1	8.3	0	0	0	0
1045	14	0	14	0	0	0	0	0	0	0	0		1045	0	0	1	8	2	2	1	0	0	0	0	0	0	0	25.4	32	3	21.4	1	7.1	0	0
1100	23	0	19	0	4	0	0	0	0	0	0		1100	0	0	1	6	12	4	0	0	0	0	0	0	0	0	26.6	30.2	4	17.4	0	0	0	0
1115	23	0	22	1	0	0	0	0	0	0	0		1115	0	0	0	9	13	1	0	0	0	0	0	0	0	0	25.6	28.9	1	4.3	0	0	0	0
1130	35	0	29	0	6	0	0	0	0	0	0		1130	0	1	1	13	17	3	0	0	0	0	0	0	0	0	25.2	27.5	3	8.6	0	0	0	0
1145	18	0	17	0	1	0	0	0	0	0	0		1145	0	0	1	4	10	3	0	0	0	0	0	0	0	0	26.4	28.2	3	16.7	0	0	0	0
1200	29	2	25	0	2	0	0	0	0	0	0		1200	1	0	0	8	16	4	0	0	0	0	0	0	0	0	26.3	29.8	4	13.8	0	0	0	0
1215	29	0	29	0	0	0	0	0	0	0	0		1215	0	0	1	12	12	2	2	0	0	0	0	0	0	0	26.3	28.4	4	13.8	2	6.9	0	0
1230	24	1	21	0	2	0	0	0	0	0	0		1230	0	0	1	5	13	5	0	0	0	0	0	0	0	0	27.2	30.4	5	20.8	0	0	0	0
1245	28	0	27	0	1	0	0	0	0	0	0		1245	0	0	1	10	12	4	1	0	0	0	0	0	0	0	26.2	30	5	17.9	1	3.6	0	0
1300	30	0	27	1	2	0	0	0	0	0	0		1300	0	1	0	12	15	2	0	0	0	0	0	0	0	0	25.3	28	2	6.7	0	0	0	0
1315	17	2	12	0	3	0	0	0	0	0	0		1315	1	1	0	4	7	3	1	0	0	0	0	0	0	0	25.6	31.1	4	23.5	1	5.9	0	0
1330	17	0	17	0	0	0	0	0	0	0	0		1330	0	0	0	9	8	0	0	0	0	0	0	0	0	0	24.9	27.7	0	0	0	0	0	0
1345	25	1	21	0	3	0	0	0	0	0	0		1345	0	0	1	6	12	3	3	0	0	0	0	0	0	0	27.1	30.2	6	24	3	12	0	0
1400	13	0	11	1	1	0	0	0	0	0	0		1400	0	0	2	7	3	0	1	0	0	0	0	0	0	0	24.7	27.5	1	7.7	1	7.7	0	0
1415	27	0	24	1	1	0	1	0	0	0	0		1415	0	0	2	6	18	0	0	0	0	1	0	0	0	0	26.6	27.5	1	3.7	1	3.7	1	3.7
1430	26	0	23	0	3	0	0	0	0	0	0		1430	0	0	1	9	14	2	0	0	0	0	0	0	0	0	26.2	28.4	2	7.7	0	0	0	0
1445	37	0	36	0	1	0	0	0	0	0	0		1445	0	0	0	6	23	5	3	0	0	0	0	0	0	0	27.6	31.1	8	21.6	3	8.1	0	0
1500	47	1	40	0	4	1	0	0	0	1	0		1500	1	0	3	13	18	10	0	0	1	0	1	0	0	0	27.5	31.1	12	25.5	2	4.3	2	4.3
1515	41	1	37	0	3	0	0	0	0	0	0		1515	0	1	2	13	18	7	0	0	0	0	0	0	0	0	26.2	30.4	7	17.1	0	0	0	0
1530	42	0	34	1	6	0	0	0	0	1	0		1530	0	0	1	12	23	3	0	1	0	2	0	0	0	0	27.7	29.5	6	14.3	3	7.1	2	4.8
1545	28	1	25	0	1	0	1	0	0	0	0		1545	0	0	0	4	15	4	1	1	3	0	0	0	0	0	30.8	35.8	9	32.1	5	17.9	3	10.7
1600	30	2	26	0	2	0	0	0	0	0	0		1600	2	1	2	9	7	6	1	0	0	2	0	0	0	0	28.9	31.3	9	30	3	10	2	6.7
1615	26	0	26	0	0	0	0	0	0	0	0		1615	0	0	0	5	13	7	1	0	0	0	0	0	0	0	28.2	30.6	8	30.8	1	3.8	0	0
1630	34	0	30	0	4	0	0	0	0	0	0		1630	0	0	0	8	23	3	0	0	0	0	0	0	0	0	26.6	28.6	3	8.8	0	0	0	0
1645	42	2	39	0	1	0	0	0	0	0	0		1645	1	0	0	13	19	8	1	0	0	0	0	0	0	0	26.9	30.9	9	21.4	1	2.4	0	0
1700	29	1	26	0	2	0	0	0	0	0	0		1700	1	0	2	6	18	0	2	0	0	0	0	0	0	0	26.2	29.3	2	6.9	2	6.9	0	0
1715	29	2	25	0	1	0	1	0	0	0	0		1715	1	2	2	4	12	5	0	0	1	2	0	0	0	0	27.6	32.7	8	27.6	3	10.3	3	10.3
1730	20	3	15	0	1	0	1	0	0	0	0		1730	0	3	2	5	4	5	0	0	0	1	0	0	0	0	25.1	30.9	6	30	1	5	1	5
1745	25	2	23	0	0	0	0	0	0	0	0		1745	0	1	0	10	11	2	1	0	0	0	0	0	0	0	25.5	28	3	12	1	4	0	0
1800	37	2	33	0	2	0	0	0	0	0	0		1800	1	2	1	13	17	1	2	0	0	0	0	0	0	0	25	29.1	3	8.1	2	5.4	0	0
1815	23	0	20	0	3	0	0	0	0	0	0		1815	0	0	0	5	9	8	1	0	0	0	0	0	0	0	28.6	31.1	9	39.1	1	4.3	0	0
1830	28	1	25	0	1	0	1	0	0	0	0		1830	0	1	2	6	10	7	1	0	0	1	0	0	0	0	27.8	32.4	9	32.1	2	7.1	1	3.6
1845	24	3	21	0	0	0	0	0	0	0	0		1845	1	1	1	5	10	5	1	0	0	0	0	0	0	0	25.6	30.2	6	25	1	4.2	0	0
1900	28	1	22	0	4	0	1	0	0	0	0		1900	0	2	0	4	13	7	1	0	0	1	0	0	0	0	26.5	31.6	9	32.1	2	7.1	1	3.6
1915	16	3	12	0	1	0	0	0	0	0	0		1915	2	0	1	6	4	3	0	0	0	0	0	0	0	0	23	30.2	3	18.8	0	0	0	0
1930	18	2	14	0	2	0	0	0	0	0	0		1930	1	1	0	5	9	2	0	0	0	0	0	0	0	0	24.8	29.5	2	11.1	0	0	0	0
1945	13	0	12	0	1	0	0	0	0	0	0		1945	0	0	1	1	8	3	0	0	0	0	0	0	0	0	27.1	30.8	3	23.1	0	0	0	0
2000	13	0	13	0	0	0	0	0	0	0	0		2000	0	0	0	1	8	4	0	0	0	0	0	0	0	0	28.5	32.9	4	30.8	0	0	0	0
2015	11	1	10	0	0	0	0	0	0	0	0		2015	0	1	0	2	6	2	0	0	0	0	0	0	0	0	28.2	28.6	2	18.2	0	0	0	0
2030	15	0	12	0	3	0	0	0	0	0	0		2030	0	0	0	4	8	2	1	0	0	0	0	0	0	0	27.9	30.4	3	20	1	6.7	0	0
2045	12	0	12	0	0	0	0	0	0	0	0		2045	0	0	2	2	5	3	0	0	0	0	0	0	0	0	26.1	30	3	25	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0		2100	0	0	0	1	2	1	0	0	0	0	0	0	0	0	25.7	-	1	25	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0		2115	0	0	1	1	4	3	0	0	0	0	0	0	0	0	26.3	-	3	33.3	0	0	0	0
2130	11	0	10	0	1	0	0	0	0	0	0		2130	0	0	1	2	6	2	0	0	0	0	0	0	0	0	26.4	20.5	2	18.2	0	0	0	0
2145	6	0	6	0	0	0	0	0	0	0	0		2145	0	0	0	3	3	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0		2200	0	0	0	2	2	0	2	0	0	0	0	0	0	0	29.9	-	2	33.3	2	33.3	0	0
2215	6	0	6	0	0	0	0	0	0	0	0		2215	0	0	1	2	3	0	0	0	0	0	0	0	0	0	24.1	-	0	0	0	0	0	0
2230	8	0	8	0	0	0	0	0	0	0	0		2230	0	0	1	4	2	1	0	0	0	0	0	0	0	0	25.1	-	1	12.5	0	0	0	0
2245	2	1	1	0	0	0	0	0	0	0	0		2245	0	0	0	1	1	0	0	0	0	0	0	0	0	0	23.4	-	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0		2315	0	0	0	1	0	0	1	0	0	0	0	0	0	0	30.8	-	1	50	1	50	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	1	0	1	0	0	0	0	0	0	0	0		2345	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	0	0	0
07-19	1220	41	1071	5	95	5	5	1	0	2	0		07-19	14	22	42	342	500	164	20	5	5	15	5	0	0	0	26.8	30.4	222	18.1	39	4.8	24	2
06-22	1409	52	1222	5	105	4	11	1	0	2	0		06-22	20	27	50	278	588	200	25	5	5	15	5	0	0	0	26.7	30.4	268	19.2	62	4.7	28	1.8
06-00	1434	53	1245	5	105	4	11	1	0	2	0		06-00	20	27	52	280	576	201	26	5	5	15	3	0	0	0	26.7	30.4	270	18.8	62	4.3	26	1.8
00-00	1446	55	1252	8	112	5	11	1	0	2	0		00-00	20	27	52	282	580	202	30	8	10	14	3	0	0	0	26.6	30.4	275	19	63	4.4	27	1.9

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fxt	Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	0
0015	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	1	0	1	0	0	0	0	0	0	0	0		0030	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0		0045	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.3	-	1	100	0	0	0	0
0100	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		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		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		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0		0200	0	0	0	0	2	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	0	0
0215	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	1	0	1	0	0	0	0	0	0	0	0		0230	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	0	0	0
0245	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		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0315	2	0	1	0	0	0	1	0	0	0	0		0315	1	0	0	0	1	0	0	0	0	0	0	0	0	0	17.7	-	0	0	0	0	0	0
0330	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		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		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		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		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		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0		0500	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	0
0515	2	1	1	0	0	0	0	0	0	0	0		0515	0	1	0	0	0	1	0	0	0	0	0	0	0	0	23.2	-	1	50	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0		0530	0	0	0	0	1	2	0	0	0	0	0	0	0	0	30.5	-	2	66.7	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0		0545	0	0	0	0	1	2	0	0	0	0	0	0	0	0	29.4	-	2	66.7	0	0	0	0
0600	2	0	1	0	0	0	1	0	0	0	0		0600	0	1	0	0	1	0	0	0	0	0	0	0	0	0	19.7	-	0	0	0	0	0	0
0615	4	0	3	0	1	0	0	0	0	0	0		0615	0	0	0	0	0	3	1	0	0	0	0	0	0	0	33.7	-	4	100	1	25	0	0
0630	6	0	5	0	1	0	0	0	0	0	0		0630	0	0	0	1	3	1	1	0	0	0	0	0	0	0	29.9	-	2	33.3	1	16.7	0	0
0645	5	0	5	0	0	0	0	0	0	0	0		0645	0	0	0	1	2	2	0	0	0	0	0	0	0	0	27.7	-	2	40	0	0	0	0
0700	11	0	9	0	2	0	0	0	0	0	0		0700	0	0	0	2	6	3	0	0	0	0	0	0	0	0	27.8	32	3	27.3	0	0	0	0
0715	9	2	6	0	1	0	0	0	0	0	0		0715	0	1	0	2	5	0	1	0	0	0	0	0	0	0	26.2	-	1	11.1	1	11.1	0	0
0730	19	1	14	0	4	0	0	0	0	0	0		0730	0	0	1	6	10	2	0	0	0	0	0	0	0	0	26.2	29.1	2	10.5	0	0	0	0
0745	17	0	13	0	4	0	0	0	0	0	0		0745	0	0	1	5	9	2	0	0	0	0	0	0	0	0	26.4	27.7	2	11.8	0	0	0	0

0800	25	0	24	0	1	0	0	0	0	0	0		0800	0	0	0	6	9	7	0	0	0	3	0	0	0	0	31.4	32.7	10	40	3	12	3	12
0815	38	1	36	0	1	0	0	0	0	0	0		0815	1	0	1	10	20	4	1	0	0	0	1	0	0	0	27.1	29.3	6	15.8	2	5.3	1	2.6
0830	36	0	35	0	0	0	1	0	0	0	0		0830	0	0	0	11	17	5	1	1	0	1	0	0	0	0	28.3	31.5	8	22.2	3	8.3	1	2.8
0845	27	2	23	0	1	0	1	0	0	0	0		0845	1	1	3	7	9	1	1	1	0	2	1	0	0	0	28	36	6	22.2	5	18.5	3	11.1
0900	17	1	15	1	0	0	0	0	0	0	0		0900	1	0	2	3	7	3	0	1	0	0	0	0	0	0	26.7	30.6	4	23.5	1	5.9	0	0
0915	25	2	21	0	2	0	0	0	0	0	0		0915	1	1	2	6	12	2	1	0	0	0	0	0	0	0	25.1	29.1	3	12	1	4	0	0
0930	22	0	21	0	0	0	1	0	0	0	0		0930	0	0	0	4	11	6	0	0	1	0	0	0	0	0	28.2	30.9	7	31.8	1	4.5	1	4.5
0945	23	1	20	0	2	0	0	0	0	0	0		0945	0	1	0	4	14	4	0	0	0	0	0	0	0	0	26.5	30.4	4	17.4	0	0	0	0
1000	23	1	20	0	2	0	0	0	0	0	0		1000	1	0	1	6	14	1	0	0	0	0	0	0	0	0	25	28.2	1	4.3	0	0	0	0
1015	16	1	14	0	1	0	0	0	0	0	0		1015	0	0	0	5	9	1	0	1	0	0	0	0	0	0	27.3	29.8	2	12.5	1	6.3	0	0
1030	20	1	18	0	1	0	0	0	0	0	0		1030	0	1	0	4	12	1	1	1	0	0	0	0	0	0	27.8	29.8	3	15	2	10	0	0
1045	26	2	22	0	0	0	1	0	1	0	0		1045	1	0	2	2	13	5	0	2	0	1	0	0	0	0	28.5	33.1	8	30.8	3	11.5	1	3.8
1100	26	0	23	0	3	0	0	0	0	0	0		1100	0	0	1	5	15	4	0	1	0	0	0	0	0	0	28	31.3	5	19.2	1	3.8	0	0
1115	29	4	23	0	2	0	0	0	0	0	0		1115	2	1	1	13	8	4	0	0	0	0	0	0	0	0	23.8	30	4	13.8	0	0	0	0
1130	25	0	21	0	4	0	0	0	0	0	0		1130	0	2	3	7	11	2	0	0	0	0	0	0	0	0	24	27.5	2	8	0	0	0	0
1145	30	2	27	0	1	0	0	0	0	0	0		1145	1	1	0	9	15	3	1	0	0	0	0	0	0	0	25.7	29.6	4	13.3	1	3.3	0	0
1200	24	0	21	0	2	0	1	0	0	0	0		1200	0	0	3	8	6	6	0	0	0	1	0	0	0	0	26.4	30.4	7	29.2	1	4.2	1	4.2
1215	19	0	16	0	3	0	0	0	0	0	0		1215	0	0	1	5	10	3	0	0	0	0	0	0	0	0	26.4	29.5	3	15.8	0	0	0	0
1230	24	0	24	0	0	0	0	0	0	0	0		1230	0	1	2	8	12	1	0	0	0	0	0	0	0	0	24.9	28	1	4.2	0	0	0	0
1245	19	1	18	0	0	0	0	0	0	0	0		1245	0	0	0	3	13	2	0	0	0	1	0	0	0	0	28	28	3	15.8	1	5.3	1	5.3
1300	23	0	22	0	1	0	0	0	0	0	0		1300	0	1	1	7	11	3	0	0	0	0	0	0	0	0	25.7	29.5	3	13	0	0	0	0
1315	20	0	18	0	2	0	0	0	0	0	0		1315	0	0	0	6	10	2	0	0	2	0	0	0	0	0	28.2	30.4	4	20	2	10	2	10
1330	20	2	17	0	0	0	1	0	0	0	0		1330	2	0	3	1	7	6	1	0	0	0	0	0	0	0	25.5	31.3	7	35	1	5	0	0
1345	29	0	26	0	3	0	0	0	0	0	0		1345	0	0	2	8	15	4	0	0	0	0	0	0	0	0	26.1	28.9	4	13.8	0	0	0	0
1400	27	1	23	0	2	0	1	0	0	0	0		1400	1	1	1	7	14	1	1	0	0	1	0	0	0	0	25.5	29.5	3	11.1	2	7.4	1	3.7
1415	24	0	23	0	1	0	0	0	0	0	0		1415	0	0	1	5	14	3	1	0	0	0	0	0	0	0	26.7	29.5	4	16.7	1	4.2	0	0
1430	36	0	33	0	2	0	1	0	0	0	0		1430	0	0	1	10	19	5	0	0	1	0	0	0	0	0	27	30.2	6	16.7	1	2.8	1	2.8
1445	44	0	42	0	1	0	1	0	0	0	0		1445	0	0	0	11	26	6	0	0	0	1	0	0	0	0	27.3	29.5	7	15.9	1	2.3	1	2.3
1500	41	0	36	0	5	0	0	0	0	0	0		1500	0	0	2	21	14	4	0	0	0	0	0	0	0	0	25.1	28.4	4	9.8	0	0	0	0
1515	43	1	41	1	0	0	0	0	0	0	0		1515	1	0	0	16	23	2	1	0	0	0	0	0	0	0	25.6	28	3	7	1	2.3	0	0
1530	31	0	27	0	4	0	0	0	0	0	0		1530	0	0	0	15	12	3	1	0	0	0	0	0	0	0	25.6	29.1	4	12.9	1	3.2	0	0
1545	28	0	27	0	0	0	0	0	1	0	0		1545	0	0	0	8	15	4	1	0	0	0	0	0	0	0	27	30	5	17.9	1	3.6	0	0
1600	25	0	24	0	1	0	0	0	0	0	0		1600	0	0	0	9	12	4	0	0	0	0	0	0	0	0	26.9	29.3	4	16	0	0	0	0
1615	24	0	20	1	2	0	1	0	0	0	0		1615	0	0	0	8	11	4	0	0	0	1	0	0	0	0	27.2	30	5	20.8	1	4.2	1	4.2
1630	34	1	31	0	2	0	0	0	0	0	0		1630	0	0	1	13	14	4	0	0	1	1	0	0	0	0	27.5	30.2	6	17.6	2	5.9	2	5.9
1645	33	3	26	0	4	0	0	0	0	0	0		1645	2	1	1	12	13	4	0	0	0	0	0	0	0	0	24.3	29.3	4	12.1	0	0	0	0
1700	27	0	25	0	2	0	0	0	0	0	0		1700	0	0	0	10	16	1	0	0	0	0	0	0	0	0	25.9	29.1	1	3.7	0	0	0	0
1715	31	0	28	0	3	2	0	0	0	0	0		1715	0	0	2	9	16	3	0	0	0	1	0	0	0	0	26.9	29.1	4	12.9	1	3.2	1	3.2
1730	28	0	25	0	3	0	0	0	0	0	0		1730	0	0	3	12	9	4	0	0	0	0	0	0	0	0	25.1	29.5	4	14.3	0	0	0	0
1745	25	1	22	0	2	0	0	0	0	0	0		1745	0	0	0	5	11	6	2	0	0	0	1	0	0	0	29.7	33.5	9	36	3	12	1	4
1800	29	0	27	0	2	0	0	0	0	0	0		1800	0	0	0	7	18	4	0	0	0	0	0	0	0	0	27	29.5	4	13.8	0	0	0	0
1815	25	1	23	0	1	0	0	0	0	0	0		1815	0	0	0	5	13	7	0	0	0	0	0	0	0	0	28.1	30.6	7	28	0	0	0	0
1830	26	1	20	0	4	1	0	0	0	0	0		1830	1	1	0	9	10	3	1	0	1	0	0	0	0	0	26.2	30.2	5	19.2	2	7.7	1	3.8
1845	28	0	27	0	1	0	0	0	0	0	0		1845	0	0	0	10	14	3	1	0	0	0	0	0	0	0	26.8	29.1	4	14.3	1	3.6	0	0
1900	18	1	15	0	2	0	0	0	0	0	0		1900	0	1	0	5	10	2	0	0	0	0	0	0	0	0	26.4	29.3	2	11.1	0	0	0	0
1915	9	1	8	0	0	0	0	0	0	0	0		1915	0	0	0	2	3	4	0	0	0	0	0	0	0	0	28.1	-	4	44.4	0	0	0	0
1930	12	0	10	0	1	1	0	0	0	0	0		1930	0	0	0	3	5	3	0	0	0	1	0	0	0	0	30.4	32.7	4	33.3	1	8.3	1	8.3
1945	9	0	8	0	1	0	0	0	0	0	0		1945	0	0	0	1	6	2	0	0	0	0	0	0	0	0	26.6	-	2	22.2	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0		2000	0	0	1	0	2	3	0	0	0	2	0	0	0	0	34.1	-	5	62.5	2	25	2	25
2015	18	0	18	0	0	0	0	0	0	0	0		2015	0	0	1	7	8	2	0	0	0	0	0	0	0	0	25.8	28	2	11.1	0	0	0	0
2030	15	0	14	0	1	0	0	0	0	0	0		2030	0	0	1	5	6	3	0	0	0	0	0	0	0	0	26.8	31.8	3	20	0	0	0	0
2045	7	0	7	0	0	0	0	0	0	0	0		2045	0	0	0	2	4	1	0	0	0	0	0	0	0	0	27.4	-	1	14.3	0	0	0	0
2100	10	1	9	0	0	0	0	0	0	0	0		2100	0	1	0	0	7	2	0	0	0	0	0	0	0	0	26.9	-	2	20	0	0	0	0
2115	11	0	11	0	0	0	0	0	0	0	0		2115	0	0	1	1	6	2	0	1	0	0	0	0	0	0	28.8	31.3	3	27.3	1	9.1	0	0
2130	4	0	4	0	0	0	0	0	0	0	0		2130	0	0	0	1	3	0	0	0	0	0	0	0	0	0	26.4	-	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0		2145	0	0	0	2	4	1	0	0	0	0	0	0	0	0	26	-	1	14.3	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0		2200	0	0	1	2	0	2	0	0	2	0	0	0	0	0	32	-	4	57.1	2	28.6	2	28.6
2215	5	0	4	0	1	0	0	0	0	0	0		2215	0	0	0	3	2	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	0	0
2230	7	0	7	0	0	0	0	0	0	0	0		2230	0	0	3	3	1	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	0	0	0
2245	7	1	6	0	0	0	0	0	0	0	0		2245	0	0	0	4	2	1	0	0	0	0	0	0	0	0	24.6	-	1	14.3	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0		2300	0	0	0	1	1	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0		2315	0	0	0	0	2	0	0	0	0	0	0	0	0	0	27.4	-	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	1	0	0	0	1	0	0	0	0	0	0		2345	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.1	-	0	0	0	0	0	0
07-19	1251	33	1118	2	88	2	10	0	2	0	0		07-19	15	15	53	355	504	162	17	2	6	14	2	0	0	0	26.5	30.2	210	16.5	35	2.8	33	2.6
06-22	1396	36	1248	2	92	4	11	0	2	0	0		06-22	15	17	56	396	574	193	10	8	6	17	2	0	0	0	26.7	30.4	240	17.7	39	2.9	26	1.9
00-00	1427	37	1276	3	94	4	11	0	2	0	0		00-00	16	17	50	409	583	199	19	9	6	17	3	0	0	0	26.7	30.4	252	17.7	39	2.7	28	2
00-00	1464	38	1291	5	94	4	15	0	3	0	0		00-00	17	12	30	411	590	202	19	9	5	17	3	0	0	0	26.7	30.4	252	17.2	39	2.7	28	1.9

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Spd	Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 38 ACPO	SL1% 38 ACPO	SL2 46 DfT	SL2% 46 DfT
0000	2	0	2	0	0	0	0	0	0	0	0		0000	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.4	-	0	0	0	0	0	0
0015	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		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		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		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		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		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		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0200	2	0	1	0	1	0	0	0	0	0	0		0200	0	0	0	0	2	0	0	0	0	0	0	0	0	0	25.3	-	0	0	0	0	0	0
0215	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	1	0	1	0	0	0	0	0	0	0	0		0230	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	0
0245	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		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		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		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0		0345	0	0	0	0	1	1	0	0	0	0	0	0	0	0	28.2	-	1	50	0	0	0	0
0400	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		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0		0430	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.3	-	1	100	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0		0445	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	0	0	0
0500	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	1	0	1	0	0	0	0	0	0	0	0		0515	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.1	-	1	100	0	0	0	0
0530	5	0	4	0	1	0	0	0	0	0	0		0530	0	0	0	1	2	2	0	0	0	0	0	0	0	0	28	-	2	40	0	0	0	0
0545	2	0	1	0	1	0	0	0	0	0	0		0545	0	0	0	0	2	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0		0600	0	0	0	1	1	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0		0615	0	0	0	1	2	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	0
0630	3	0	3	0	0	0	0	0	0	0	0		0630	0	0	0	0	2	1	0	0	0	0	0	0	0	0	27.5	-	1	33.3	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0		0645	0	0	0	1	2	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	0	0
0700	10	2	7	0	1	0	0	0	0	0	0		0700	2	0	1	2	4	1	0	0	0	0	0	0	0	0	22.5	-	1	10	0	0	0	0
0715	8	0	7	0	1	0	0	0	0	0	0		0715	0	0	0	0	5	3	0	0	0	0	0	0	0	0	28.7	-	3	37.5	0	0	0	0
0730	14	1	10	0	3	0	0	0	0	0	0		0730	0	0	3	2	6	3	0	0	0	0	0	0	0	0	25.7	30	3	21.4	0	0	0	0
0745	20	0	17	0	3	0	0	0	0	0	0		0745	0	0	1	6	10	3	0	0	0	0	0	0	0	0	26.3	30	3	15	0	0	0	0
0800	15	0	15	0	0	0	0	0	0	0	0		0800	0	0	0	2	10	3	0	0	0	0	0	0	0	0	27.9	30.4	3	20	0	0	0	0
0815	38	0	37	0	1	0	0	0	0	0	0		0815	0	0	1	13	17	5	0	0	0	2	0	0	0	0	27.4	30.2	7	18.4	2	5.3	2	5.3
0830	45	0	44	0	0	0	1	0	0	0	0		0830	0	1	0	9	26	7	0	0	0	2	0	0	0	0	27.7	30	9	20	2	4.4	2	4.4
0845	23	0	22	0	0	0	1	0	0	0	0		0845	0	0	1	7	13	1	1	0	0	0	0	0	0	0	25.9	28.8	2	8.7	1	4.3	0	0
0900	22	0	21	1	0	0	0	0	0	0	0		0900	0	0	4	7	9	1	0	0	1	0	0	0	0	0	25.2	28.2	2	9.1	1	4.5	1	4.5
0915	13	1	9	0	2	0	1	0	0	0	0		0915	0	1	1	2	7	1	0	0	0	1	0	0	0	0	26.7	29.3	2	15.4	1	7.7	1	7.7
0930	17	0	15	0	2	0	0	0	0	0	0		0930	0	0	0	2	13	1	1	0	0	0	0	0	0	0	27.2	28.2	2	11.8	1	5.9	0	0
0945	14	0	12	0	2	0	0	0	0	0	0		0945	0	0	1	5	7	1	0	0	0	0	0	0	0	0	25.3	28.2	1	7.1	0	0	0	0
1000	24	0	22	0	2	0	0	0	0	0	0		1000	0	0	3	10	7	3	0	1	0	0	0	0	0	0	24.9	28.6	4	16.7	1	4.2	0	0
1015	21	1	20	0	0	0	0	0	0	0	0		1015	1	0	2	5	8	5	0	0	0	0	0	0	0	0	26	31.5	5	23.8	0	0	0	0
1030	24	0	19	0	4	0	1	0	0	0	0		1030	0	0	0	7	12	4	0	0	0	1	0	0	0	0	27.8	30.2	5	20.8	1	4.2	1	4.2
1045	18	0	17	0	1	0	0	0	0	0	0		1045	0	0	2	1	12	1	2	0	0	0	0	0	0	0	27.7	29.5	3	16.7	2	11.1	0	0
1100	15	0	9	0	5	0	0	0	1	0	0		1100	0	0	0	7	5	3	0	0	0	0	0	0	0	0	25.5	30.9	3	20	0	0	0	0
1115	17	0	17	0	0	0	0	0	0	0	0		1115	0	0	0	6	8	3	0	0	0	0	0	0	0	0	26.9	29.3	3	17.6	0	0	0	0
1130	21	0	21	0	0	0	0	0	0	0	0		1130	0	0	0	8	10	2	1	0	0	0	0	0	0	0	26.3	28.2	3	14.3	1	4.8	0	0
1145	14	0	13	0	1	0	0	0	0	0	0		1145	0	0	0	4	8	2	0	0	0	0	0	0	0	0	26.4	28.2	2	14.3	0	0	0	0
1200	11	0	10	1	0	0	0	0	0	0	0		1200	0	0	1	5	5	0	0	0	0	0	0	0	0	0	25.1	26.6	0	0	0	0	0	0
1215	25	0	24	0	1	0	0	0	0	0	0		1215	0	0	0	10	12	2	0	0	1	0	0	0	0	0	26.4	28.4	3	12	1	4	1	4
1230	25	0	24	0	1	0	0	0	0	0	0		1230	0	0	0	10	9	5	0	0	0	1	0	0	0	0	27.5	31.1	6	24	1	4	1	4
1245	24	0	20	1	3	0	0	0	0	0	0		1245	0	0	2	8	12	2	0	0	0	0	0	0	0	0	25.2	28.2	2	8.3	0	0	0	0
1300	32	0	29	0	3	0	0	0	0	0	0		1300	0	0	0	13	15	3	0	0	1	0	0	0	0	0	26.7	28.8	4	12.5	1	3.1	1	3.1
1315	21	0	20	0	1	0	0	0	0	0	0		1315	0	0	0	11	8	1	1	0	0	0	0	0	0	0	25.4	26.8	2	9.5	1	4.8	0	0
1330	29	0	28	0	1	0	0	0	0	0	0		1330	0	0	1	4	15	9	0	0	0	0	0	0	0	0	28.2	32	9	31	0	0	0	0
1345	23	0	23	0	0	0	0	0	0	0	0		1345	0	0	2	8	8	3	0	0	2	0	0	0	0	0	27.4	31.6	5	21.7	2	8.7	2	8.7
1400	32	1	28	0	3	0	0	0	0	0	0		1400	0	1	0	11	18	2	0	0	0	0	0	0	0	0	25.7	29.1	2	6.3	0	0	0	0
1415	23	0	19	0	1	1	2	0	0	0	0		1415	0	0	1	7	12	1	1	0	0	1	0	0	0	0	27.7	29.5	3	13	2	8.7	1	4.3
1430	31	1	27	0	3	0	0	0	0	0	0		1430	0	0	1	5	10	6	0	0	0	0	0	0	0	0	27.3	30.4	6	19.4	0	0	0	0
1445	36	0	33	0	2	0	1	0	0	0	0		1445	0	1	2	11	13	6	2	0	0	1	0	0	0	0	27.4	32	9	25	3	8.3	1	2.8
1500	41	0	37	0	4	0	0	0	0	0	0		1500	0	0	1	10	27	2	0	0	1	0	0	0	0	0	26.9	28.9	3	7.3	1	2.4	1	2.4
1515	40	0	37	0	3	0	0	0	0	0	0		1515	0	0	2	7	18	10	1	0	2	0	0	0	0	0	28.9	32.2	13	32.5	3	7.5	2	5
1530	28	0	25	0	3	0	0	0	0	0	0		1530	0	0	0	6	18	3	1	0	0	0	0	0	0	0	26.9	28.8	4	14.3	1	3.6	0	0
1545	16	1	14	0	1	0	0	0	0	0	0		1545	0	0	0	5	9	2	0	0	0	0	0	0	0	0	26.8	29.1	2	12.5	0	0	0	0
1600	36	0	32	0	4	0	0	0	0	0	0		1600	0	0	0	8	17	9	2	0	0	0	0	0	0	0	27.6	30.6	11	30.6	2	5.6	0	0
1615	29	1	24	1	3	0	0	0	0	0	0		1615	1	0	0	11	14	2	1	0	0	0	0	0	0	0	26	28.9	3	10.3	1	3.4	0	0
1630	26	0	23	0	2	0	1	0	0	0	0		1630	0	0	0	5	12	7	1	0	0	1	0	0	0	0	28.5	31.5	9	34.6	2	7.7	1	3.8
1645	31	3	24	0	4	0	0	0	0	0	0		1645	1	0	0	5	12	13	0	0	0	0	0	0	0	0	27.7	31.5	13	41.9	0	0	0	0
1700	25	0	22	0	3	0	0	0	0	0	0		1700	0	0	0	4	16	5	0	0	0	0	0	0	0	0	28	30.4	5	20	0	0	0	0
1715	33	0	31	0	2	0	0	0	0	0	0		1715	0	0	0	10	12	11	0	0	0	0	0	0	0	0	27.6	31.3	11	33.3	0	0	0	0
1730	26	1	22	0	1	0	0	0	2	0	0		1730	0	0	0	5	11	9	1	0	0	0	0	0	0	0	28.2	31.5	10	38.5	1	3.8	0	0
1745	35	0	33	0	1	0	1	0	0	0	0		1745	0	0	0	8	19	6	0	1	0	1	0	0	0	0	28.5	31.3	8	22.9	2	5.7	1	2.9
1800	35	1	30	0	4	0	0	0	0	0	0		1800	1	0	1	11	12	10	0	0	0	0	0	0	0	0	26.6	32	10	28.6	0	0	0	0
1815	30	0	27	0	3	0	0	0	0	0	0		1815	0	0	0	2	14	14	0	0	0	0	0	0	0	0	29.3	32.2	14	46.7	0	0	0	0
1830	18	0	16	0	2	0	0	0	0	0	0		1830	0	0	0	1	15	2	0	0	0	0	0	0	0	0	27.8	29.5	2	11.1	0	0	0	0
1845	37	0	37	0	0	0	0	0	0	0	0		1845	0	0	1	11	19	6	0	0	0	0	0	0	0	0	26.9	29.8	6	16.2	0	0	0	0
1900	18	1	15	0	2	0	0	0	0	0	0		1900	1	0	0	1	10	6	0	0	0	0	0	0	0	0	28.1	31.8	6	33.3	0	0	0	0
1915	18	1	15	0	2	0	0	0	0	0	0		1915	0	0	0	1	7	7	1	2	0	0	0	0	0	0	31.3	34.7	10	55.6	3	16.7	0	0
1930	15	0	13	0	2	0	0	0	0	0	0		1930	0	0	0	1	3	8	5	0	0	0	0	0	0	0	32.1	35.8	11	73.3	5	33.3	0	0
1945	8	0	8	0	0	0	0	0	0	0	0		1945	0	0	0	1	4	3	0	0	0	0	0	0	0	0	26.5	-	3	37.5	0	0	0	0
2000	11	1	10	0	0	0	0	0	0	0	0		2000	0	0	0	0	8	3	0	0	0	0	0	0	0	0	26.8	30.6	3	27.3	0	0	0	0
2015	21	0	20	0	1	0	0	0	0	0	0		2015	0	0	1	2	12	3	3	0	0	0	0	0	0	0	25.7	36.2	5	23.8	4	19	0	0
2030	14	0	13	0	0	0	1	0	0	0	0		2030	0	0	1	4	4	5	0	0	0	1	0	0	0	0	25.8	33.5	6	42.9	1	7.1	1	7.1
2045	4	0	4	0	0	0	0	0	0	0	0		2045	0	0	0	2	2	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0		2100	0	0	0	0	3	2	0	0	0	0	0	0	0	0	29.8	-	2	40	0	0	0	0
2115	11	0	11	0	0	0	0	0	0	0	0		2115	0	0	0	2	5	3	0	1	0	0	0	0	0	0	28.8	30.8	4	36.4	1	9.1	0	0
2130	12	0	12	0	0	0	0	0	0	0	0		2130	0	0	0	5	4	2	1	0	0	0	0	0	0	0	26.7	30.8	3	25	1	8.3	0	0
2145	4	0	4	0	0	0	0	0	0	0	0		2145	0	0	0	1	1	2	0	0	0	0	0	0	0	0	26.9	-	2	50	0	0	0	0
2200	12	0	12	0	0	0	0	0	0	0	0		2200	0	0	0	3	7	1	1	0	0	0	0	0	0	0	27.4	29.5	2	16.7	1	8.3	0	0
2215	2	0	2	0	0	0	0	0	0	0	0		2215	0	0	0	1	1	0	0	0	0	0	0	0	0	0	23.4	-	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0		2230	0	0	0	0	2	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	0	0	0
2245	2	1	1	0	0	0	0	0	0	0	0		2245	0	0	0	2	0	0	0	0	0	0	0	0	0	0	24.8	-	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0		2300	0	1	0	1	1	1	0	0	0	0	0	0	0	0	22.7	-	1	25	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0		2315	0	0	0	2	2	1	0	0	0	0	0	0	0	0	26.4	-	1	20	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0		2330	0	0	0	0	3	1	0	0	0	0	0	0	0	0	28.6	-	1	25	0	0	0	0

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	BCLT 35 ACPO	BCLT% 35 ACPO	BCL2 45 DFT	BCL2% 45 DFT
2345	2	0	2	0	0	0	0	0	0	0	0	2345	0	0	0	0	1	1	0	0	0	0	0	0	0	0	26.5	-	1	50	0	0	0	0
07-19	1191	14	1070	4	92	1	0	0	0	0	0	07-19	5	3	35	317	500	204	16	2	6	11	0	0	0	0	27	30.9	240	20.2	37	3.1	19	1.6
06-22	1330	17	1214	4	93	1	11	0	0	0	0	06-22	7	3	30	330	550	240	20	6	6	12	0	0	0	0	27.2	31.1	290	22.2	52	3.9	20	1.5
06-00	1370	18	1248	4	95	1	11	0	3	0	0	06-00	7	3	28	340	579	291	27	5	5	15	5	0	0	0	27.2	31.1	302	22.1	52	3.8	20	1.5
00-00	1382	18	1260	5	95	1	11	0	3	0	0	00-00	7	3	28	352	584	288	27	5	5	15	5	0	0	0	27.2	31.1	302	22.2	52	3.8	20	1.4

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	BCLT 35 ACPO	BCLT% 35 ACPO	BCL2 45 DFT	BCL2% 45 DFT
0000	1	0	1	0	0	0	0	0	0	0	0	0000	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	0	0	0
0015	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	2	0	2	0	0	0	0	0	0	0	0	0030	0	0	0	0	2	0	0	0	0	0	0	0	0	0	27.4	-	0	0	0	0	0	0
0045	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	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	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	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.9	-	1	100	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0200	0	0	0	1	1	0	0	1	0	0	0	0	0	0	30.6	-	1	33.3	1	33.3	0	0
0215	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	1	0	1	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.1	-	1	100	0	0	0	0
0245	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	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	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.1	-	1	100	0	0	0	0
0345	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	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	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	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	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0500	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	0	0	0
0515	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	1	0	1	0	0	0	0	0	0	0	0	0530	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0545	0	0	0	1	2	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	0
0600	5	1	4	0	0	0	0	0	0	0	0	0600	0	0	0	1	2	1	1	0	0	0	0	0	0	0	29.7	-	2	40	1	20	0	0
0615	4	0	4	0	0	0	0	0	0	0	0	0615	0	0	0	0	4	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0	0630	0	0	0	0	2	2	1	1	0	0	0	0	0	0	32.8	-	4	66.7	2	33.3	0	0
0645	6	2	3	0	1	0	0	0	0	0	0	0645	0	2	0	1	2	1	0	0	0	0	0	0	0	0	23.4	-	1	16.7	0	0	0	0
0700	5	0	2	0	2	0	1	0	0	0	0	0700	0	0	0	3	1	0	0	1	0	0	0	0	0	0	27.3	-	1	20	1	20	0	0
0715	10	2	7	0	1	0	0	0	0	0	0	0715	0	1	0	2	6	0	1	0	0	0	0	0	0	0	26.2	-	1	10	1	10	0	0
0730	11	1	7	1	2	0	0	0	0	0	0	0730	0	1	1	5	3	1	0	0	0	0	0	0	0	0	23.6	28.6	1	9.1	0	0	0	0
0745	18	0	13	0	4	0	1	0	0	0	0	0745	0	0	0	2	13	2	0	0	0	1	0	0	0	0	29.2	30	3	16.7	1	5.6	1	5.6
0800	20	0	17	0	3	0	0	0	0	0	0	0800	0	0	0	3	9	7	1	0	0	0	0	0	0	0	28.5	31.5	5	40	1	5	0	0
0815	43	1	41	0	0	0	1	0	0	0	0	0815	0	0	2	3	24	8	4	1	1	0	0	0	0	0	29.1	33.5	14	32.6	6	14	1	2.3
0830	53	0	50	0	1	1	1	0	0	0	0	0830	0	0	3	9	20	14	3	2	1	1	0	0	0	0	29.3	33.3	21	39.6	7	13.2	2	3.8
0845	22	0	20	0	2	0	0	0	0	0	0	0845	0	0	1	5	11	5	0	0	0	0	0	0	0	0	26.8	30.4	3	22.7	0	0	0	0
0900	29	1	23	0	5	0	0	0	0	0	0	0900	0	0	2	10	10	4	1	2	0	0	0	0	0	0	27.1	32.4	7	24.1	3	10.3	0	0
0915	23	1	19	0	3	0	0	0	0	0	0	0915	0	1	1	6	10	4	0	1	0	0	0	0	0	0	26.8	31.5	5	21.7	1	4.3	0	0
0930	22	0	20	0	2	0	0	0	0	0	0	0930	0	0	0	1	7	11	2	0	1	0	0	0	0	0	31.3	34.2	14	63.6	3	13.6	1	4.5
0945	19	0	17	0	2	0	0	0	0	0	0	0945	0	1	1	5	8	4	0	0	0	0	0	0	0	0	25.6	30	4	21.1	0	0	0	0
1000	22	1	19	0	2	0	0	0	0	0	0	1000	0	1	1	7	10	2	0	0	0	1	0	0	0	0	26.7	29.5	3	13.6	1	4.5	1	4.5
1015	25	0	25	0	0	0	0	0	0	0	0	1015	0	0	1	3	10	9	2	0	0	0	0	0	0	0	29.4	32.9	11	44	2	8	0	0
1030	20	0	19	0	1	0	0	0	0	0	0	1030	0	0	2	5	11	2	0	0	0	0	0	0	0	0	26.3	29.3	2	10	0	0	0	0
1045	23	1	21	0	0	0	0	0	1	0	0	1045	0	1	1	7	8	6	0	0	0	0	0	0	0	0	26.3	30.8	6	26.1	0	0	0	0
1100	20	0	18	0	2	0	0	0	0	0	0	1100	0	0	2	11	6	1	0	0	0	0	0	0	0	0	24.4	27.5	1	5	0	0	0	0
1115	21	0	17	0	3	0	1	0	0	0	0	1115	0	0	0	7	11	1	1	0	0	1	0	0	0	0	28.1	29.1	3	14.3	2	9.5	1	4.8
1130	19	0	15	0	2	0	2	0	0	0	0	1130	0	0	0	5	7	5	0	0	1	1	0	0	0	0	30.1	33.3	7	36.8	2	10.5	2	10.5
1145	21	1	18	0	2	0	0	0	0	0	0	1145	0	0	0	6	11	4	0	0	0	0	0	0	0	0	26.7	30	4	19	0	0	0	0
1200	21	0	20	0	1	0	0	0	0	0	0	1200	0	0	1	4	11	5	0	0	0	0	0	0	0	0	27.3	30.9	5	23.8	0	0	0	0
1215	21	0	21	0	0	0	0	0	0	0	0	1215	0	0	0	4	8	9	0	0	0	0	0	0	0	0	28.5	31.5	9	42.9	0	0	0	0
1230	28	1	22	0	4	0	1	0	0	0	0	1230	0	1	2	3	13	8	0	0	1	0	0	0	0	0	27.5	32.2	9	32.1	1	3.6	1	3.6
1245	26	2	24	0	0	0	0	0	0	0	0	1245	0	0	3	4	11	5	2	0	0	0	1	0	0	0	28.8	31.5	8	30.8	3	11.5	1	3.8
1300	28	0	25	0	3	0	0	0	0	0	0	1300	0	0	2	14	12	0	0	0	0	0	0	0	0	0	24.4	27.7	0	0	0	0	0	0
1315	26	0	21	2	3	0	0	0	0	0	0	1315	0	1	1	8	13	3	0	0	0	0	0	0	0	0	25.8	28.9	3	11.5	0	0	0	0
1330	33	1	28	0	3	0	0	0	1	0	0	1330	0	0	0	16	15	2	0	0	0	0	0	0	0	0	25.3	27.3	2	6.1	0	0	0	0
1345	28	1	25	0	2	0	0	0	0	0	0	1345	0	0	3	3	9	12	1	0	0	0	0	0	0	0	28.1	32.4	13	46.4	1	3.6	0	0
1400	29	0	28	0	1	0	0	0	0	0	0	1400	0	0	0	9	13	7	0	0	0	0	0	0	0	0	27	30.2	7	24.1	0	0	0	0
1415	37	1	34	0	2	0	0	0	0	0	0	1415	0	0	0	8	22	7	0	0	0	0	0	0	0	0	27.4	30	7	18.9	0	0	0	0
1430	25	0	23	0	2	0	0	0	0	0	0	1430	0	0	3	5	15	2	0	0	0	0	0	0	0	0	25.8	28.9	2	8	0	0	0	0
1445	39	0	35	1	3	0	0	0	0	0	0	1445	0	0	1	10	22	6	0	0	0	0	0	0	0	0	26.3	29.5	6	15.4	0	0	0	0
1500	39	1	35	0	2	0	1	0	0	0	0	1500	0	1	2	13	17	4	1	0	0	0	1	0	0	0	27.2	29.8	6	15.4	2	5.1	1	2.6
1515	37	0	33	0	4	0	0	0	0	0	0	1515	0	0	1	6	24	4	0	0	0	2	0	0	0	0	28.3	30	6	16.2	2	5.4	2	5.4
1530	28	0	24	0	1	1	2	0	0	0	0	1530	0	0	0	2	16	3	2	0	2	3	0	0	0	0	32.3	46.5	10	35.7	7	25	5	17.9
1545	28	0	26	0	2	0	0	0	0	0	0	1545	0	0	1	4	12	9	2	0	0	0	0	0	0	0	28.4	33.6	11	39.3	2	7.1	0	0
1600	39	0	38	0	1	0	0	0	0	0	0	1600	0	0	1	5	24	8	1	0	0	0	0	0	0	0	28	30	9	23.1	1	2.6	0	0
1615	27	0	25	0	2	0	0	0	0	0	0	1615	0	0	0	8	15	3	1	0	0	0	0	0	0	0	26.8	29.5	4	14.8	1	3.7	0	0
1630	33	0	27	0	6	0	0	0	0	0	0	1630	0	0	0	8	17	8	0	0	0	0	0	0	0	0	27.8	31.1	8	24.2	0	0	0	0
1645	18	2	16	0	0	0	0	0	0	0	0	1645	0	2	1	2	7	5	1	0	0	0	0	0	0	0	28.2	32	6	33.3	1	5.6	0	0
1700	37	0	33	0	4	0	0	0	0	0	0	1700	0	0	0	6	24	3	2	0	2	0	0	0	0	0	28.6	30	7	18.9	4	10.8	2	5.4
1715	33	1	31	0	1	0	0	0	0	0	0	1715	0	1	0	6	17	7	2	0	0	0	0	0	0	0	27.8	30.9	9	27.3	2	6.1	0	0
1730	30	0	28	0	2	0	0	0	0	0	0	1730	0	0	0	6	11	11	2	0	0	0	0	0	0	0	28.6	33.6	13	43.3	2	6.7	0	0
1745	47	2	42	0	2	1	0	0	0	0	0	1745	0	1	1	10	27	5	0	1	1	1	0	0	0	0	27.4	30.2	8	17	3	6.4	2	4.3
1800	33	0	30	1	2	0	0	0	0	0	0	1800	0	0	3	12	13	4	1	0	0	0	0	0	0	0	26	29.5	5	15.2	1	3	0	0
1815	25	0	23	0	2	0	0	0	0	0	0	1815	0	0	1	6	10	8	0	0	0	0	0	0	0	0	27.7	32.2	8	32	0	0	0	0
1830	19	2	15	0	2	0	0	0	0	0	0	1830	0	1	0	5	7	3	3	0	0	0	0	0	0	0	27.8	32.4	6	31.6	3	15.8	0	0
1845	16	0	16	0	0	0	0	0	0	0	0	1845	0	0	0	5	8	3	0	0	0	0	0	0	0	0	27.2	30	3	18.8	0	0	0	0
1900	28	0	26	0	2	0	0	0	0	0	0	1900	0	0	0	8	16	4	0	0	0	0	0	0	0	0	26.9	29.3	4	14.3	0	0	0	0
1915	24	0	23	0	1	0	0	0	0	0	0	1915	0	0	1	7	13	3	0	0	0	0	0	0	0	0	26.4	28.4	3	12.5	0	0	0	0
1930	17	1	16	0	0	0	0	0	0	0	0	1930	0	0	0	2	10	5	0	0	0	0	0	0	0	0	28.1	30	5	29.4	0	0	0	0
1945	16	0	15	0	1	0	0	0	0	0	0	1945	0	0	0	2	11	3	0	0	0	0	0	0	0	0	28.1	30.6	3	18.8	0	0	0	0
2000	8	0	6	0	2	0	0	0	0	0	0	2000	0	0	0	2	5	1	0	0	0	0	0	0	0	0	27.3	-	1	12.5	0	0	0	0
2015	14	0	14	0	0	0	0	0	0	0	0	2015	0	0	1	3	5	5	0	0	0	0	0	0	0	0	27.4	31.5	5	35.7	0	0	0	0
2030	17	0	16	0	1	0	0	0	0	0	0	2030	0	0	0	3	12	1	1	0	0	0	0	0	0	0	27.7	29.8	2	11.8	1	5.9	0	0
2045	11	0	9	0	1	1	0	0	0	0	0	2045	0	0	0	3	5	2	0	0	0	1	0	0	0	0	29.7	31.3	3	27.3	1	9.1	1	9.1
2100	9	0	9	0	0	0	0	0	0	0	0	2100	0	0	0	2	6	1	0	0	0	0	0	0	0	0	27.8	-	1	11.1	0	0	0	0
2115	6	0	6	0	0	0	0	0	0	0	0	2115	0	0	0	0	4	1	1	0	0	0	0	0	0	0	28.8	-	2	33.3	1	16.7	0	0
2130	11	0	11	0	0	0	0	0	0	0	0	2130	0	0	0	2	7	1	1	0	0	0	0	0	0	0	27.4	27.7	2	18.2	1	9.1	0	0
2145	10	0	10	0	0	0	0	0	0	0	0	2145	0	0	0	4	3	1	2	0	0	0	0	0	0	0	28.4	-	3	30	2	20	0	0
2200	8	0	8	0	0	0	0	0	0	0	0	2200	0	0	1	2	1	3	1	0	0	0	0	0	0	0	27.7	-	4	50	1	12.5	0	0
2215	7	0	7	0	0	0	0	0	0	0	0	2215	0	0	1	0	5	0	1	0	0	0	0	0	0	0	27.9	-	1	14.3	1	14.3	0	0
2230	4	1	3	0	0	0	0	0	0	0	0	2230	0	0	0	1	2	1	0	0	0	0	0	0	0	0	28.3	-	1	25	0	0	0	0
2245	6	0	6	0	0	0	0	0	0	0	0	2245	0	0	0	2	3	1	0	0	0	0	0	0	0	0	26.8	-	1	16.7	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	2300	0	0	0	1	2	0	1	0	0	0	0	0	0	0	28.4	-	1	25	1	25	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	2315	0	1	0	1	1	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	2330	0	0	0	1	1	1	0	0	0	0	0	0	0	0	27.6	-	1	33.3	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	2345	0	0	0	0	2	1	0	0	0	0	0	0	0	0	27.9	-	1	33.3	0	0	0	0
07-19	1276	33	1138	6	88	2	11	0	2	0	0	07-19	0	15	45	297	508	344	36	2	10	11	2	0	0	0	27.5	31.3	211	34.4	57	6.3	33	1.8
06-22	1458	27	1314	6	106	4	11	0	2	0	0	06-22	0	15	47	337	716	276	43	6	10	12	2	0	0	0	27.5	31.3	350	24	75	5.2	35	1.6
06-00	1500	29	1351	5	105	4	11	0	2	0	0	06-00	0	17	49	340	733	280	40	9	10	12	2	0	0	0	27.3	31.3	362	24	79	5.2	24	1.6
00-00	1520	29	1205	5	105	4	11	0	3	0	0	00-00	0	17	49	348	740	280	40	10	10	15	3	0	0	0	27.3	31.3	388	24.1	80	5.2	24	1.6

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	BCLT 35 ACPO	BCLT% 35 ACPO	BCL2 45 DFT	BCL2% 45 DFT
0000	3	0	2	0	1	0	0	0	0	0	0	0000	0	0	0	1	1	0	1	0	0	0	0	0	0	0	26.6	-	1	33.3	1	33.3	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0015	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0	0030	0	0	0	0	2	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	0	0
0045	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	1	0	1	0	0	0	0	0	0	0	0	0100	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28	-	0	0	0	0	0	0
0115	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	1	0	0	0	1	0	0	0	0	0	0	0130	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0145	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0200	0	0	0	1	1	0	0	0	0	0	0	0	0	0	26.5	-	0	0	0	0	0	0
0215	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	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	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	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0	0315	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.1	-	1	100	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0330	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.8	-	0	0	0	0	0	0
0345	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	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	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0430	3	0	2	0	1	0	0	0	0	0	0	0430	0	0	1	0	0	2	0	0	0	0	0	0	0	0	28.1	-	2	66.7	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.4	-	1	100	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0500	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	0
0515	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	3	0	3	0	0	0	0	0	0	0	0	0530	0	0	0	1	2	0	0	0	0	0	0	0	0	0	27.9	-	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0545	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	0	0	0
0600	4	0	3	0	1	0	0	0	0	0	0	0600	0	0	0	1	2	1	0	0	0	0	0	0	0	0	28.5	-	1	25	0	0	0	0
0615	3	0	2	0	1	0	0	0	0	0	0	0615	0	0	0	2	0	1	0	0	0	0	0	0	0	0	25.4	-	1	33.3	0	0	0	0
0630	10	0	8	0	2	0	0	0	0	0	0	0630	0	0	0	0	5	4	1	0	0	0	0	0	0	0	30.1	-	5	50	1	10	0	0
0645	2	0	2	0	0	0	0	0	0	0	0	0645	0	0	0	0	2	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	0	0
0700	5	0	4	0	1	0	0	0	0	0	0	0700	0	0	0	2	2	1	0	0	0	0	0	0	0	0	26.7	-	1	20	0	0	0	0
0715	14	1	10	0	3	0	0	0	0	0	0	0715	0	0	0	4	3	5	2	0	0	0	0	0	0	0	29.6	34.4	7	50	2	14.3	0	0
0730	9	1	6	0	2	0	0	0	0	0	0	0730	0	0	0	1	3	4	1	0	0	0	0	0	0	0	29	-	5	55.6	1	11.1	0	0
0745	13	0	9	0	4	0	0	0	0	0	0	0745	0	0	0	1	7	2	2	1	0	0	0	0	0	0	30.2	35.6	5	38.5	3	23.1	0	0
0800	13	0	13	0	0	0	0	0	0	0	0	0800	0	0	0	3	8	1	1	0	0	0	0	0	0	0	26.1	29.5	2	15.4	1	7.7	0	0
0815	42	1	40	0	1	0	0	0	0	0	0	0815	0	0	0	5	26	11	0	0	0	0	0	0	0	0	28.3	31.5	11	26.2	0	0	0	0
0830	35	0	33	0	1	1	0	0	0	0	0	0830	0	0	0	0	17	5	1	2	1	0	0	0	0	0	28.7	33.1	9	25.7	4	11.4	1	2.9
0845	18	0	15	0	3	0	0	0	0	0	0	0845	0	0	0	3	7	7	0	0	0	1	0	0	0	0	29.8	32	8	44.4	1	5.6	1	5.6
0900	34	1	29	1	3	0	0	0	0	0	0	0900	0	1	2	7	19	4	1	0	0	0	0	0	0	0	26.5	29.8	5	14.7	1	2.9	0	0
0915	25	0	22	0	3	0	0	0	0	0	0	0915	0	0	0	10	13	2	0	0	0	0	0	0	0	0	26.1	28.6	2	8	0	0	0	0
0930	15	1	10	0	4	0	0	0	0	0	0	0930	0	0	1	6	7	1	0	0	0	0	0	0	0	0	25.8	28.9	1	6.7	0	0	0	0
0945	30	0	29	0	0	1	0	0	0	0	0	0945	0	0	1	10	14	4	1	0	0	0	0	0	0	0	26.5	30.2	5	16.7	1	3.3	0	0
1000	26	0	24	0	2	0	0	0	0	0	0	1000	0	0	0	13	12	1	0	0	0	0	0	0	0	0	25.2	28.4	1	3.8	0	0	0	0
1015	8	0	6	0	2	0	0	0	0	0	0	1015	0	0	1	2	3	0	0	0	1	0	1	0	0	0	32.8	-	2	25	2	25	2	25
1030	19	0	17	0	1	1	0	0	0	0	0	1030	0	0	0	3	11	4	0	0	0	1	0	0	0	0	29.1	31.5	5	26.3	1	5.3	1	5.3
1045	27	1	24	0	1	0	1	0	0	0	0	1045	0	0	1	7	12	3	3	0	0	1	0	0	0	0	28.3	31.8	7	25.9	4	14.8	1	3.7
1100	11	0	6	0	5	0	0	0	0	0	0	1100	0	0	1	4	5	1	0	0	0	0	0	0	0	0	23.1	27.5	1	9.1	0	0	0	0
1115	23	0	22	0	1	0	0	0	0	0	0	1115	0	0	0	6	11	5	1	0	0	0	0	0	0	0	27.4	30.6	6	26.1	1	4.3	0	0
1130	21	0	18	0	2	1	0	0	0	0	0	1130	0	0	1	7	10	2	0	0	1	0	0	0	0	0	27.1	29.5	3	14.3	1	4.8	1	4.8
1145	32	2	28	0	2	0	0	0	0	0	0	1145	0	0	5	12	13	2	0	0	0	0	0	0	0	0	24.5	26.6	2	6.3	0	0	0	0
1200	26	0	20	0	5	0	1	0	0	0	0	1200	0	0	0	5	15	5	0	0	1	0	0	0	0	0	26.1	30.4	6	23.1	1	3.8	1	3.8
1215	28	0	22	0	5	1	0	0	0	0	0	1215	0	0	3	8	11	2	0	1	3	0	0	0	0	0	28.7	33.1	6	21.4	4	14.3	3	10.7
1230	31	0	26	2	1	0	0	0	0	0	0	1230	0	0	2	8	16	4	1	0	0	0	0	0	0	0	26.6	29.5	5	16.1	1	3.2	0	0

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
1245	22	2	16	1	2	0	1	0	0	0	0	1245	0	0	0	7	9	4	1	0	0	1	0	0	0	0	28.5	30.9	6	27.3	2	9.1	1	4.5
1300	27	0	24	0	3	0	0	0	0	0	0	1300	0	0	2	9	14	2	0	0	0	0	0	0	0	0	25.6	28.2	2	7.4	0	0	0	0
1315	33	0	29	0	4	0	0	0	0	0	0	1315	0	1	1	7	15	7	1	0	1	0	0	0	0	0	27.8	31.8	9	27.3	2	6.1	1	3
1330	27	0	24	0	3	0	0	0	0	0	0	1330	0	0	1	11	10	3	2	0	0	0	0	0	0	0	26.4	30.2	5	18.5	2	7.4	0	0
1345	20	0	17	1	2	0	0	0	0	0	0	1345	0	0	3	8	6	3	0	0	0	0	0	0	0	0	25	29.5	3	15	0	0	0	0
1400	24	0	23	0	1	0	0	0	0	0	0	1400	0	0	0	6	16	1	1	0	0	0	0	0	0	0	27	29.3	2	8.3	1	4.2	0	0
1415	19	0	18	0	1	0	0	0	0	0	0	1415	0	0	0	5	12	1	1	0	0	0	0	0	0	0	26.5	27.5	2	10.5	1	5.3	0	0
1430	36	0	34	0	1	1	0	0	0	0	0	1430	0	0	2	3	15	11	1	1	0	3	0	0	0	0	30.6	33.6	16	44.4	5	13.9	3	8.3
1445	50	1	46	0	3	0	0	0	0	0	0	1445	0	0	0	10	29	10	0	1	0	0	0	0	0	0	28	30.9	11	22	1	2	0	0
1500	46	0	43	1	2	0	0	0	0	0	0	1500	0	1	0	5	22	13	4	1	0	0	0	0	0	0	29.3	33.5	18	39.1	5	10.9	0	0
1515	28	0	27	0	1	0	0	0	0	0	0	1515	0	0	1	11	9	4	2	1	0	0	0	0	0	0	27.4	32.2	7	25	3	10.7	0	0
1530	24	0	21	0	2	0	1	0	0	0	0	1530	0	0	2	6	11	4	0	0	1	0	0	0	0	0	26.8	30.4	5	20.8	1	4.2	1	4.2
1545	40	1	35	1	3	0	0	0	0	0	0	1545	0	0	3	8	19	7	2	0	1	0	0	0	0	0	27.8	32.4	10	25	3	7.5	1	2.5
1600	40	0	37	0	2	0	1	0	0	0	0	1600	0	0	1	13	11	11	2	1	0	1	0	0	0	0	28.3	32.9	15	37.5	4	10	1	2.5
1615	24	0	21	0	2	0	1	0	0	0	0	1615	0	0	1	6	9	5	2	0	0	1	0	0	0	0	28.5	31.5	8	33.3	3	12.5	1	4.2
1630	38	1	33	0	3	0	1	0	0	0	0	1630	1	0	1	6	20	8	1	0	0	1	0	0	0	0	27.9	32.4	10	26.3	2	5.3	1	2.6
1645	22	0	20	0	2	0	0	0	0	0	0	1645	0	0	0	4	8	7	0	2	1	0	0	0	0	0	30.3	34.4	10	45.5	3	13.6	1	4.5
1700	33	1	29	0	3	0	0	0	0	0	0	1700	1	0	1	7	18	3	2	1	0	0	0	0	0	0	27.1	30.2	6	18.2	3	9.1	0	0
1715	39	0	36	0	3	0	0	0	0	0	0	1715	0	0	0	9	19	10	1	0	0	0	0	0	0	0	27.5	31.8	11	28.2	1	2.6	0	0
1730	34	0	32	0	2	0	0	0	0	0	0	1730	0	1	0	8	13	12	0	0	0	0	0	0	0	0	27.6	30.9	12	35.3	0	0	0	0
1745	50	4	42	0	4	0	0	0	0	0	0	1745	1	1	1	10	29	5	3	0	0	0	0	0	0	0	26.6	30	8	16	3	6	0	0
1800	48	1	43	0	3	1	0	0	0	0	0	1800	0	0	3	14	18	9	1	0	1	2	0	0	0	0	28.4	33.1	13	27.1	4	8.3	3	6.3
1815	13	0	10	1	1	1	0	0	0	0	0	1815	0	0	1	3	4	3	1	1	0	0	0	0	0	0	28.1	34	5	38.5	2	15.4	0	0
1830	2	0	2	0	0	0	0	0	0	0	0	1830	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1900	2	0	1	0	1	0	0	0	0	0	0	1900	0	0	0	0	1	0	0	1	0	0	0	0	0	0	35.8	-	1	50	1	50	0	0
1915	1	0	1	0	0	0	0	0	0	0	0	1915	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1945	1	0	0	0	0	0	1	0	0	0	0	1945	0	0	0	0	0	0	0	0	0	0	1	0	0	0	60.7	-	1	100	1	100	1	100
2000	2	0	2	0	0	0	0	0	0	0	0	2000	0	0	0	1	1	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	0	0	0
2015	2	0	2	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	1	0	0	0	1	0	0	0	0	41.6	-	2	100	1	50	1	50
2030	0	0	0	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	2045	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	2100	0	0	0	1	2	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0	2115	0	0	0	1	3	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	2130	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	2145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	2230	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	2300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	2315	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	2330	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.9	-	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	1244	10	1080	8	103	5	7	0	0	0	0	07-19	2	6	42	310	502	210	42	13	12	12	3	0	0	0	27.2	31.6	202	24	62	5.4	25	2
06-22	1261	10	1130	8	108	2	2	0	0	0	0	06-22	3	6	42	321	506	226	43	14	12	12	2	0	0	0	27.4	31.5	210	24.2	64	5.5	27	2.1
06-00	1285	18	1154	8	102	2	2	0	0	0	0	06-00	5	5	43	333	508	228	43	14	12	12	2	0	0	0	27.5	31.5	215	24.1	54	5.5	27	2.1
00-00	1307	18	1152	8	112	2	2	0	0	0	0	00-00	5	5	44	337	512	230	44	14	12	12	2	0	0	0	27.5	31.5	215	24.1	55	5.5	27	2.1

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
0000	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0530	1	0	0	0	1	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	1	0	0	0	0	0	0	43.3	-	1	100	1	100	0	0
0545	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	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	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	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	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	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	0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0730	1	0	1	0	0	0	0	0	0	0	0	0730	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.8	-	1	100	0	0	0	0
0745	3	0	2	0	1	0	0	0	0	0	0	0745	0	0	0	1	1	1	0	0	0	0	0	0	0	0	28.2	-	1	33.3	0	0	0	0
0800	2	0	2	0	0	0	0	0	0	0	0	0800	0	0	0	1	1	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	0
0815	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	1	0	1	0	0	0	0	0	0	0	0	0830	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.3	-	0	0	0	0	0	0
0845	1	0	1	0	0	0	0	0	0	0	0	0845	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26	-	0	0	0	0	0	0
0900	3	0	1	0	2	0	0	0	0	0	0	0900	0	0	1	2	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0	0	0	0	0
0915	4	0	4	0	0	0	0	0	0	0	0	0915	0	0	0	3	1	0	0	0	0	0	0	0	0	0	24.8	-	0	0	0	0	0	0
0930	6	0	6	0	0	0	0	0	0	0	0	0930	0	0	0	2	2	1	1	0	0	0	0	0	0	0	27.9	-	2	33.3	1	16.7	0	0
0945	6	0	6	0	0	0	0	0	0	0	0	0945	0	0	1	3	1	1	0	0	0	0	0	0	0	0	24.2	-	1	16.7	0	0	0	0
1000	5	0	5	0	0	0	0	0	0	0	0	1000	0	0	1	2	2	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	0	0	0
1015	3	0	2	0	0	1	0	0	0	0	0	1015	0	0	0	1	1	0	0	0	1	0	0	0	0	0	32.3	-	1	33.3	1	33.3	1	33.3
1030	4	0	4	0	0	0	0	0	0	0	0	1030	0	0	0	1	0	3	0	0	0	0	0	0	0	0	26.6	-	3	75	0	0	0	0
1045	7	0	6	0	1	0	0	0	0	0	0	1045	0	0	0	4	2	0	0	0	0	1	0	0	0	0	28.5	-	1	14.3	1	14.3	1	14.3
1100	9	0	6	0	3	0	0	0	0	0	0	1100	0	0	0	5	2	1	0	0	1	0	0	0	0	0	27.7	-	2	22.2	1	11.1	1	11.1
1115	10	0	9	0	0	0	1	0	0	0	0	1115	0	0	0	3	6	0	0	0	1	0	0	0	0	0	27.7	-	1	10	1	10	1	10
1130	9	0	9	0	0	0	0	0	0	0	0	1130	0	0	0	2	7	0	0	0	0	0	0	0	0	0	25.4	-	0	0	0	0	0	0
1145	24	0	22	0	2	0	0	0	0	0	0	1145	0	0	1	12	10	1	0	0	0	0	0	0	0	0	24.7	28	1	4.2	0	0	0	0
1200	27	0	26	0	1	0	0	0	0	0	0	1200	0	0	1	8	12	5	1	0	0	0	0	0	0	0	26.8	30.6	6	22.2	1	3.7	0	0
1215	17	0	15	0	2	0	0	0	0	0	0	1215	0	1	0	5	9	2	0	0	0	0	0	0	0	0	25.6	28.6	2	11.8	0	0	0	0
1230	23	0	23	0	0	0	0	0	0	0	0	1230	0	0	0	10	12	1	0	0	0	0	0	0	0	0	25.8	28.6	1	4.3	0	0	0	0
1245	14	0	13	0	1	0	0	0	0	0	0	1245	0	0	0	5	6	3	0	0	0	0	0	0	0	0	27	32.2	3	21.4	0	0	0	0
1300	27	0	25	0	2	0	0	0	0	0	0	1300	0	0	1	5	19	2	0	0	0	0	0	0	0	0	26.3	28.5	2	7.4	0	0	0	0
1315	17	0	17	0	0	0	0	0	0	0	0	1315	0	0	2	3	8	4	0	0	0	0	0	0	0	0	27	30.4	4	23.5	0	0	0	0
1330	15	0	15	0	0	0	0	0	0	0	0	1330	0	0	0	0	13	1	1	0	0	0	0	0	0	0	28	28.8	2	13.3	1	6.7	0	0
1345	24	0	21	0	3	0	0	0	0	0	0	1345	0	0	1	4	14	3	2	0	0	0	0	0	0	0	28.1	30	5	20.8	2	8.3	0	0
1400	21	0	19	0	2	0	0	0	0	0	0	1400	0	1	0	6	13	0	1	0	0	0	0	0	0	0	26.2	28.6	1	4.8	1	4.8	0	0
1415	24	0	22	0	2	0	0	0	0	0	0	1415	0	0	0	2	10	9	2	0	1	0	0	0	0	0	30.5	32.7	12	50	3	12.5	1	4.2
1430	15	0	12	0	3	0	0	0	0	0	0	1430	0	0	0	3	10	2	0	0	0	0	0	0	0	0	26.9	28.6	2	13.3	0	0	0	0
1445	13	0	13	0	0	0	0	0	0	0	0	1445	0	0	0	5	8	0	0	0	0	0	0	0	0	0	25.9	27.5	0	0	0	0	0	0
1500	28	0	26	0	1	1	0	0	0	0	0	1500	0	0	1	8	11	6	1	0	1	0	0	0	0	0	27.9	30.5	5	28.6	2	7.1	1	3.6
1515	23	0	21	0	2	0	0	0	0	0	0	1515	0	0	1	6	14	2	0	0	0	0	0	0	0	0	26	29.5	2	8.7	0	0	0	0
1530	28	0	27	0	1	0	0	0	0	0	0	1530	0	0	0	7	15	3	1	0	0	2	0	0	0	0	29.1	33.3	6	21.4	3	10.7	2	7.1
1545	17	0	16	1	0	0	0	0	0	0	0	1545	0	0	2	3	9	3	0	0	0	0	0	0	0	0	26.2	29.3	3	17.6	0	0	0	0
1600	20	0	18	0	1	0	1	0	0	0	0	1600	0	0	0	5	9	5	0	0	1	0	0	0	0	0	27.7	31.3	6	30	1	5	1	5
1615	22	0	20	0	2	0	0	0	0	0	0	1615	0	0	0	3	12	6	0	1	0	0	0	0	0	0	28.3	33.6	7	31.8	1	4.5	0	0
1630	25	0	25	0	0	0	0	0	0	0	0	1630	0	0	0	10	7	7	0	1	0	0	0	0	0	0	27.6	32.7	8	32	1	4	0	0
1645	24	1	21	0	2	0	0	0	0	0	0	1645	0	0	0	6	10	5	2	1	0	0	0	0	0	0	28.6	31.5	8	33.3	3	12.5	0	0
1700	13	0	11	0	2	0	0	0	0	0	0	1700	0	0	0	2	8	1	0	0	0	2	0	0	0	0	30.5	32.2	3	23.1	2	15.4	2	15.4
1715	28	0	26	0	2	0	0	0	0	0	0	1715	0	0	0	15	11	2	0	0	0	0	0	0	0	0	25.3	28.4	2	7.1	0	0	0	0
1730	16	0	16	0	0	0	0	0	0	0	0	1730	0	0	0	3	11	1	0	1	0	0	0	0	0	0	28	29.3	2	12.5	1	6.3	0	0
1745	16	0	14	0	2	0	0	0	0	0	0	1745	0	0	0	5	8	2	1	0	0	0	0	0	0	0	27.2	32.7	3	18.8	1	6.3	0	0
1800	15	0	14	0	0	1	0	0	0	0	0	1800	0	0	1	3	7	3	1	0	0	0	0	0	0	0	27.6	33.1	4	26.7	1	6.7	0	0
1815	17	0	16	0	1	0	0	0	0	0	0	1815	0	0	1	3	10	3	0	0	0	0	0	0	0	0	26.4	29.3	3	17.6	0	0	0	0
1830	13	0	13	0	0	0	0	0	0	0	0	1830	0	0	0	2	8	2	1	0	0	0	0	0	0	0	28.1	30	3	23.1	1	7.7	0	0
1845	20	0	19	0	1	0	0	0	0	0	0	1845	0	0	0	4	10	5	1	0	0	0	0	0	0	0	27.6	30.4	6	30	1	5	0	0
1900	12	0	10	0	2	0	0	0	0	0	0	1900	0	0	0	3	5	4	0	0	0	0	0	0	0	0	28.1	31.5	4	33.3	0	0	0	0
1915	15	0	15	0	0	0	0	0	0	0	0	1915	0	0	0	2	8	4	1	0	0	0	0	0	0	0	28.8	31.5	5	33.3	1	6.7	0	0
1930	17	0	17	0	0	0	0	0	0	0	0	1930	0	0	0	4	8	4	0	1	0	0	0	0	0	0	28	30.2	5	29.4	1	5.9	0	0
1945	8	0	7	1	0	0	0	0	0	0	0	1945	0	0	2	2	3	1	0	0	0	0	0	0	0	0	24.9	-	1	12.5	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	2000	0	0	0	1	0	4	0	0	0	0	0	0	0	0	29.5	-	4	80	0	0	0	0
2015	8	0	6	0	0	1	1	0	0	0	0	2015	0	0	0	2	3	1	0	0	1	1	0	0	0	0	33.1	-	3	37.5	2	25	2	25
2030	8	0	8	0	0	0	0	0	0	0	0	2030	0	0	0	2	6	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	0
2045	11	0	11	0	0	0	0	0	0	0	0	2045	0	0	0	2	1	5	2	1	0	0	0	0	0	0	31.7	36.9	8	72.7	3	27.3	0	0
2100	6	0	5	0	1	0	0	0	0	0	0	2100	0	0	0	2	3	1	0	0	0	0	0	0	0	0	26.8	-	1	16.7	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0	2115	0	0	1	2	2	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	0	0	0
2130	10	0	10	0	0	0	0	0	0	0	0	2130	0	0	0	2	6	1	0	1	0	0	0	0	0	0	29.1	-	2	20	1	10	0	0
2145	12	0	12	0	0	0	0	0	0	0	0	2145	0	0	2	1	7	2	0	0	0	0	0	0	0	0	26.5	29.3	2	16.7	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0	2200	0	0	0	0	5	2	0	0	0	0	0	0	0	0	28.5	-	2	28.6	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0	2215	0	0	0	4	0	2	0	0	0	0	0	0	0	0	24.9	-	2	33.3	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	2230	0	0	0	1	3	1	0	0	1	0	0	0	0	0	26.8	-	2	33.3	1	16.7	1	16.7
2245	4	0	4	0	0	0	0	0	0	0	0	2245	0	0	0	3	1	0	0	0	0	0	0	0	0	0	24	-	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	2300	0	0	0	1	1	0	0	0	0	0	0	0	0	0	24	-	0	0	0	0	0	0
2315	5	0	4	0	1	0	0	0	0	0	0	2315	0	0	0	1	2	2	0	0	0	0	0	0	0	0	27.8	-	2	40	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	2330	0	0	0	0	2	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	2345	0	0	0	1	1	0	1	0	0	0	0	0	0	0	29.7	-	1	33.3	1	33.3	0	0
07-19	660	1	611	1	42	3	3	0	0	0	0	07-19	2	2	18	184	321	97	16	5	5	5	0	0	0	0	27.2	29.8	132	19.4	21	3.7	11	1.7
06-22	777	1	722	2	45	4	3	0	0	0	0	06-22	2	2	20	208	360	124	20	7	7	5	0	0	0	0	27.4	30.8	162	21	38	5	13	1.7
06-00	812	1	756	2	46	4	3	0	0	0	0	06-00	5	2	20	220	390	131	20	7	8	8	0	0	0	0	27.4	30.9	172	21.2	41	5	14	1.7
00-00	913	1	858	2	47	3	2	0	0	0	0	00-00	5	5	30	236	398	151	20	8	8	8	0	0	0	0	27.4	31.1	175	21.5	45	5.5	14	1.7

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
0000	1	0	0	0	1	0	0	0	0	0	0	0000	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	0	0
0015	3	0	3	0	0	0	0	0	0	0	0	0015	0	0	0	1	1	1	0	0	0	0	0	0	0	0	26.6	-	1	33.3	0	0	0	0
0030	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	1	0	1	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.6	-	1	100	1	100	0	0
0100	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	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	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0

0145	1	0	0	0	1	0	0	0	0	0	0	0145	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.2 -		0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0200	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.1 -		0	0	0	0	0	0
0215	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
0230	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
0245	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
0300	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
0315	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
0330	1	0	1	0	0	0	0	0	0	0	0	0330	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20.5 -		0	0	0	0	0	0
0345	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
0400	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
0415	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
0430	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
0445	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
0500	2	0	2	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	1	0	1	0	0	0	0	0	0	36.6 -		2	100	1	50	0	0
0515	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
0530	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
0545	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
0600	1	0	1	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31 -		1	100	0	0	0	0
0615	2	0	1	0	1	0	0	0	0	0	0	0615	0	0	0	0	1	0	0	1	0	0	0	0	0	0	33.9 -		1	50	1	50	0	0
0630	3	0	3	0	0	0	0	0	0	0	0	0630	0	0	0	0	3	0	0	0	0	0	0	0	0	0	28.8 -		0	0	0	0	0	0
0645	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	4	0	4	0	0	0	0	0	0	0	0	0700	0	0	0	1	2	1	0	0	0	0	0	0	0	0	27.4 -		1	25	0	0	0	0
0715	1	0	1	0	0	0	0	0	0	0	0	0715	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.1 -		0	0	0	0	0	0
0730	5	0	4	0	0	0	1	0	0	0	0	0730	0	0	0	4	0	0	0	1	0	0	0	0	0	0	26.9 -		1	20	1	20	0	0
0745	6	0	6	0	0	0	0	0	0	0	0	0745	0	0	0	2	2	1	1	0	0	0	0	0	0	0	28.9 -		2	33.3	1	16.7	0	0
0800	3	0	3	0	0	0	0	0	0	0	0	0800	0	0	0	0	3	0	0	0	0	0	0	0	0	0	27.7 -		0	0	0	0	0	0
0815	4	0	4	0	0	0	0	0	0	0	0	0815	0	0	0	3	0	0	1	0	0	0	0	0	0	0	28 -		1	25	1	25	0	0
0830	5	0	5	0	0	0	0	0	0	0	0	0830	0	0	0	3	1	1	0	0	0	0	0	0	0	0	23.8 -		1	20	0	0	0	0
0845	6	0	6	0	0	0	0	0	0	0	0	0845	0	0	0	1	4	1	0	0	0	0	0	0	0	0	27.6 -		1	16.7	0	0	0	0
0900	6	0	6	0	0	0	0	0	0	0	0	0900	0	0	1	2	1	1	1	0	0	0	0	0	0	0	27.1 -		2	33.3	1	16.7	0	0
0915	7	0	7	0	0	0	0	0	0	0	0	0915	0	0	0	5	2	0	0	0	0	0	0	0	0	0	24.6 -		0	0	0	0	0	0
0930	9	0	9	0	0	0	0	0	0	0	0	0930	0	0	0	1	7	1	0	0	0	0	0	0	0	0	27.3 -		1	11.1	0	0	0	0
0945	10	0	8	0	2	0	0	0	0	0	0	0945	0	0	0	1	8	0	0	1	0	0	0	0	0	0	28.2 -		1	10	1	10	0	0
1000	7	0	7	0	0	0	0	0	0	0	0	1000	0	0	0	1	5	0	1	0	0	0	0	0	0	0	27.8 -		1	14.3	1	14.3	0	0
1015	15	0	15	0	0	0	0	0	0	0	0	1015	0	0	1	3	9	1	1	0	0	0	0	0	0	0	26.4	29.8	2	13.3	1	6.7	0	0
1030	18	0	16	0	2	0	0	0	0	0	0	1030	0	0	2	6	6	4	0	0	0	0	0	0	0	0	23.8	30.2	4	22.2	0	0	0	0
1045	17	0	15	0	1	0	1	0	0	0	0	1045	0	0	0	7	8	1	0	0	0	1	0	0	0	0	27.1	27.3	2	11.8	1	5.9	1	5.9
1100	18	0	17	0	1	0	0	0	0	0	0	1100	0	0	1	4	9	4	0	0	0	0	0	0	0	0	27	31.1	4	22.2	0	0	0	0
1115	26	0	23	0	2	0	1	0	0	0	0	1115	0	0	0	4	18	3	0	0	0	1	0	0	0	0	28.3	30	4	15.4	1	3.8	1	3.8
1130	26	0	26	0	0	0	0	0	0	0	0	1130	0	0	1	3	12	9	1	0	0	0	0	0	0	0	27.6	31.1	10	38.5	1	3.8	0	0
1145	23	0	22	1	0	0	0	0	0	0	0	1145	0	0	1	3	14	4	0	0	0	0	1	0	0	0	29.2	32	5	21.7	1	4.3	1	4.3
1200	32	1	29	0	2	0	0	0	0	0	0	1200	0	1	0	5	10	6	0	0	1	0	0	0	0	0	27.4	31.5	7	21.9	1	3.1	1	3.1
1215	17	0	17	0	0	0	0	0	0	0	0	1215	0	0	0	1	7	7	1	0	1	0	0	0	0	0	30.8	32.9	9	52.9	2	11.8	1	5.9
1230	19	0	17	0	2	0	0	0	0	0	0	1230	0	0	0	5	3	10	1	0	0	0	0	0	0	0	29.1	33.8	11	57.9	1	5.3	0	0
1245	24	0	24	0	0	0	0	0	0	0	0	1245	0	0	0	2	11	8	1	0	2	0	0	0	0	0	30.6	34	11	45.8	3	12.5	2	8.3
1300	23	0	22	0	1	0	0	0	0	0	0	1300	0	0	0	4	14	3	1	1	0	0	0	0	0	0	28.6	30.9	5	21.7	2	8.7	0	0
1315	23	1	21	0	0	0	1	0	0	0	0	1315	1	1	0	3	13	4	1	0	0	0	0	0	0	0	28.4	31.1	5	21.7	1	4.3	0	0
1330	16	0	13	0	2	1	0	0	0	0	0	1330	0	0	2	1	7	2	2	0	1	1	0	0	0	0	30.5	37.4	6	37.5	4	25	2	12.5
1345	14	0	14	0	0	0	0	0	0	0	0	1345	0	0	0	3	6	4	1	0	0	0	0	0	0	0	28.8	31.5	5	35.7	1	7.1	0	0
1400	15	1	14	0	0	0	0	0	0	0	0	1400	0	1	0	2	8	2	0	0	0	2	0	0	0	0	29.8	31.5	4	26.7	2	13.3	2	13.3
1415	23	1	21	0	1	0	0	0	0	0	0	1415	1	0	0	3	10	7	1	1	0	0	0	0	0	0	28.2	33.1	9	39.1	2	8.7	0	0
1430	12	0	9	0	2	0	0	1	0	0	0	1430	0	0	0	6	3	2	0	1	0	0	0	0	0	0	28.4	30.4	3	25	1	8.3	0	0
1445	19	0	18	0	0	0	0	0	1	0	0	1445	0	0	1	5	7	5	1	0	0	0	0	0	0	0	27.5	32	6	31.6	1	5.3	0	0
1500	23	0	23	0	0	0	0	0	0	0	0	1500	0	0	2	5	11	5	0	0	0	0	0	0	0	0	26.8	30	5	21.7	0	0	0	0
1515	22	0	21	0	1	0	0	0	0	0	0	1515	0	0	0	6	7	6	2	1	0	0	0	0	0	0	29.4	33.1	9	40.9	3	13.6	0	0
1530	21	0	20	0	0	0	1	0	0	0	0	1530	0	0	1	1	12	3	0	0	3	1	0	0	0	0	31.3	46.3	7	33.3	4	19	4	19
1545	36	1	34	0	1	0	0	0	0	0	0	1545	0	0	2	2	25	6	1	0	0	0	0	0	0	0	27.9	30.9	7	19.4	1	2.8	0	0
1600	28	2	25	1	0	0	0	0	0	0	0	1600	0	1	1	6	12	8	0	0	0	0	0	0	0	0	26.9	31.5	8	28.6	0	0	0	0
1615	20	0	20	0	0	0	0	0	0	0	0	1615	0	0	0	1	11	7	1	0	0	0	0	0	0	0	29.4	32.9	8	40	1	5	0	0
1630	17	1	16	0	0	0	0	0	0	0	0	1630	1	0	0	3	10	3	0	0	0	0	0	0	0	0	23.8	28.4	3	17.6	0	0	0	0
1645	22	0	19	0	2	0	1	0	0	0	0	1645	0	0	0	5	10	3	2	1	0	1	0	0	0	0	30.3	37.1	7	31.8	4	18.2	1	4.5
1700	17	0	15	0	1	0	1	0	0	0	0	1700	0	0	0	3	8	4	0	0	1	1	0	0	0	0	30.4	31.3	6	35.3	2	11.8	2	11.8
1715	14	1	13	0	0	0	0	0	0	0	0	1715	1	0	0	1	9	3	0	0	0	0	0	0	0	0	26.9	30.6	3	21.4	0	0	0	0
1730	17	1	16	0	0	0	0	0	0	0	0	1730	0	1	0	1	10	5	0	0	0	0	0	0	0	0	27.7	30.2	5	29.4	0	0	0	0
1745	17	2	14	0	1	0	0	0	0	0	0	1745	1	0	0	1	8	6	0	1	0	0	0	0	0	0	28.9	30.9	7	41.2	1	5.9	0	0
1800	21	2	19	0	0	0	0	0	0	0	0	1800	0	1	0	0	8	5	7	0	0	0	0	0	0	0	31.3	37.1	12	57.1	7	33.3	0	0
1815	21	0	20	0	0	0	1	0	0	0	0	1815	0	0	1	5	9	5	1	0	0	0	0	0	0	0	26.8	32	6	28.6	1	4.8	0	0
1830	17	1	16	0	0	0	0	0	0	0	0	1830	0	1	0	5	7	2	1	1	0	0	0	0	0	0	26.8	30.9	4	23.5	2	11.8	0	0
1845	14	0	14	0	0	0	0	0	0	0	0	1845	0	0	0	2	8	4	0	0	0	0	0	0	0	0	28.2	31.1	4	28.6	0	0	0	0
1900	13	0	11	0	1	0	1	0	0	0	0	1900	0	0	1	0	7	2	2	0	0	1	0	0	0	0	30.9	35.1	5	38.5	3	23.1	1	7.7
1915	10	0	10	0	0	0	0	0	0	0	0	1915	0	0	0	1	5	3	1	0	0	0	0	0	0	0	29 -		4	40	1	10	0	0
1930	10	0	10	0	0	0	0	0	0	0	0	1930	0	0	0	3	6	1	0	0	0	0	0	0	0	0	26.5 -		1	10	0	0	0	0
1945	12	0	10	0	1	1	0	0	0	0	0	1945	0	0	1	2	4	5	0	0	0	0	0	0	0	0	27.4	30.9	5	41.7	0	0	0	0
2000	14	0	11	0	3	0	0	0	0	0	0	2000	0	0	1	3	8	2	0	0	0	0	0	0	0	0	26.5	29.5	2	14.3	0	0	0	0
2015	16	1	14	0	1	0	0	0	0	0	0	2015	0	1	0	6	7	1	1	0	0	0	0	0	0	0	25.1	29.1	2	12.5	1	6.3	0	0
2030	8	0	7	0	0	0	1	0	0	0	0	2030	0	0	0	4	0	3	0	0	1	0	0	0	0	0	30.3 -		4	50	1	12.5	1	12.5
2045	8	0	8	0	0	0	0	0	0	0	0	2045	0	0	0	1	3	2	1	1	0	0	0	0	0	0	31 -		4	50	2	25	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	2100	0	0	0	2	4	0	0	0	0	0	0	0	0	0	25.9 -		0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	2115	0	0	0	0	1	1	0	0	0	0	0	0	0	0	28.6 -		1	50	0	0	0	0
2130	7	0	7	0	0	0	0	0	0	0	0	2130	0	0	0	1	6	0	0	0	0	0	0	0	0	0	26.7 -		0	0	0	0	0	0
2145	5	0	5	0	0	0	0	0	0	0	0	2145	0	0	0	1	4	0	0	0	0	0	0	0	0	0	27.3 -		0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	2200	0	0	0	2	2	1	0	0	0	0	0	0	0	0	26.3 -		1	20	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0	2215	0	0	0	0	4	2	0	0	0	0	0	0	0	0	28.5 -		2	33.3	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	2230	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.8 -		0	0	0	0	0	0
2245	4	0	3	0	0	0	1	0	0	0	0	2245	0	0	0	1	2	0	0	0	0	1	0	0	0	0	33.2 -		1	25	1	25	1	25
2300	3	0	3	0	0	0	0	0	0	0	0	2300	0	0	0	0	2	1	0	0	0	0	0	0	0	0	28.2 -		1	33.3	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	2315	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.9 -		0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	2330	0	0	0	1	2	0	0	0	0	0	0	0	0	0	26.1 -		0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.2 -		1	100	0	0	0	0
07-19	750	15	720	2	24	1	2	1	1	0	0	07-19	5	7	17	191	395	167	31	8	8	2	1	0	0	0	28.2	32	225	30.5	55	7.4	16	2.3
06-22	897	16	834	2	31	2	10	1	1	0	0	06-22	5	9	20	186	444	190	30	11	10	5	1	0	0	0	28.2	31.8	255	28.4	67	7.5	20	2.2
06-00	922	16	858	2	31	3	11	1	1	0	0	06-00	2	2	20	170	456	193	29	11	10	15	1	0	0	0	28.2	31.8	261	28.3	68	7.4	21	2.3
00-00	922	16	868	2	33	3	11	1	1	0	0	00-00	2	2	20	173	461	195	27	12	10	15	1	0	0	0	28.2	31.8	262	28.4	70	7.8	21	3.3

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Time	Vbin 0 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 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	PSL 30	PSL% 30	ACPO 35	ACPO% 35	DfT 45	DfT% 45
0000	1	0	1	0	0	0	0	0	0	0	0	0000	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.9 -		0	0	0	0	0	0
0015	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
0030	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
0045	1	0	1	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.1 -		1	100	1	100	0	0
0100	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
0115	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
0130	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
0145	1	0	0	0	1	0	0	0	0	0	0	0145	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.7 -		0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0200	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.9 -		0	0	0	0	0	0
0215	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
0230	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
0245	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
0300	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
0315	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
0330	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
0345	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
0400	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
0415	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
0430	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
0445	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
0500	1	0	0	0	1	0	0	0	0	0	0	0500	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.9 -		1	100	0	0	0	0
0515	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
0530	1	0	1	0	0	0	0	0	0	0	0	0530	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.1 -		0	0	0	0	0	0
0545	4	0	3	0	0	0	1	0	0	0	0	0545	0	0	0	1	0	2	1	0	0	0	0	0	0	0	31.9 -		3	75	1	25	0	0
0600	4	0	3	0	1	0	0	0	0	0	0	0600	0	0	0	1	1	1	1	0	0	0	0	0	0	0	31.2 -		2	50	1	25	0	0
0615	1	0	1	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.8 -		1	100	1	100	0	0
0630	2	0	2	0	0	0	0	0	0	0	0	0630	0	0	0	1	1	0	0	0	0	0	0	0	0	0	24.9 -		0	0	0	0	0	0
0645	4	0	4	0	0	0	0	0	0	0	0	0645	0	0	0	1	3	0	0	0	0	0	0	0	0	0	23.8 -		0	0	0	0	0	0
0700	7	0	6	0	1	0	0	0	0	0	0	0700	0	0	0	0	7	0	0	0	0	0	0	0	0	0	26.7 -		0	0	0	0	0	0
0715	9	0	6	0	3	0	0	0	0	0	0	0715	0	0	0	1	6	1	0	0	1	0	0	0	0	0	28.8 -		2	22.2	1	11.1	1	11.1
0730	20	1	12	0	6	0	0	0	1	0	0	0730	0	1	4	7	3	3	1	1	0	0	0	0	0	0	25.4	32.4	5	25	2	10	0	0
0745	12	0	10	1	1	0	0	0	0	0	0	0745	0	0	0	3	6	2	1	0	0	0	0	0	0	0	26.6	30.4	3	25	1	8.3	0	0
0800	20	0	19	1	0	0	0	0	0	0	0	0800	0	0	0	5	9	6	0	0	0	0	0	0	0	0	28.2	32.9	6	30	0	0	0	0
0815	45	0	41	0	2	1	1	0	0	0	0	0815	0	0	0	7	26	9	1	1	0	1	0	0	0	0	28.8	31.1	12	26.7	3	6.7	1	2.2
0830	40	0	40	0	0	0	0	0	0	0	0	0830	0	0	0	8	25	6	1	0	0	0	0	0	0	0	27.5	30	7	17.5	1	2.5	0	0
0845	22	0	20	0	1	1	0	0	0	0	0	0845	0	0	0	4	9	7	1	0	1	0	0	0	0	0	29.8	32.9	9	40.9	2	9.1	1	4.5
0900	23	1	19	1	2	0	0	0	0	0	0	0900	0	0	0	5	14	2	0	0	1	0	1	0	0	0	29.4	31.8	4	17.4	2	5.7	2	8.7
0915	19	3	12	0	4	0	0	0	0	0	0	0915	0	1	0	4	9	3	2	0	0	0	0	0	0	0	27.4	31.8	5	26.3	2	10.5	0	0
0930	22	0	18	0	4	0	0	0	0	0	0	0930	0	0	2	9	7	4	0	0	0	0	0	0	0	0	25.2	30.2	4	18.2	0	0	0	0
0945	15	0	14	0	1	0	0	0	0	0	0	0945	1	0	2	2	8	2	0	0	0	0	0	0	0	0	25.3	29.6	2	13.3	0	0	0	0
1000	29	0	21	1	6	0	1	0	0	0	0	1000	0	0	2	10	12	4	0	0	0	0	1	0	0	0	26.9	30.2	5	17.2	1	3.4	1	3.4
1015	25	1	20	1	2	0	1	0	0	0	0	1015	1	0	1	12	8	3	0	0	0	0	0	0	0	0	24.5	28	3	12	0	0	0	0
1030	18	2	15	0	1	0	0	0	0	0	0	1030	0	1	1	5	8	2	0	1	0	0	0	0	0	0	25.9	29.3	3	16.7	1	5.6	0	0
1045	21	1	17	0	3	0	0	0	0	0	0	1045	0	0	0	4	10	7	0	0	0	0	0	0	0	0	27.9	32.2	7	33.3	0	0	0	0
1100	32	0	27	0	4	1	0	0	0	0	0	1100	0	0	0	10	14	6	1	0	0	1	0	0	0	0	28.1	31.3	8	25	2	6.3	1	3.1
1115	17	0	14	1	2	0	0	0	0	0	0	1115	0	0	2	3	5	4	1	0	0	2	0	0	0	0	31	32.9	7	41.2	3	17.6	2	11.8
1130	22	2	18	0	2	0	0	0	0	0	0	1130	1	0	2	10	5	4	0	0	0	0	0	0	0	0	24.5	30.2	4	18.2	0	0	0	0
1145	34	0	32	0	2	0	0	0	0	0	0	1145	0	0	0	8	24	2	0	0	0	0	0	0	0	0	26.5	28.9	2	5.9	0	0	0	0
1200	28	0	25	0	3	0	0	0	0	0	0	1200	0	0	1	9	7	10	0	1	0	0	0	0	0	0	27.6	31.5	11	39.3	1	3.6	0	0
1215	23	0	22	0	1	0	0	0	0	0	0	1215	0	0	0	6	15	2	0	0	0	0	0	0	0	0	26.9	29.1	2	8.7	0	0	0	0
1230	16	0	14	0	2	0	0	0	0	0	0	1230	0	0	0	8	4	4	0	0	0	0	0	0	0	0	26.4	31.3	4	25	0	0	0	0
1245	25	0	21	1	3	0	0	0	0	0	0	1245	0	0	0	2	17	6	0	0	0	0	0	0	0	0	27.8	30.8	6	24	0	0	0	0
1300	25	0	22	0	3	0	0	0	0	0	0	1300	0	0	0	9	15	1	0	0	0	0	0	0	0	0	26.5	28.4	1	4	0	0	0	0
1315	27	0	26	0	1	0	0	0	0	0	0	1315	0	0	0	9	12	5	1	0	0	0	0	0	0	0	27.2	30.8	6	22.2	1	3.7	0	0
1330	21	0	18	0	3	0	0	0	0	0	0	1330	0	0	0	4	12	5	0	0	0	0	0	0	0	0	27.5	32.9	5	23.8	0	0	0	0
1345	24	2	20	0	2	0	0	0	0	0	0	1345	0	2	1	6	10	5	0	0	0	0	0	0	0	0	25.3	30.2	5	20.8	0	0	0	0
1400	19	0	14	0	5	0	0	0	0	0	0	1400	0	0	0	8	11	0	0	0	0	0	0	0	0	0	25.8	28.5	0	0	0	0	0	0
1415	26	1	22	0	3	0	0	0	0	0	0	1415	0	0	2	4	13	6	1	0	0	0	0	0	0	0	27	30.9	7	26.9	1	3.8	0	0
1430	31	1	26	1	3	0	0	0	0	0	0	1430	0	0	1	6	19	4	0	1	0	0	0	0	0	0	27.7	29.8	5	16.1	1	3.2	0	0
1445	44	0	41	0	3	0	0	0	0	0	0	1445	0	0	0	11	18	14	1	0	0	0	0	0	0	0	28.2	31.3	15	34.1	1	2.3	0	0
1500	51	1	42	0	7	0	0	0	1	0	0	1500	0	0	0	11	27	12	1	0	0	0	0	0	0	0	27.9	31.1	13	25.5	1	2	0	0
1515	41	0	37	0	3	1	0	0	0	0	0	1515	0	0	2	6	23	8	1	1	0	0	0	0	0	0	27.8	30.8	10	24.4	2	4.9	0	0
1530	25	0	23	0	2	0	0	0	0	0	0	1530	0	0	0	3	21	1	0	0	0	0	0	0	0	0	27	28.9	1	4	0	0	0	0
1545	25	0	24	0	1	0	0	0	0	0	0	1545	0	0	1	3	15	5	1	0	0	0	0	0	0	0	28.1	31.5	6	24	1	4	0	0
1600	25	0	20	0	3	0	2	0	0	0	0	1600	0	0	0	2	13	7	0	3	0	0	0	0	0	0	30.1	33.6	10	40	3	12	0	0
1615	31	3	24	0	2	1	1	0	0	0	0	1615	0	3	0	6	16	2	2	1	0	1	0	0	0	0	27.1	31.5	6	19.4	4	12.9	1	3.2
1630	23	0	20	0	2	0	1	0	0	0	0	1630	0	0	1	5	9	6	1	0	1	0	0	0	0	0	28.8	32.4	8	34.8	2	8.7	1	4.3
1645	22	3	15	0	3	1	0	0	0	0	0	1645	1	0	1	5	9	5	0	0	0	1	0	0	0	0	27.4	31.3	6	27.3	1	4.5	1	4.5
1700	30	2	25	0	3	0	0	0	0	0	0	1700	1	1	1	9	11	6	1	0	0	0	0	0	0	0	25.4	32.4	7	23.3	1	3.3	0	0
1715	25	0	22	0	3	0	0	0	0	0	0	1715	0	0	1	2	13	6	2	1	0	0	0	0	0	0	28.4	31.8	9	36	3	12	0	0

1730	31	0	29	0	1	1	0	0	0	0	0		1730	0	0	1	3	14	10	1	1	1	0	0	0	0	0	29.5	33.5	13	41.9	3	9.7	1	3.2
1745	32	1	30	0	0	0	1	0	0	0	0		1745	0	0	2	6	11	10	1	0	1	1	0	0	0	0	29.4	32.2	13	40.6	3	9.4	2	6.3
1800	33	2	29	0	2	0	0	0	0	0	0		1800	1	0	0	5	14	9	0	3	1	0	0	0	0	0	29.4	32.7	13	39.4	4	12.1	1	3
1815	30	1	26	0	2	0	1	0	0	0	0		1815	1	0	0	5	11	10	1	1	0	0	1	0	0	0	29.5	34.7	13	43.3	3	10	1	3.3
1830	30	1	25	0	3	0	1	0	0	0	0		1830	0	1	1	5	11	9	1	1	0	0	1	0	0	0	28.8	33.1	12	40	3	10	1	3.3
1845	20	1	17	0	2	0	0	0	0	0	0		1845	1	0	0	4	12	3	0	0	0	0	0	0	0	0	26.4	29.1	3	15	0	0	0	0
1900	18	0	17	0	1	0	0	0	0	0	0		1900	0	0	0	7	10	0	1	0	0	0	0	0	0	0	26.6	28.4	1	5.6	1	5.6	0	0
1915	30	3	26	0	1	0	0	0	0	0	0		1915	1	1	1	2	14	9	1	1	0	0	0	0	0	0	27.6	32.4	11	36.7	2	6.7	0	0
1930	11	0	11	0	0	0	0	0	0	0	0		1930	0	1	0	1	9	0	0	0	0	0	0	0	0	0	26.2	29.1	0	0	0	0	0	0
1945	6	0	6	0	0	0	0	0	0	0	0		1945	0	0	0	0	3	1	2	0	0	0	0	0	0	0	32.5	-	3	50	2	33.3	0	0
2000	8	0	7	0	1	0	0	0	0	0	0		2000	0	0	1	0	3	3	0	0	1	0	0	0	0	0	30.8	-	4	50	1	12.5	1	12.5
2015	9	2	6	0	1	0	0	0	0	0	0		2015	0	1	0	1	4	3	0	0	0	0	0	0	0	0	26.2	-	3	33.3	0	0	0	0
2030	8	0	8	0	0	0	0	0	0	0	0		2030	0	0	0	1	5	2	0	0	0	0	0	0	0	0	28.7	-	2	25	0	0	0	0
2045	7	0	6	0	1	0	0	0	0	0	0		2045	0	0	0	1	2	4	0	0	0	0	0	0	0	0	28.5	-	4	57.1	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0		2100	0	0	0	3	4	2	0	0	0	0	0	0	0	0	26.6	-	2	22.2	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0		2115	0	0	0	1	4	1	0	1	0	0	0	0	0	0	30.2	-	2	28.6	1	14.3	0	0
2130	6	0	6	0	0	0	0	0	0	0	0		2130	0	0	0	3	1	2	0	0	0	0	0	0	0	0	27.3	-	2	33.3	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0		2145	0	0	0	1	6	0	0	0	0	0	0	0	0	0	27.5	-	0	0	0	0	0	0
2200	4	0	3	0	1	0	0	0	0	0	0		2200	0	0	0	0	2	2	0	0	0	0	0	0	0	0	29.3	-	2	50	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0		2215	0	0	0	0	3	1	0	0	0	0	0	0	0	0	28.7	-	1	25	0	0	0	0
2230	6	0	5	0	1	0	0	0	0	0	0		2230	0	0	0	0	3	3	0	0	0	0	0	0	0	0	29.8	-	3	50	0	0	0	0
2245	5	1	3	0	1	0	0	0	0	0	0		2245	0	0	2	1	2	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	0	0
2300	4	0	3	0	1	0	0	0	0	0	0		2300	0	0	0	0	2	2	0	0	0	0	0	0	0	0	30.6	-	2	50	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0		2315	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.3	-	1	50	1	50	0	0
2330	1	0	1	0	0	0	0	0	0	0	0		2330	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33	-	1	100	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0		2345	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	0
07-19	1229	30	1000	6	116	7	16	0	2	0	0		07-19	9	10	32	279	590	240	29	11	7	7	4	0	0	0	27.7	31.3	300	24.9	60	4.9	10	1.0
06-22	1372	29	1195	5	124	7	16	0	3	0	0		06-22	2	12	24	303	599	270	21	15	5	7	4	0	0	0	27.7	31.3	340	25.1	82	6	19	1.4
06-00	1399	29	1205	5	125	7	16	0	3	0	0		06-00	2	12	26	304	682	285	22	15	5	7	4	0	0	0	27.7	31.2	352	25.4	70	5	19	1.4
00-00	1440	30	1215	5	130	7	15	0	3	0	0		00-00	2	12	26	305	694	290	24	15	5	7	4	0	0	0	27.7	31.5	360	25.5	72	5.0	19	1.3

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fict	Time	Vbin 0 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 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT
0000	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		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		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		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		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0		0115	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.3	-	1	100	0	0	0	0
0130	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		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0200	2	0	1	0	1	0	0	0	0	0	0		0200	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	0	0
0215	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		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		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		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		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		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		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		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		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		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		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		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		0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0		0530	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	0
0545	6	0	6	0	0	0	0	0	0	0	0		0545	0	0	0	1	3	1	1	0	0	0	0	0	0	0	29.7	-	2	33.3	1	16.7	0	0
0600	2	0	2	0	0	0	0	0	0	0	0		0600	0	0	0	1	1	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	0	0	0
0615	4	0	3	0	0	0	1	0	0	0	0		0615	0	0	1	0	2	0	1	0	0	0	0	0	0	0	27.8	-	1	25	1	25	0	0
0630	3	0	3	0	0	0	0	0	0	0	0		0630	0	0	0	0	2	1	0	0	0	0	0	0	0	0	28.5	-	1	33.3	0	0	0	0
0645	3	0	2	1	0	0	0	0	0	0	0		0645	0	0	0	1	2	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	0	0
0700	13	0	11	0	2	0	0	0	0	0	0		0700	0	0	0	3	6	4	0	0	0	0	0	0	0	0	27.7	32.2	4	30.8	0	0	0	0
0715	9	2	8	0	1	0	0	0	0	0	0		0715	0	0	0	2	5	0	2	0	0	0	0	0	0	0	28	-	2	22.2	2	22.2	0	0
0730	19	1	14	0	4	0	0	0	0	0	0		0730	0	0	2	3	7	6	1	0	0	0	0	0	0	0	27.6	32.2	7	36.8	1	5.3	0	0
0745	23	1	17	0	4	1	0	0	0	0	0		0745	0	1	2	5	9	4	1	0	0	0	1	0	0	0	26	32	6	26.1	2	8.7	1	4.3
0800	26	0	23	0	1	0	2	0	0	0	0		0800	0	0	0	4	11	9	0	0	0	2	0	0	0	0	30.1	31.5	11	42.3	2	7.7	2	7.7
0815	40	1	35	0	2	0	2	0	0	0	0		0815	0	1	0	4	20	8	4	1	0	2	0	0	0	0	29.9	38	15	37.5	7	17.5	2	5
0830	40	0	39	0	1	0	0	0	0	0	0		0830	0	0	1	9	22	8	0	0	0	0	0	0	0	0	27.2	30.2	8	20	0	0	0	0
0845	22	1	19	0	2	0	0	0	0	0	0		0845	1	0	1	8	9	2	1	0	0	0	0	0	0	0	24.9	29.1	3	13.6	1	4.5	0	0
0900	23	1	19	0	3	0	0	0	0	0	0		0900	0	0	1	6	14	2	0	0	0	0	0	0	0	0	26.2	28.9	2	8.7	0	0	0	0
0915	25	0	24	0	1	0	0	0	0	0	0		0915	0	0	0	9	11	2	1	0	2	0	0	0	0	0	28	30.9	5	20	3	12	2	8
0930	17	0	16	0	1	0	0	0	0	0	0		0930	0	1	1	2	9	2	2	0	0	0	0	0	0	0	27.4	31.1	4	23.5	2	11.8	0	0
0945	19	0	16	0	3	0	0	0	0	0	0		0945	0	0	0	7	7	4	1	0	0	0	0	0	0	0	27	31.3	5	26.3	1	5.3	0	0
1000	24	0	22	0	2	0	0	0	0	0	0		1000	0	0	0	9	9	5	0	1	0	0	0	0	0	0	27.2	30.5	6	25	1	4.2	0	0
1015	18	0	17	0	1	0	0	0	0	0	0		1015	0	0	1	5	9	3	0	0	0	0	0	0	0	0	26.7	29.8	3	16.7	0	0	0	0
1030	25	0	19	0	6	0	0	0	0	0	0		1030	0	0	1	11	10	3	0	0	0	0	0	0	0	0	26.1	29.3	3	12	0	0	0	0
1045	25	0	23	0	2	0	0	0	0	0	0		1045	0	0	0	8	13	4	0	0	0	0	0	0	0	0	26.5	29.3	4	16	0	0	0	0
1100	32	2	27	0	3	0	0	0	0	0	0		1100	0	1	1	5	18	4	2	1	0	0	0	0	0	0	28	30.6	7	21.9	3	9.4	0	0
1115	18	1	16	0	1	0	0	0	0	0	0		1115	0	0	0	4	11	3	0	0	0	0	0	0	0	0	27.1	28.6	3	16.7	0	0	0	0
1130	21	0	20	0	1	0	0	0	0	0	0		1130	0	0	0	7	10	4	0	0	0	0	0	0	0	0	26.7	30.4	4	19	0	0	0	0
1145	24	0	23	0	1	0	0	0	0	0	0		1145	0	0	1	3	16	4	0	0	0	0	0	0	0	0	27.5	29.5	4	16.7	0	0	0	0
1200	21	0	17	0	2	0	2	0	0	0	0		1200	0	0	0	7	8	2	3	0	0	1	0	0	0	0	29.1	35.5	6	28.6	4	19	1	4.8
1215	18	1	16	0	1	0	0	0	0	0	0		1215	1	0	0	6	5	4	1	1	0	0	0	0	0	0	27.2	31.8	6	33.3	2	11.1	0	0
1230	25	0	21	0	3	1	0	0	0	0	0		1230	0	0	2	6	15	2	0	0	0	0	0	0	0	0	26.1	29.1	2	8	0	0	0	0
1245	22	1	18	0	3	0	0	0	0	0	0		1245	0	0	0	8	9	5	0	0	0	0	0	0	0	0	27.1	30.9	5	22.7	0	0	0	0
1300	24	1	20	0	3	0	0	0	0	0	0		1300	0	0	1	3	11	3	6	0	0	0	0	0	0	0	28.1	35.3	9	37.5	6	25	0	0
1315	24	0	20	0	3	0	1	0	0	0	0		1315	0	0	0	8	11	4	0	0	0	0	1	0	0	0	28.2	30.9	5	20.8	1	4.2	1	4.2
1330	17	1	16	0	0	0	0	0	0	0	0		1330	0	0	1	3	7	4	2	0	0	0	0	0	0	0	28.1	30.6	6	35.3	2	11.8	0	0
1345	27	2	24	0	1	0	0	0	0	0	0		1345	0	1	1	5	11	7	2	0	0	0	0	0	0	0	27.3	31.3	9	33.3	2	7.4	0	0
1400	27	1	25	0	1	0	0	0	0	0	0		1400	1	0	1	7	14	4	0	0	0	0	0	0	0	0	26.2	30	4	14.8	0	0	0	0
1415	34	0	29	1	4	0	0	0	0	0	0		1415	0	0	1	10	20	3	0	0	0	0	0	0	0	0	26.7	29.5	3	8.8	0	0	0	0
1430	36	1	29	1	5	0	0	0	0	0	0		1430	1	0	2	7	20	4	1	0	0	1	0	0	0	0	27.4	30.2	6	16.7	2	5.6	1	2.8
1445	50	2	42	0	5	0	1	0	0	0	0		1445	1	1	0	13	26	8	0	0	0	1	0	0	0	0	27	30.2	9	18	1	2	1	2
1500	39	2	34	0	3	0	0	0	0	0	0		1500	0	1	0	2	19	15	1	0	1	0	0	0	0	0	28.9	31.5	17	43.6	2	5.1	1	2.6
1515	42	2	38	0	2	0	1	0	0	0	1		1515	1	1	1	10	16	8	2	2	0	1	0	0	0	0	28.2	33.6	13	31	5	11.9	1	2.4
1530	26	1	20	0	4	1	0	0	0	0	0		1530	0	0	0	8	10	7	0	0	0	1	0	0	0	0	28.4	31.1	8	30.8	1	3.8	1	3.8
1545	35	1	27	1	6	0	0	0	0	0	0		1545	0	2	2	6	15	10	0	0	0	0	0	0	0	0	27	31.5	10	28.6	0	0	0	0
1600	31	0	25	1	5	0	0	0	0	0	0		1600	0	0	1	13	9	8	0	0	0	0	0	0	0	0	25.9	30.2	5	25.8	0	0	0	0
1615	24	0	20	0	4	0	0	0	0	0	0		1615	0	0	2	6	9	5	1	0	0	1	0	0	0	0	27.8	30.2	7	29.2	2	8.3	1	4.2
1630	28	1	22	0	5	0	0	0	0	0	0		1630	1	0	0	3	16	7	1	0	0	0	0	0	0	0	27.6	31.1	8	28.6	1	3.6	0	0
1645	30	4	23	0	3	0	0	0	0	0	0		1645	2	1	1	6	13	7	0	0	0	0	0	0	0	0	25.3	30.9	7	23.3	0	0	0	0
1700	35	0	30	0	4	0	1	0	0	0	0		1700	0	0	1	6	21	5	0	0	2	0	0	0	0	0	28.5	30.4	7	20	2	5.7	2	5.7
1715	18	1	16	0	1	0	0	0	0	0	0		1715	0	1	0	4	10	2	1	0	0	0	0	0	0	0	26.9	29.5	3	16.7	1	5.6	0	0
1730	34	2	31	0	1	0	0	0	0	0	0		1730	1	1	1	7	19	3	1	1	0	0	0	0	0	0	26.2	29.6	5	14.7	2	5.9	0	0
1745	40	3	30	0	6	1	0	0	0	0	0		1745	0	2	0	9	22	5	2	0	0	0	0	0	0	0	27.1	30.4	7	17.5	2	5	0	0
1800	32	0	31	0	1	0	0	0	0	0	0		1800	0	0	0	5	20	5	2	0	0	0	0	0	0	0	28	31.1	7	21.9	2	6.3	0	0
1815	30	0	29	0	1	0	0	0	0	0	0		1815	1	1	1	4	19	2	1	1	0	0	0	0	0	0	26.3	29.1	4	13.3	2	6.7	0	0
1830	26	0	25	1	0	0	0	0	0	0	0		1830	0	0	0	4	12	8	2	0	0	0	0	0	0	0	29.1	32.9	10	38.5	2	7.7	0	0
1845	38	1	33	0	4	0	0	0	0	0	0		1845	0	1	1	12	16	6	2	0	0	0	0	0	0	0	26.4	30.9	8	21.1	2	5.3	0	0
1900	41	1	35	0	3	0	2	0	0	0	0		1900	0	1	0	5	20	11	1	0	0	2	1	0	0	0	30.1	33.6	15	36.6	4	9.8	3	7.3
1915	20	1	18	0	1	0	0	0	0	0	0		1915	1	0	1	7	5	4	1	1	0	0	0	0	0	0	28.4	31.5	6	30	2	10	0	0
1930	16	0	16	0	0	0	0	0	0	0	0		1930	0	0	1	5	4	5	1	0	0	0	0	0	0	0	27.3	32	6	37.5	1	6.3	0	0
1945	16	1	12	0	3	0	0	0	0	0	0		1945	0	2	2	3	8	1	0	0	0	0	0	0	0	0	24.4	29.5	1	6.3	0	0	0	0
2000	10	0	9	0	0	0	1	0	0	0	0		2000	0	0	0	1	3	3	0	2	0	1	0	0	0	0	34.9	-	6	60	3	30	1	10
2015	16	3	13	0	0	0	0	0	0	0	0		2015	0	0	2	3	8	1	0	2	0	0	0	0	0	0	28.3	32.2	3	18.8	2	12.5	0	0
2030	16	1	14	0	1	0	0	0	0	0	0		2030	1	0	1	2	6	5	1	0	0	0	0	0	0	0	27.2	32.2	6	37.5	1	6.3	0	0
2045	15	0	15	0	0	0	0	0	0	0	0		2045	0	0	0	1	10	3	0	1	0	0	0	0	0	0	29.4	30.6	4	26.7	1	6.7	0	0
2100	20	1	17	0	2	0	0	0	0	0	0		2100	0	1	1	7	8	3	0	0	0	0	0	0	0	0	25.3	29.8	3	15	0	0	0	0
2115	6	0	4	0	1	1	0	0	0	0	0		2115	0	0	0	3	2	0	0	0	1	0	0	0	0	0	28.7	-	1	16.7	1	16.7	1	16.7
2130	9	0	9	0	0	0	0	0	0	0	0		2130	0	0	0	2	4	3	0	0	0	0	0	0	0	0	27.1	-	3	33.3	0	0	0	0
2145	13	0	12	0	0	0	1	0	0	0	0		2145	0	0	0	2	7	2	1	0	0	1	0	0	0	0	30.2	33.5	4	30.8	2	15.4	1	7.7
2200	7	0	7	0	0	0	0	0	0	0	0		2200	0	0	2	1	2	2	0	0	0	0	0	0	0	0	28	-	2	28.6	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0		2215	0	0	0	1	3	1	1	0	0	0	0	0	0	0	28.9	-	2	33.3	1	16.7	0	0
2230	4	0	4	0	0	0	0	0	0	0	0		2230	0	1	0	1	1	1	0	0	0	0	0	0	0	0	22.7	-	1	25	0	0	0	0
2245	5	1	4	0	0	0	0	0	0	0	0		2245	0	0	0	2	2	1	0	0	0	0	0	0	0	0	26.1	-	1	20	0	0	0	0
07-19	1286	36	1115	5	123	4	10	0	0	0	1		07-19	11	17	22	302	620	234	46	5	5	10	2	0	0	0	27.4	31.1	306	23.8	71	5.5	17	1.3
06-22	1502	46	1290	8	130	5	15	0	0	0	1		06-22	13	21	41	346	721	270	52	14	8	14	2	0	0	0	27.5	31.3	305	24.2	85	5.8	23	1.5
06-00	1558	47	1320	8	134	2	12	0	0	0	1		06-00	15	25	43	350	728	381	53	14	8	14	2	0	0	0	27.5	31.5	371	24.5	90	5.8	33	1.5
00-00	1558	47	1332	8	136	2	12	0	0	0	1		00-00	15	25	53	352	734	383	54	14	8	14	2	0	0	0	27.5	31.5	375	24.5	91	5.8	33	1.5

Virtual Day (Partial days = 10.6667)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fict	Time	Vbin 0 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 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT
0000	4	0	4	0	0	0	0	0	0	0	0		0000	0	0	0	1	2	1	1	0	0	0	0	0	0	0	29.2	-	1	32.5	1	17.5	0	2.5
0100	1	0	1	0	0	0	0	0	0	0	0		0100	0	0	0	1	1	0	0	0	0	0	0	0	0	0	26.7	-	0	23.1	0	7.7	0	0
0200	2	0	2	0	0	0	0	0	0	0	0		0200	0	0	0	1	1	0	0	0	0	0	0	0	0	0	27	-	0	13.6	0	4.5	0	0
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	25	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	1	0	0	0	0	0	0	0	0	26.9	-	1	55.6	0	0	0	0
0500	6	0	5	0	0	0	0	0	0	0	0		0500	0	0	0	1	3	2	0	0	0	0	0	0	0	0	29.2	-	2	40	0	7.3	0	0
0600	13	1	11	0	1	0	0	0	0	0	0		0600	0	1	0	2	6	3	1	0	0	0	0	0	0	0	27.8	33.1	4	31.5	1	10.8	0	0.8
0700	39	2	29	0	7	0	0	0	0	0	0		0700	0	1	2	9	18	6	2	0	0	0	0	0	0	0	27.1	31.3	8	21.9	2	6.1	0	0.7
0800	87	2	80	0	3	0	1	0	0	0	0		0800	1	1	2	20	43	15	2	1	0	2	0	0	0	0	27.9	31.5	21	24.4	6	6.7	3	3
0900	67	2	58	0	6	0	0	0	0	0	0		0900	1	1	3	18	33	9	2	0	1	0	0	0	0	0	26.7	30.4	12	17.8	3	4.6	1	1.5
1000	76	2	67	1	6	0	1	0	0	0	0		1000	1	1	4	21	35	11	1	1	0	1	0	0	0	0	26.9	30.6	15	19.1	4	4.9	1	1.8
1100	88	1	78	0	7	0	1	0	0	0	0		1100	1	1	3	26	44	12	1	0	0	1	0	0	0	0	26.7	30.2	15	16.6	3	3	2	1.8
1200	93	2	84	1	6	0	1	0	0	0	0		1200	0	1	3	25	44	16	2	0	1	1	0	0	0	0	27.1	30.9	20	21.2	4	4.1	2	2
1300	94	1	85	0	7	0	0	0	0	0	0		1300	0	1	3	26	46	14	3	0	1	0	0	0	0	0	26.8	30.4	15	19	4	4	1	0.9
1400	110	2	99	1	7	0	1	0	0	0	0		1400	1	1	3	27	57	16	2	1	0	1	0	0	0	0	27	30.4	21	19.0	4	3.8	2	1.4
1500	122	1	110	1	6	0	1	0	0	0	0		1500	0	1	4	28	61	21	3	1	2	1	0	0	0	0	27.7	31.1	28	22.7	7	5.7	3	2.6
1600	108	3	95	0	5	0	1	0	0	0	0		1600	1	1	2	26	50	22	3	1	0	1	0	0	0	0	27.4	31.3	28	25.5	5	4.8	2	1.4
1700	108	3	97	0	7	0	1	0	0	0	0		1700	1	1	2	24	55	19	3	1	1	1	0	0	0	0	27.4	31.1	25	22.7	5	5	2	1.7
1800	91	2	82	0	5	0	1	0	0	0	0		1800	1	1	2	20	43	18	3	1	0	0	0	0	0	0	27.6	31.6	23	25.7	5	5.7	1	1.1
1900	57	2	51	0	4	0	1	0	0	0	0		1900	1	1	1	11	28	13	2	1	0	0	0	0	0	0	27.9	31.5	16	26	3	5.6	1	1.3
2000	41	1	37	0	2	0	0	0	0	0	0		2000	0	0	1	9	19	9	1	1	0	1	0	0	0	0	28.2	31.5	11	27.8	3	6.5	1	2.2
2100	20	0	28	0	1	0	0	0	0	0	0		2100	0	0	1	7	15	5	1	0	0	0	0	0	0	0	27.2	30.4	6	19.9	1	3.8	0	0.6
2200	20	1	18	0	1	0	0	0	0	0	0		2200	0	0	1	6	8	3	1	0	0	0	0	0	0	0	27	31.1	4	22.2	1	6	0	2.3
2300	11	0	10	0	1	0	0	0	0	0	0		2300	0	0	0	2	5	2	1	0	0	0	0	0	0	0	27.5	31.1	3	26.7	1	6.7	0	0

Virtual Week (Partial weeks = 1.57143)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fict	Time	Vbin 0 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 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT

																																		ACPS	ACPS%	DPT	DPT%
Mon	1490	45	1238	6	120	6	11	1	1	1	0	Mon	15	20	44	350	884	246	37	13	9	11	4	0	0	0	27.2	31.1	318	22.2	72	5	23	1.6
Tue	1491	43	1310	5	115	5	14	0	1	0	1	Tue	15	20	47	382	712	245	37	12	7	16	3	0	0	0	27.1	30.9	318	21.2	74	4.9	26	1.7
Wed	1393	18	1209	4	96	1	11	0	3	0	0	Wed	7	5	36	332	884	235	27	6	5	12	0	0	0	0	27.3	31.1	309	22.2	33	3.8	20	1.4
Thu	1520	28	1365	5	105	4	11	0	2	0	0	Thu	0	17	49	348	749	285	45	10	10	12	2	0	0	0	27.8	31.3	388	24.1	80	5.3	24	1.6
Fri	1307	19	1182	8	112	5	8	0	0	0	0	Fri	3	6	44	327	612	233	44	14	12	15	2	0	0	0	27.7	31.5	315	24.1	65	5.5	27	2.3
Sat	972	10	889	3	91	3	5	1	0	0	0	Sat	5	6	29	239	528	146	21	7	8	9	1	0	0	0	27.2	30.6	191	19.6	43	4.4	15	1.5
Sun	954	24	878	4	33	2	12	1	1	0	0	Sun	10	13	28	208	474	173	27	7	9	8	1	0	0	0	27.4	31.1	224	23.4	51	5.3	18	1.8

Grand Total

Tmin	Tmax	Dir	Dir	Dir	Dir	Dir	Dir	Dir	Dir	Dir	Dir	Fact	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin	Tmin
		1	2	3	4	5	6	7	8	9	10		0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	Mean	Max	Min	Mean	Max	Min	ACPS	ACPS%	DPT	DPT%
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100									
	13212	206	12224	55	950	45	115	4	11	2	5		37	103	319	3222	7094	2209	306	105	93	105	15	5	5	5	27.3	31.3	3985	22.2	602	9	222	15

TSP Class Profile All Days 15 Mins

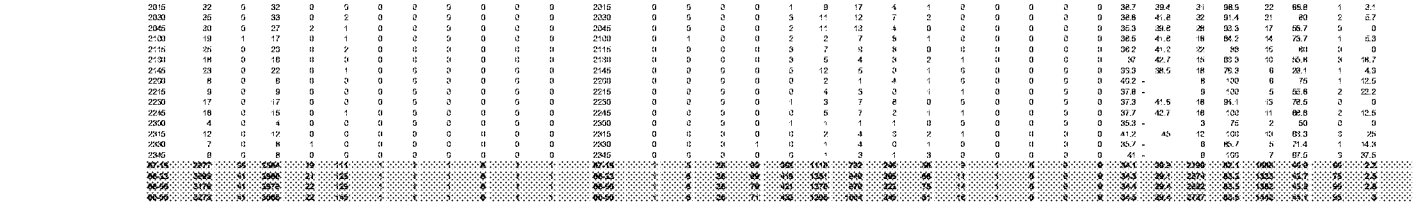
Report Id - CustomList-110
Site Name - ACRE ANGMERING 003
Description - WATER LN [30M]
Direction - East

24 June 2017

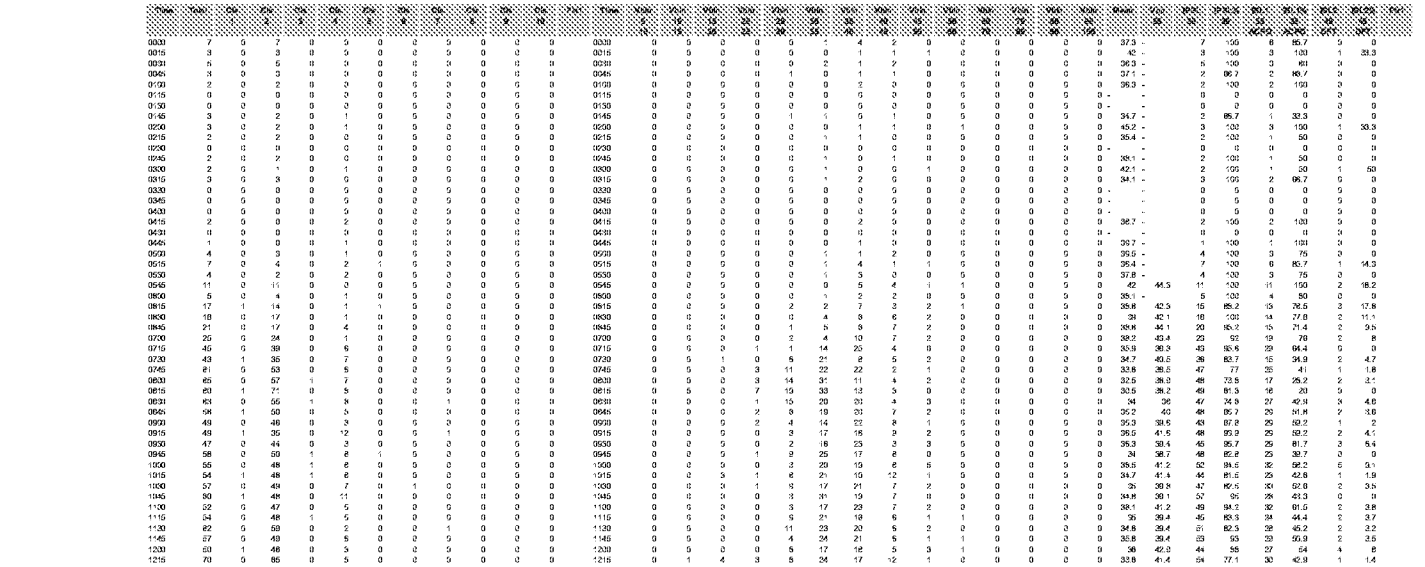
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10		Time	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	ExSL 30	ExSL% 30	ExCL 35 ACPO	ExCL% 35 ACPO	ExDL 45 DFT	ExDL% 45 DFT	
0700	11	0	8	0	3	0	0	0	0	0	0		0700	0	0	0	0	1	4	1	3	2	0	0	0	0	0	35.5	44.5	10	90.9	6	54.5	2	18.2	
0715	12	0	9	0	3	0	0	0	0	0	0		0715	0	0	0	0	0	2	6	3	1	0	0	0	0	0	35.7	42.9	12	100	10	83.3	1	8.3	
0730	15	0	12	0	3	0	0	0	0	0	0		0730	0	0	0	0	0	2	8	4	1	0	0	0	0	0	39.2	44.5	15	100	13	86.7	1	6.7	
0745	29	0	27	1	1	0	0	0	0	0	0		0745	0	0	0	0	3	10	5	8	3	0	0	0	0	0	35.3	43.4	26	89.7	14	48.3	3	10.3	
0800	28	2	26	0	0	0	0	0	0	0	0		0800	0	1	0	1	3	7	14	1	0	1	0	0	0	0	34.7	38.9	23	82.1	16	57.1	1	3.6	
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0845	37	0	35	0	2	0	0	0	0	0	0		0845	0	0	0	0	9	9	14	4	1	0	0	0	0	0	35.2	38.9	28	75.7	19	51.4	1	2.7	
0900	35	1	29	0	5	0	0	0	0	0	0		0900	0	1	0	0	7	7	14	4	1	1	0	0	0	0	34.8	40	27	77.1	20	57.1	2	5.7	
0915	54	1	48	0	5	0	0	0	0	0	0		0915	0	0	1	0	10	20	18	2	3	0	0	0	0	0	34	39.5	43	79.6	21	38.9	3	5.6	
0930	48	0	46	0	2	0	0	0	0	0	0		0930	0	0	0	0	1	25	13	8	1	0	0	0	0	0	35.6	41.4	47	97.9	22	45.8	1	2.1	
0945	62	0	57	0	5	0	0	0	0	0	0		0945	0	0	0	0	5	31	15	7	3	1	0	0	0	0	35.3	40.3	57	91.9	26	41.9	4	6.5	
1000	72	0	69	1	2	0	0	0	0	0	0		1000	0	0	0	2	11	34	18	3	3	1	0	0	0	0	34.2	37.8	59	81.9	25	34.7	4	5.6	
1015	54	0	51	0	3	0	0	0	0	0	0		1015	0	0	0	0	7	20	23	4	0	0	0	0	0	0	34.8	39.6	47	87	27	50	0	0	
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1045	79	3	71	1	4	0	0	0	0	0	0		1045	0	0	0	0	15	44	17	2	1	0	0	0	0	0	33	38.2	64	81	20	25.3	1	1.3	
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1130	82	0	80	0	1	0	0	0	1	0	0		1130	0	0	0	1	13	47	17	4	0	0	0	0	0	0	35.2	37.4	68	82.9	21	25.6	0	0	
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1200	78	0	71	0	7	0	0	0	0	0	0		1200	0	0	0	2	23	27	22	4	0	0	0	0	0	0	32.8	37.4	53	67.9	26	33.3	0	0	
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1900	52	0	44	0	8	0	0	0	0	0	0		1900	0	0	0	0	7	22	14	8	0	1	0	0	0	0	35.1	40.9	45	86.5	23	44.2	1	1.9	
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1945	32	0	31	0	1	0	0	0	0	0	0		1945	0	0	0	0	4	8	12	9	1	0	0	0	0	0	35.8	41.5	28	87.5	22	68.8	1	3.1	
2000	24	0	22	0	2	0	0	0	0	0	0		2000	0	0	0	0	1	14	3	5	0	1	0	0	0	0	35.2	41.2	23	95.8	9	37.5	1	4.2	
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2115	30	0	29	0	1	0	0	0	0	0	0		2115	0	0	0	0	4	14	10	2	0	0	0	0	0	0	34.9	38.5	26	86.7	12	40	0	0	
2130	26	0	25	0	1	0	0	0	0	0	0		2130	0	0	0	0	6	10	7	2	1	0	0	0	0	0	34.1	39.4	20	76.9	10	38.5	1	3.8	
2145	16	0	16	0	0	0	0	0	0	0	0		2145	0	0	0	0	0	9	5	1	0	1	0	0	0	0	36.1	37.8	16	100	7	43.8	1	6.3	
2200	19	0	19	0	0	0	0	0	0	0	0		2200	0	0	0	1	5	4	8	0	1	0	0	0	0	0	34	38	13	68.4	9	47.4	1	5.3	
2215	21	1	19	0	1	0	0	0	0	0	0		2215	0	0	0	0	2	9	9	1	0	0	0	0	0	0	36.1	38.9	19	90.5	10	47.6	0	0	
2230	18	0	18	0	0	0	0	0	0	0	0		2230	0	0	0	0	3	5	7	3	0	0	0	0	0	0	36.5	39.6	15	83.3	10	55.6	0	0	
2245	25	0	24	0	1	0	0	0	0	0	0		2245	0	0	0	0	4	10	8	2	1	0	0	0	0	0	34.3	38.7	21	84	11	44	1	4	
2300	14	0	13	0	1	0	0	0	0	0	0		2300	0	0	0	0	1	3	10	0	0	0	0	0	0	0	36.1	39.4	13	92.9	10	71.4	0	0	
2315	28	0	27	0	1	0	0	0	0	0	0		2315	0	0	0	0	5	9	11	2	1	0	0	0	0	0	34.9	39.4	23	82.1	14	50	1	3.6	
2330	12	0	11	0	1	0	0	0	0	0	0		2330	0	0	0	0	2	6	2	2	0	0	0	0	0	0	34.1	38.7	10	83.3	4	33.3	0	0	
2345	19	0	19	0	0	0	0	0	0	0	0		2345	0	0	0	0	2	6	11	0	0	0	0	0	0	0	35.6	39	17	89.5	11	57.9	0	0	
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25 June 2017

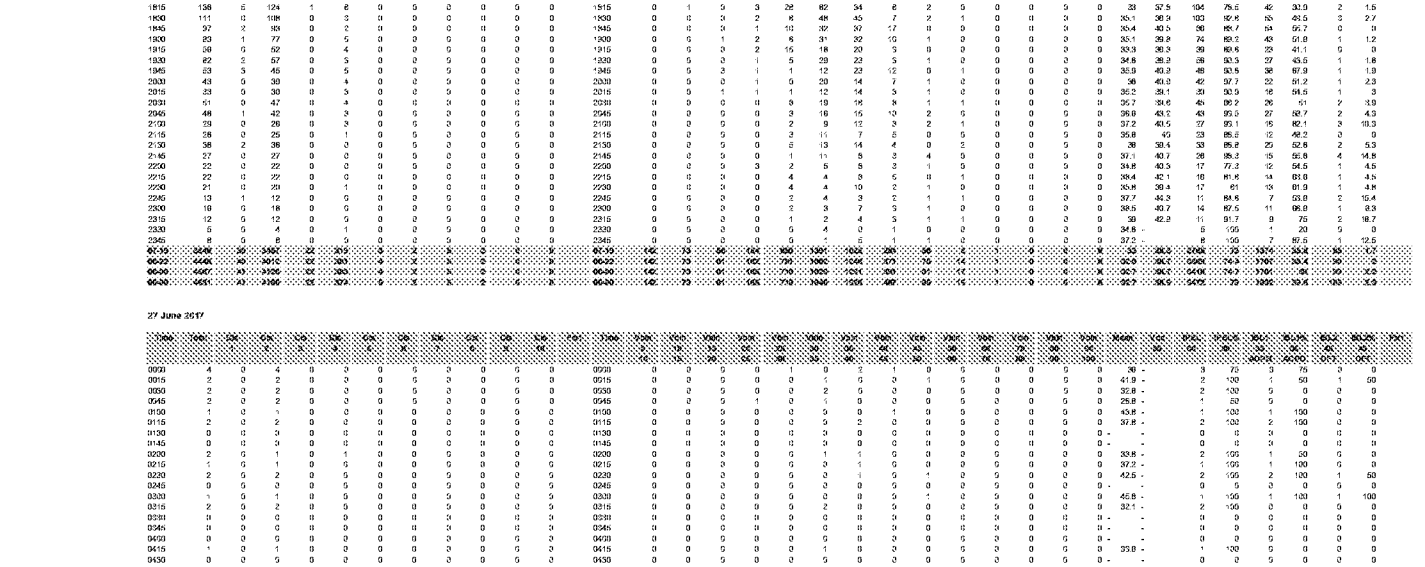
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10		Time	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	ExSL 30	ExSL% 30	ExCL 35 ACPO	ExCL% 35 ACPO	ExDL 45 DFT	ExDL% 45 DFT	
0000	13	0	12	0	1	0	0	0	0	0	0		0000	0	0	0	0	0	4	4	3	2	0	0	0	0	0	38.3	44.1	13	100	9	69.2	2	15.4	
0015	13	0	13	0	0	0	0	0	0	0	0		0015	0	0	0	0	1	8	3	1	0	0	0	0	0	0	34.3	37.1	12	92.3	6	46.2	0	0	
0030	4	0	4	0	0	0	0	0	0	0	0		0030	0	0	0	0	1	2	1	0	0	0	0	0	0	0	32.7	-	3	75	1	25	0	0	
0045	9	0	8	0	1	0	0	0	0	0	0		0045	0	0	0	0	1	3	2	1	1	1	0	0	0	0	32.7	-	8	88.9	5	55.6	2	22.2	
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0115	5	0	5	0	0	0	0	0	0	0	0		0115	0	0	0	1	3	0	1	0	0	0	0	0	0	0	29.3	-	1	20	1	20	0	0	
0130	5	0	5	0	0	0	0	0	0	0	0		0130	0	0	0	0	2	1	2	0	0	0	0	0	0	0	33.8	-	3	60	2	40	0	0	
0145	2	0	1	0	1	0	0	0	0	0	0		0145	0	0	0	0	0	0	1	1	0	0	0	0	0	0	40.2	-	2	100	2	100	0	0	
0200	5	0	3	0	2	0	0	0	0	0	0		0200	0	0	0	0	0	2	2	0	1	0	0	0	0	0	37.8	-	5	100	3	60	1	20	
0215	2	0	2	0	0	0	0	0	0	0	0		0215	0	0	0	0	0	1	1	0	0	0	0	0	0	0	34.9	-	2	100	1	50	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.2	-	1	100	1	100	0	0	
0245	6	0	6	0	0	0	0	0	0	0	0		0245	0	0	0	0	0	1	3	2	0	0	0	0	0	0	35.5	-	6	100	5	83.3	0	0	
0300	4	0	3	0	1	0	0	0	0	0	0		0300	0	0	0	0	1	0	1	2	0	0	0	0	0	0	37	-	3	75	3	75	0	0	
0315	2	0	2	0	0	0	0	0	0	0	0		0315	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35.8	-	2	100	1	50	0	0	
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0345	2	0	2	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	2	0	0	0	0	0	0	0	0	33.1	-	2	100	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.4	-	1	100	1	100	0	0	
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0445	2	0	2	0	0	0	0	0	0	0	0		0445	0	0	0	0	0	1	1	0	0	0	0	0	0	0	37.1	-	2	100	1	50	0	0	
0500	2	0	1	0	1	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	1	1	0	0	0	0	0	44.1	-	2	100	2	100	1	50	
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0545	3	0	1	0	2	0	0	0	0	0	0		0545	0	0	0	0	0	0	2	0	1	0	0	0	0	0	39.8	-	3	100	3	100	1	33.3	
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0730	11	0	8	0	3	0	0	0	0	0	0		0730	0	0	0	0	1	5	2	2	0	1	0	0	0	0	38.7	40.7	10	90.9	5	45.5	1	9.1	
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0830	20	1	18	0	1	0	0	0	0	0	0		0830	0	1	0	2	2	5	8	2	0	0	0	0	0	0	33.6	38.9	15	75	10	50	0	0	
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1100	59	1	54	1	3	0	0	0	0	0	0		1100	0	0	0	1	11	25	16	5	1	0	0	0	0	0	33.9	37.4	47	79.7	22	37.3	1	1.7	
1115	47	0	45	1	1	0	0	0	0	0	0		1115	0	0	0	1	6	20	12	6	2	0	0	0	0	0	34.7	40.3	40	85.1	20	42.6	2	4.3	
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1200	88	2	82	1	3	0	0	0	0	0	0		1200	0	1	0	2	16	45	16	7	1	0	0	0	0	0	32.9	37.1	69	78.4	24	27.3	1	1.1	
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1515	80	1	75	1	3	0	0	0	0	0	0		1515	0	0	0	3	18	35	19	4	1	0	0	0	0	0	33.2	37.4	59	73.8	24	30	1	1.3	
1530	68	1	66	0	1	0	0	0	0	0	0		1530	0	0	0	1	13	29	19	4	2	0	0	0	0	0	33.8	37.8	54	79.4	25	36.8	2	2.9	
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1615	66	0	63	0	3	0	0	0	0	0	0		1615	0	0	0	0	3	26	30	7	0	0	0	0	0	0	35.8	38.9	63	95.5	37	56.1	0	0	
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1645	79	1	72	1	5	0	0	0	0	0	0		1645	0	0	2	4	7	28	26	9	2	1	0	0	0	0	34.5	39.6	66	83.5	38	48.1	2	2.5	
1700	63	2	56	0	5	0	0	0	0	0	0		1700	0	0	0	0	2	28	21	9	2	1	0	0	0	0	38	41.2	61	96.8	33	52.4	3	4.8	
1715	82	0	79	1	2	0	0	0	0	0	0		1715	0	0	0	4	21	39	17	1	0	0	0	0	0	0	31.9	35.1	57	69.5	18	22	0	0	
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1745	69	3	59	0	7	0	0	0	0	0	0		1745	0	0	1	0	8	28	22	9	0	1	0	0	0	0	35.1	39.6	60	87	32	46.4	1	1.4	
1800	65	3	60	0	2	0	0	0	0	0	0		1800	0	0	0	0	10	27	22	6	0	0	0	0	0	0	34.1	37.6	55	84.6	28	43.1	0	0	
1815	55	0	50	1	4	0	0	0	0	0	0		1815	0	0	0	0	9	22	16	7	1	0	0	0	0	0	35	39.4	46	83.6	24	43.6	1	1.8	
1830	46	0	45	0	0	0	0	0	0	1	0		1830	0	0	0	0	5	18	16	5	1	1	0	0	0	0	35.4	39.4	41	89.1	23	50	2	4.3	
1845	51	2	46	1	2	0	0	0	0	0	0		1845	0	0	0	0	3	19	19	8	2	0	0	0	0	0	35.5	40.7	48	94.1	29	56.9	2	3.9	
1900	43	0	43	0	0	0	0	0	0	0	0		1900	0	0	0	1	1	20	15	6	0	0	0	0	0	0	35.3	38.7	41	95.3	21	48.8	0	0	
1915	45	0	42	0	3	0	0	0	0	0	0		1915	0	0	0	0	5	17	21	1	1	0	0	0	0	0	35.1	37.8	40	88.9	23	51.1	1	2.2	
1930	42	1	40	0	1	0	0	0	0	0	0		1930	0	0	0	2	1	14	19	5	1	0	0	0	0	0	35.7	39.4	39	92.9	25	59.5	1	2.4	
1945	39	0	35	0	4	0	0	0	0	0	0		1945	0	0	0	0	8	10	13	7	0	1	0	0	0	0	35.4	40	31	79.5	21	53.8	1	2.8	
2000	40	1	38	0	1	0	0	0	0	0	0		2000	0	0	0	1	2	19	11	6	1	0	0	0	0	0	35	39.8	37	92.5	18	45	1	2.5	



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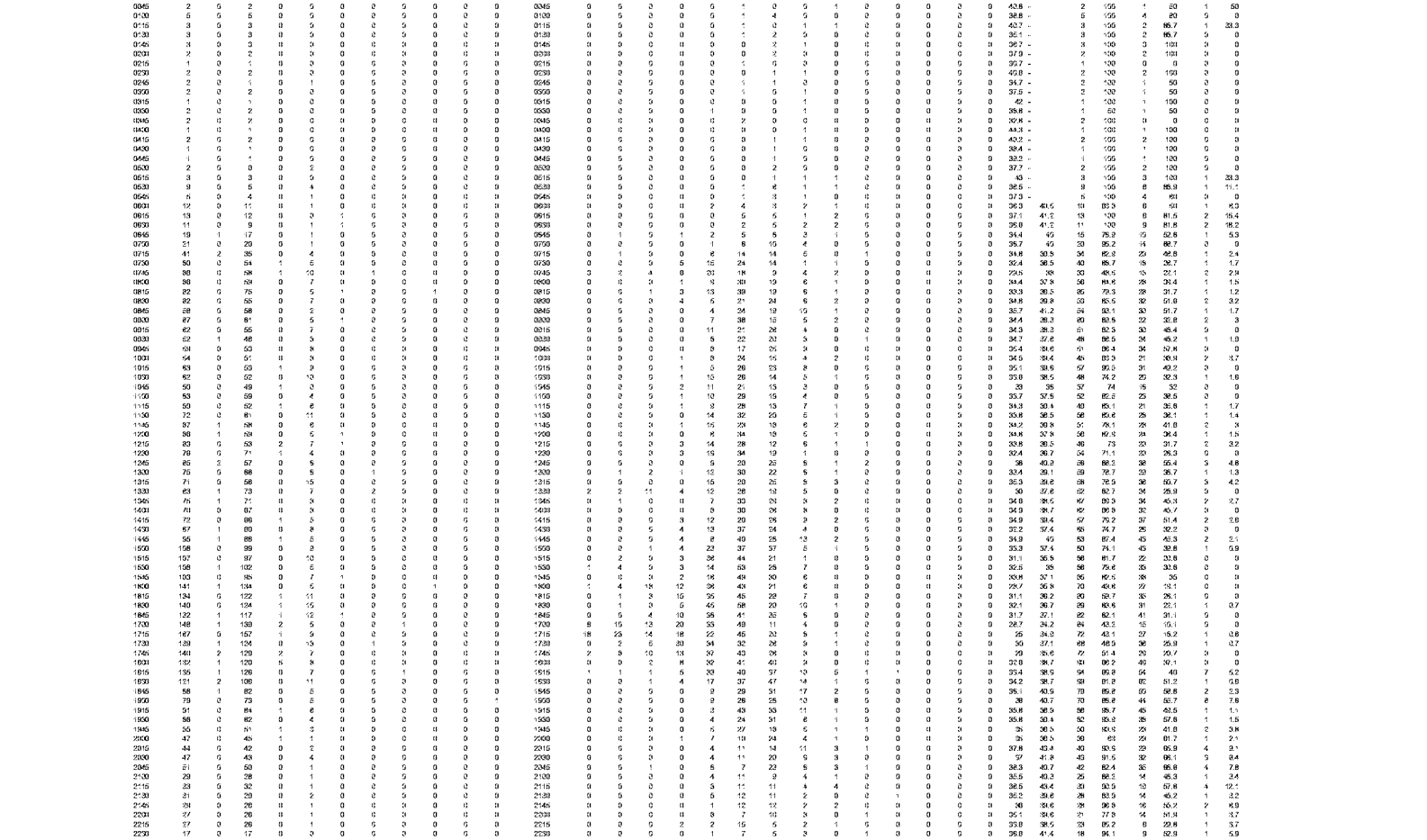
1030	53	0	43	1	7	2	0	0	0	0	0		1030	0	0	0	0	5	20	20	5	0	0	0	0	0	0	35.2	39.8	48	90.6	28	52.8	0	0	
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1200	70	0	68	0	2	0	0	0	0	0	0		1200	0	0	1	5	19	27	17	0	1	0	0	0	0	0	31.9	37.6	45	64.3	18	25.7	1	1.4	
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1345	71	0	65	0	6	0	0	0	0	0	0		1345	0	0	0	1	17	25	23	4	1	0	0	0	0	0	33.8	38.7	53	74.6	28	39.4	1	1.4	
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1445	98	0	90	0	8	0	0	0	0	0	0		1445	0	0	1	4	23	48	20	4	0	0	0	0	0	0	32.2	38	70	71.4	24	24.5	0	0	
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1600	102	1	92	1	8	0	0	0	0	0	0		1600	0	0	0	1	30	39	28	4	0	0	0	0	0	0	32.5	38.9	71	69.6	32	31.4	0	0	
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1700	143	1	130	1	10	0	1	0	0	0	0		1700	11	18	15	32	36	25	7	0	0	0	0	0	0	0	23.5	31.5	32	22.4	7	4.9	0	0	
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1945	50	1	47	0	1	1	0	0	0	0	0		1945	0	0	0	0	0	15	26	7	2	0	0	0	0	0	37	42.1	50	100	35	70	2	4	
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2015	49	1	46	1	1	0	0	0	0	0	0		2015	0	1	1	5	7	15	16	3	1	0	0	0	0	0	32.8	38.9	35	71.4	20	40.8	1	2	
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28 June 2017

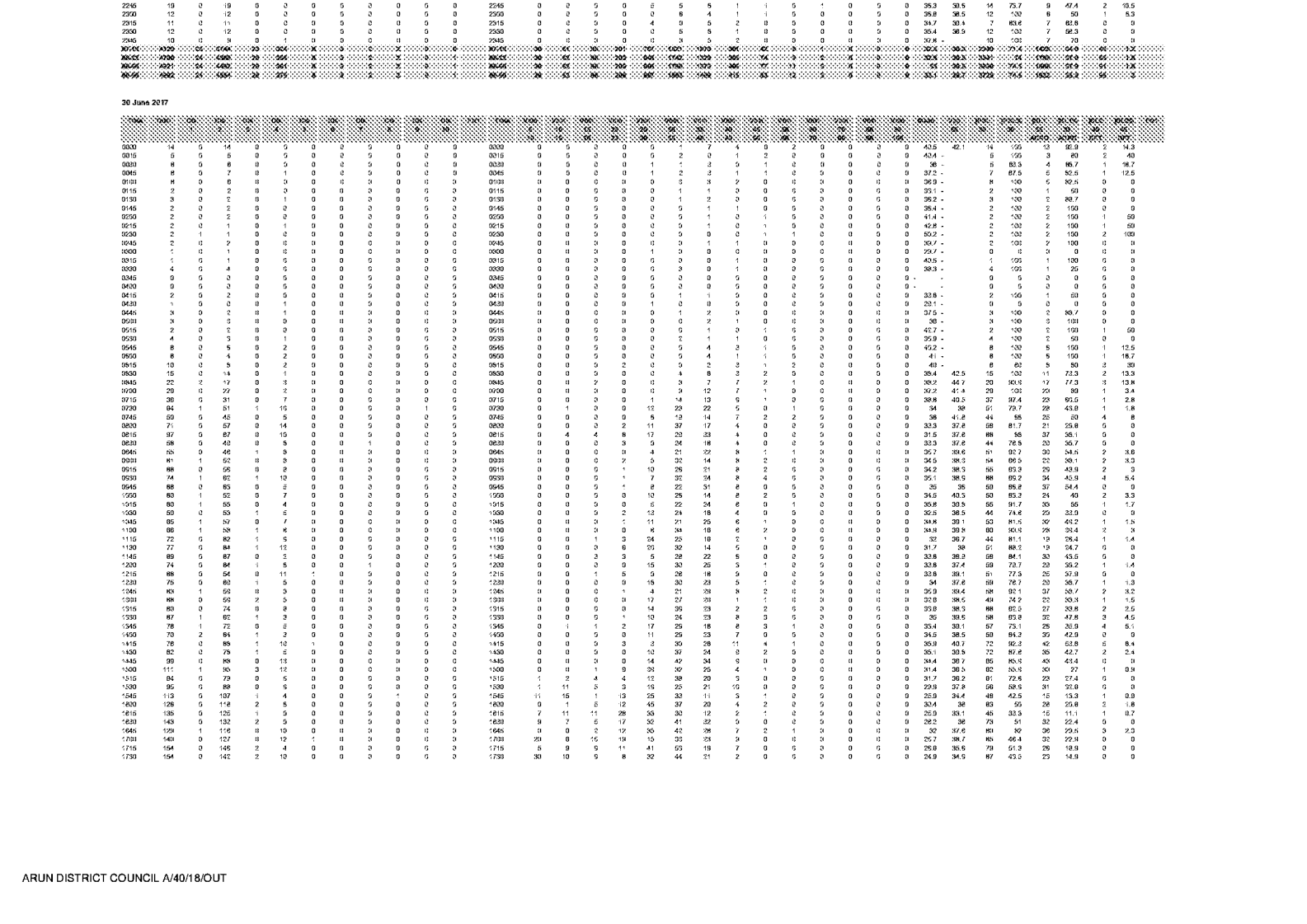
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Ctr	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DfT	SL2% 45 DfT	Ext
0000	5	0	5	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	4	0	1	0	0	0	0	0	39.2	-	5	100	5	100	1	20	
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1445	87	0	76	1	10	0	0	0	0	0	0		1445	0	0	0	2	19	48	19	2	0	0	0	0	0	0	32.8	37.1	67	77	21	24.1	0	0	
1500	74	0	64	1	9	0	0	0	0	0	0		1500	0	0	0	0	4	40	21	8	1	0	0	0	0	0	34.7	38.9	70	94.6	30	40.5	1	1.4	
1515	98	0	90	0	8	0	0	0	0	0	0		1515	0	0	1	10	13	43	23	5	3	0	0	0	0	0	33.2	36	74	75.5	31	31.6	3	3.1	
1530	83	0	74	1	8	0	0	0	0	0	0		1530	0	0	1	4	20	31	19	8	0	0	0	0	0	0	32.8	37.6	58	69.9	27	32.5	0	0	
1545	108	1	93	1	12	1	0	0	0	0	0		1545	0	0	1	9	20	35	35	5	2	1	0	0	0	0	33	36	78	72.2	43	39.8	3	2.8	
1600	110	2	98	1	8	0	0	1	0	0	0		1600	5	2	2	13	18	45	17	8	2	0	0	0	0	0	30.4	38.5	72	65.5	27	24.5	2	1.8	
1615	119	1	107	1	9	1	0	0	0	0	0		1615	0	1	0	12	32	42	25	4	2	0	0	0	0	0	31	35	68	57.1	26	21.8	2	1.7	
1630	123	0	113	1	8	0	1	0	0	0	0		1630	1	2	3	13	34	48	18	4	0	0	0	0	0	0	30.3	36	70	56.9	22	17.9	0	0	
1645	124	1	111	0	11	1	0	0	0	0	0		1645	3	8	3	15	33	38	18	2	0	0	0	0	0	0	28.8	35.1	58	46.8	20	16.1	0	0	
1700	144	0	132	0	12	0	0	0	0	0	0		1700	11	6	11	13	36	52	20	1	0	0	0	0	0	0	28	34.2	73	50.7	21	14.6	0	0	
1715	133	0	124	0	9	0	0	0	0	0	0		1715	9	6	8	15	34	31	28	2	0	0	0	0	0	0	27.7	36.2	61	45.9	30	22.6	0	0	
1730	149	1	134	0	12	0	1	0	1	0	0		1730	0	0	3	7	44	56	27	11	1	0	0	0	0	0	31.8	36.9	95	63.8	39	26.2	1	0.7	
1745	153	0	141	1	11	0	0	0	0	0	0		1745	0	0	2	20	56	62	24	7	0	0	0	0	0	0	31.2	36.2	93	60.8	31	20.3	0	0	
1800	166	2	160	1	3	0	0	0	0	0	0		1800	0	0	3	17	50	61	21	2	2	0	0	0	0	0	30.4	34.7	86	51.8	25	15.1	2	1.2	
1815	132	1	125	0	6	0	0	0	0	0	0		1815	0	1	4	10	25	45	35	9	3	0	0	0	0	0	32.4	37.8	92	69.7	47	35.6	3	2.3	
1830	134	2	123	0	9	0	0	0	0	0	0		1830	1	1	0	1	18	61	48	4	1	1	0	0	0	0	33.9	38	115	85.8	54	40.3	2	1.5	
1845	105	1	95	0	9	0	0	0	0	0	0		1845	0	0	0	5	21	46	29	4	0	0	0	0	0	0	33	37.6	79	75.2	33	31.4	0	0	
1900	91	1	87	0	3	0	0	0	0	0	0		1900	0	0	0	0	5	50	23	9	3	0	1	0	0	0	35.4	39.4	86	94.5	36	39.6	4	4.4	
1915	72	2	70	0	0	0	0	0	0	0	0		1915	0	1	0	1	9	25	29	8	1	0	0	0	0	0	34.4	39.4	61	84.7	36	50	1	1.4	
1930	51	0	49	0	2	0	0	0	0	0	0		1930	0	0	0	0	2	16	20	8	4	1	0	0	0	0	37.8	41.5	49	96.1	33	64.7	5	9.8	
1945	49	0	48	0	1	0	0	0	0	0	0		1945	0	0	0	2	2	16	21	8	2	0	0	0	0	0	35.8	40.7	45	91.8	29	59.2	2	4.1	
2000	45	0	42	0	3	0	0	0	0	0	0		2000	0	0	0	0	6	15	19	4	1	0	0	0	0	0	35	39.5	39	86.7	24	53.3	1	2.2	
2015	43	0	42	0	1	0	0	0	0	0	0		2015	0	0	0	0	6	14	12	8	1	0	0	0	0	0	35.2	41.5	35	81.4	21	48.8	1	2.3	
2030	48	0	46	0	2	0	0	0	0	0	0		2030	0	0	0	1	5	20	14	6	1	1	0	0	0	0	34.9	40	42	87.5	22	45.8	2	4.2	
2045	29	0	29	0	0	0	0	0	0	0	0		2045	0	0	0	0	1	9	12	3	3	1	0	0	0	0	37.8	45	28	96.6	19	65.5	4	13.8	
2100	28	0	26	1	1	0	0	0	0	0	0		2100	0	0	0	0	5	11	8	4	0	0	0	0	0	0	34.3	39.8	23	82.1	12	42.9	0	0	
2115	32	0	31	0	1	0	0	0	0	0	0		2115	0	0	0	0	4	17	10	1	0	0	0	0	0	0	33.7	36.7	28	87.5	11	34.4	0	0	
2130	37	0	37	0	0	0	0	0	0	0	0		2130	0	0	0	0	7	11	13	5	1	0	0	0	0	0	34.8	39.2	30	81.1	19	51.4	1	2.7	
2145	21	0	21	0	0	0	0	0	0	0	0		2145	0	0	0	0	5	5	8	2	0	0	0	0	0	0	34.3	39.3	18	78.3	11	52.4	0	0	
2200	30	0	30	0	0	0	0	0	0	0	0		2200	0	0	0	1	4	15	8	2	0	0	0	0	0	0	33.8	38.7	25	83.3	10	33.3	1	3.3	
2215	34	0	33	0	1	0	0	0	0	0	0		2215	0	0	0	1	5	11	12	5	1	0	0	0	0	0	34.7	38.7	29	82.4	17	50	2	5.9	
2230	18	1	16	0	1	0	0	0	0	0	0		2230	0	0	0	0	5	4	4	2	1	0	0	0	0	0	33.3	38.5	12	57.9	7	36.8	1	5.3	
2245	16	0	16	0	0	0	0	0	0	0	0		2245	0	0	0	0	4	5	6	2	0	0	0	0	0	0	35	38.5	12	75	7	43.8	0	0	
2300	18	0	18	0	0	0	0	0	0	0	0		2300	0	0	0	0	2	2	5	4	2	0	0	0	0	0	37.4	42.5	16	88.9	14	77.8	0	0	
2315	10	0	10	0	0	0	0	0	0	0	0		2315	0	0	0	0	1	3	2	4	0	0	0	0	0	0	36.9	-	9	90	6	60	0	0	
2330	11	0	11	0	0	0	0	0	0	0	0		2330	0	0	0	0	0	4	5	1	1	0	0	0	0	0	35.5	38.5	11	100	7	63.6	1	9.1	
2345	8	0	8	0	0	0	0	0	0	0	0		2345	0	0	0	0	0	3	2	0	0	0	0	0	0	0	35.5	-	8	100	4	50	0	0	
07-19	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		07-19	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
06-22	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		06-22	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
06-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		06-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
00-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		00-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

29 June 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Ctr	Time	Vbin 0 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 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DfT	SL2% 45 DfT	Ext
0000	7	0	7	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	1	3	1	1	0	0	0	0	0	39.8	-	6	85.7	5	71.4	1	14.3	
0015	6	0	5	0	1	0	0	0	0	0	0		0015	0	0	0	0	0	1	2	1	1	1	0	0	0	0	41	-	6	100	5	83.3	2	33.3	
0030	4	0	4	0	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	2	1	1	0	0	0	0	0	38.5	-	4	100	4	100	0	0	



30 June 2017



1745	141	5	127	2	6	0	1	0	0	0	0		1745	0	1	8	9	41	47	28	6	1	0	0	0	0	0	31.1	37.8	82	58.2	35	24.8	1	0.7	
1800	143	1	136	1	5	0	0	0	0	0	0		1800	5	3	8	10	39	49	28	5	0	0	0	0	0	0	29.7	36.5	80	55.9	31	21.7	0	0	
1815	147	0	141	0	6	0	0	0	0	0	0		1815	0	1	1	10	40	52	37	6	0	0	0	0	0	0	32	37.4	95	64.6	43	29.3	0	0	
1830	87	1	79	2	4	1	0	0	0	0	0		1830	0	0	0	5	17	27	29	9	0	0	0	0	0	0	33.6	38.9	65	74.7	38	43.7	0	0	
1845	89	0	86	0	3	0	0	0	0	0	0		1845	0	0	0	1	4	39	31	12	2	0	0	0	0	0	35.7	40	84	94.4	45	50.6	2	2.2	
1900	73	0	70	0	3	0	0	0	0	0	0		1900	0	0	1	4	17	17	24	7	1	2	0	0	0	0	34	38.7	51	69.9	34	46.6	3	4.1	
1915	88	0	83	0	4	0	0	0	1	0	0		1915	0	0	0	2	6	32	35	12	1	0	0	0	0	0	35.3	39.4	80	90.9	46	51.5	1	1.1	
1930	59	1	54	0	4	0	0	0	0	0	0		1930	0	0	0	1	6	18	17	15	2	0	0	0	0	0	36.2	42.7	52	88.1	34	57.6	2	3.4	
1945	39	1	34	0	4	0	0	0	0	0	0		1945	0	0	0	0	2	17	13	8	1	0	0	0	0	0	36.4	40.7	37	94.9	20	51.3	1	2.6	
2000	62	0	58	0	4	0	0	0	0	0	0		2000	0	0	0	0	2	24	25	7	2	2	0	0	0	0	36.5	40.5	60	96.8	36	58.1	4	6.5	
2015	40	0	37	0	3	0	0	0	0	0	0		2015	0	0	0	1	4	11	14	7	2	1	0	0	0	0	36.5	41.2	35	87.5	24	60	3	7.5	
2030	29	0	27	1	1	0	0	0	0	0	0		2030	0	0	0	0	1	10	11	6	1	0	0	0	0	0	36.8	40.7	28	96.6	18	62.1	1	3.4	
2045	49	0	46	1	2	0	0	0	0	0	0		2045	0	0	0	0	6	17	17	7	0	2	0	0	0	0	38.1	41.8	43	87.8	26	53.1	2	4.1	
2100	47	0	45	0	2	0	0	0	0	0	0		2100	0	0	0	0	4	17	21	4	1	0	0	0	0	0	35.2	38.7	43	91.5	26	55.3	1	2.1	
2115	42	0	40	0	2	0	0	0	0	0	0		2115	0	0	0	2	9	14	14	2	1	0	0	0	0	0	33.8	37.8	31	73.8	17	40.5	1	2.4	
2130	32	0	31	0	1	0	0	0	0	0	0		2130	0	0	0	1	8	14	7	2	0	0	0	0	0	0	33	37.8	23	71.9	9	28.1	0	0	
2145	23	0	23	0	0	0	0	0	0	0	0		2145	0	0	0	0	2	12	7	1	1	0	0	0	0	0	34.4	36.7	21	91.3	9	39.1	1	4.3	
2200	25	1	24	0	0	0	0	0	0	0	0		2200	0	0	0	0	2	13	4	5	1	0	0	0	0	0	35.5	41.8	23	92	10	40	1	4	
2215	29	0	28	0	1	0	0	0	0	0	0		2215	0	0	0	0	6	8	9	6	0	0	0	0	0	0	34.9	40.6	21	72.4	15	51.7	0	0	
2230	24	0	23	0	1	0	0	0	0	0	0		2230	0	0	0	0	2	8	12	0	2	0	0	0	0	0	36.5	38.7	22	91.7	14	58.3	2	8.3	
2245	20	0	18	0	2	0	0	0	0	0	0		2245	0	0	0	0	3	8	7	3	0	0	1	0	0	0	36.7	41.2	17	85	11	55	1	5	
2300	26	1	24	0	1	0	0	0	0	0	0		2300	0	0	0	0	4	9	9	3	0	1	0	0	0	0	36.5	39.1	22	84.6	13	50	1	3.8	
2315	18	0	17	0	1	0	0	0	0	0	0		2315	0	0	0	0	0	8	5	4	1	0	0	0	0	0	36.7	41.4	18	100	10	55.6	1	5.6	
2330	14	0	12	0	2	0	0	0	0	0	0		2330	0	0	0	0	0	2	8	2	1	1	0	0	0	0	39	44.9	14	100	12	85.7	2	14.3	
2345	20	0	18	1	1	0	0	0	0	0	0		2345	0	0	0	0	0	8	6	2	1	1	0	0	0	0	37.5	41.4	20	100	12	60	2	10	
07-19	4146	12	3787	33	332	4	1	2	1	1	0		07-19	30	22	92	313	782	1486	1051	304	48	5	0	0	0	0	31.9	35	2577	85.4	1291	32.6	58	1.4	
06-22	4792	22	4335	35	376	4	1	2	2	1	0		06-22	30	22	95	335	861	1695	1275	374	67	15	0	0	0	0	34.4	38.5	3330	71.7	1730	36.3	66	1.4	
06-00	4958	22	4502	36	382	4	1	2	2	1	0		06-00	30	22	95	335	878	1736	1337	392	73	23	1	0	0	0	34.6	38.7	3557	72.2	1820	36.9	66	1.3	
00-00	5033	22	4572	36	394	4	1	2	2	1	0		00-00	30	22	95	335	882	1774	1371	416	102	23	1	0	0	0	34.6	38.7	3600	72.1	1866	37.0	107	2.1	

01 July 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	[illegible]	Time	Vbin 0 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 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DFT	BL2% 45 DFT	[illegible]
0000	17	0	17	0	0	0	0	0	0	0	0		0000	0	0	0	1	1	5	6	3	1	0	0	0	0	0	35.8	40.5	15	88.2	10	58.8	1	5.9	
0015	7	0	7	0	0	0	0	0	0	0	0		0015	0	0	0	0	1	1	2	3	0	0	0	0	0	0	37.5	-	6	85.7	5	71.4	0	0	
0030	9	0	8	0	1	0	0	0	0	0	0		0030	0	0	0	0	1	4	3	1	0	0	0	0	0	0	34.7	-	8	88.9	4	44.4	0	0	
0045	6	0	6	0	0	0	0	0	0	0	0		0045	0	0	0	0	0	1	3	1	1	0	0	0	0	0	38.7	-	6	100	5	83.3	1	16.7	
0100	7	0	7	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	1	3	1	2	0	0	0	0	0	40.9	-	7	100	6	85.7	2	28.6	
0115	8	0	8	0	0	0	0	0	0	0	0		0115	0	0	0	0	1	1	4	1	1	0	0	0	0	0	37.7	-	7	87.5	6	75	1	12.5	
0130	2	0	2	0	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	1	1	0	0	0	0	51.3	-	2	100	2	100	2	100	
0145	3	0	2	0	1	0	0	0	0	0	0		0145	0	0	0	0	0	2	1	0	0	0	0	0	0	0	33.8	-	3	100	1	33.3	0	0	
0200	9	0	8	0	1	0	0	0	0	0	0		0200	0	0	0	1	1	0	3	3	1	0	0	0	0	0	37.8	-	7	77.8	7	77.8	1	11.1	
0215	4	0	4	0	0	0	0	0	0	0	0		0215	0	0	0	0	1	0	0	0	2	1	0	0	0	0	46	-	3	75	3	75	3	75	
0230	3	0	2	0	1	0	0	0	0	0	0		0230	0	0	0	0	0	3	0	0	0	0	0	0	0	0	33.9	-	3	100	0	0	0	0	
0245	2	0	1	0	1	0	0	0	0	0	0		0245	0	0	0	0	0	0	2	0	0	0	0	0	0	0	39.8	-	2	100	2	100	0	0	
0300	2	0	2	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	1	1	0	0	0	0	0	45.8	-	2	100	2	100	1	50	
0315	2	0	2	0	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	2	0	0	0	0	0	0	45.2	-	2	100	2	100	0	0	
0330	3	0	3	0	0	0	0	0	0	0	0		0330	0	0	0	0	1	1	1	0	0	0	0	0	0	0	33	-	2	66.7	1	33.3	0	0	
0345	2	0	2	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	2	0	0	0	0	54.4	-	2	100	2	100	2	100	
0400	1	0	0	0	1	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	42.8	-	1	100	1	100	0	0	
0415	1	0	1	0	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	1	0	0	0	0	0	0	42.2	-	1	100	1	100	0	0	
0430	3	0	1	0	2	0	0	0	0	0	0		0430	0	0	0	0	1	0	2	0	0	0	0	0	0	0	34.9	-	2	66.7	2	66.7	0	0	
0445	2	0	2	0	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	2	0	0	0	0	0	0	0	37.8	-	2	100	2	100	0	0	
0500	2	0	2	0	0	0	0	0	0	0	0		0500	0	0	0	0	0	2	0	0	0	0	0	0	0	0	33.6	-	2	100	0	0	0	0	
0515	1	0	1	0	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41.9	-	1	100	1	100	0	0	
0530	8	0	6	0	2	0	0	0	0	0	0		0530	0	0	0	0	1	2	3	2	0	0	0	0	0	0	36.5	-	7	87.5	5	62.5	0	0	
0545	4	0	3	0	1	0	0	0	0	0	0		0545	0	0	0	0	0	0	4	0	0	0	0	0	0	0	36.7	-	4	100	4	100	0	0	
0600	5	0	5	0	0	0	0	0	0	0	0		0600	0	0	0	0	1	2	0	2	0	0	0	0	0	0	36.8	-	4	80	2	40	0	0	
0615	8	0	6	0	2	0	0	0	0	0	0		0615	0	0	0	0	0	1	4	0	3	0	0	0	0	0	41.3	-	8	100	7	87.5	3	37.5	
0630	10	0	9	0	1	0	0	0	0	0	0		0630	0	0	0	0	1	2	2	4	1	0	0	0	0	0	39.6	-	9	90	7	70	1	10	
0645	12	0	12	0	0	0	0	0	0	0	0		0645	0	0	0	0	0	1	8	2	1	0	0	0	0	0	39.7	40.7	12	100	11	91.7	1	8.3	
0700	14	0	12	0	2	0	0	0	0	0	0		0700	0	0	0	0	1	1	4	6	2	0	0	0	0	0	40.8	43.4	13	92.9	12	85.7	2	14.3	
0715	20	0	18	0	2	0	0	0	0	0	0		0715	0	0	0	0	0	5	6	7	1	1	0	0	0	0	39.2	44.1	20	100	15	75	2	10	
0730	11	0	8	0	3	0	0	0	0	0	0		0730	0	0	0	0	1	2	5	2	0	0	1	0	0	0	40	41.2	10	90.9	8	72.7	1	9.1	
0745	36	1	30	0	4	0	0	0	1	0	0		0745	0	0	0	1	6	11	7	8	3	0	0	0	0	0	35.6	43.2	30	83.3	19	52.8	2	5.6	
0800	26	0	21	0	5	0	0	0	0	0	0		0800	0	0	0	0	1	7	10	6	2	0	0	0	0	0	37.8	42.3	25	96.2	18	69.2	2	7.7	
0815	41	1	38	1	1	0	0	0	0	0	0		0815	0	0	0	1	1	12	17	7	3	0	0	0	0	0	37.1	42.3	39	95.1	27	65.9	3	7.3	
0830	31	1	28	0	1	0	0	1	0	0	0		0830	0	0	0	0	3	9	12	5	1	1	0	0	0	0	38.6	40.7	28	90.3	19	61.3	2	6.5	
0845	46	3	38	0	5	0	0	0	0	0	0		0845	1	0	0	1	5	8	21	9	1	0	0	0	0	0	35.9	40.7	39	84.8	31	67.4	1	2.2	
0900	39	0	35	0	4	0	0	0	0	0	0		0900	0	0	0	0	1	19	15	4	0	0	0	0	0	0	35.4	38.7	38	97.4	19	48.7	0	0	
0915	38	1	36	0	0	0	0	1	0	0	0		0915	0	0	0	0	1	15	15	5	1	1	0	0	0	0	38.9	40	37	97.4	22	57.9	2	5.3	
0930	69	1	63	0	5	0	0	0	0	0	0		0930	0	0	0	0	2	26	31	8	2	0	0	0	0	0	38.1	39.8	67	97.1	41	59.4	2	2.9	
0945	45	0	41	0	4	0	0	0	0	0	0		0945	0	0	0	0	0	19	17	8	1	0	0	0	0	0	38.6	41.4	45	100	26	57.8	1	2.2	
1000	61	0	59	0	2	0	0	0	0	0	0		1000	0	0	0	0	3	20	24	13	1	0	0	0	0	0	35.7	40.3	55	90.2	35	57.4	1	1.6	
1015	74	0	72	0	2	0	0	0	0	0	0		1015	0	0	0	2	13	32	18	9	0	0	0	0	0	0	33.9	38.9	59	79.7	27	36.5	0	0	
1030	80	1	75	1	3	0	0	0	0	0	0		1030	2	1	0	5	17	31	20	4	0	0	0	0	0	0	31.8	36.7	55	68.8	24	30	0	0	
1045	75	0	73	0	2	0	0	0	0	0	0		1045	0	0	0	0	9	36	24	6	0	0	0	0	0	0	34.2	36	66	88	30	40	0	0	
1100	80	1	74	0	5	0	0	0	0	0	0		1100	0	0	0	6	17	40	15	3	0	1	0	0	0	0	32.1	36.2	57	71.3	17	21.3	1	1.3	
1115	72	1	69	0	2	0	0	0	0	0	0		1115	2	2	1	0	13	37	13	4	0	0	0	0	0	0	31.3	35.6	54	75	17	23.6	0	0	
1130	74	1	70	1	2	0	0	0	0	0	0		1130	0	0	0	0	18	27	25	2	3	0	0	0	0	0	35.9	39	58	78.4	31	41.9	3	4.1	
1145	100	3	89	1	6	0	1	0	0	0	0		1145	1	0	4	9	27	48	8	2	1	0	0	0	0	0	30.1	34	50	50	11	11	1	1	
1200	100	1	96	1	2	0	0	0	0	0	0		1200	0	0	1	6	21	39	27	6	0	0	0	0	0	0	32.9	37.8	72	72	33	33	1	1	
1215	123	1	111	0	10	1	0	0	0	0	0		1215	16	11	2	13	19	35	22	5	0	0	0	0	0	0	28.8	36.7	62	50.4	27	22	0	0	
1230	76	0	72	1	3	0	0	0	0	0	0		1230	0	0	1	2	11	29	27	5	1	0	0	0	0	0	34.1	38.9	62	81.6	33	43.4	1	1.3	
1245	77	0	73	1	3	0	0	0	0	0	0		1245	0	0	0	1	8	32	29	6	1	0	0	0	0	0	35.1	38	70	90.9	38	49.4	1	1.3	
1300	82	2	77	0	2	0	0	0	1	0	0		1300	0	0	1	1	10	37	25	7	1	0	0	0	0	0	34.4	39.4	70	85.4	33	40.2	1	1.2	
1315	84	1	79	1	3	0	0	0	0	0	0		1315	0	0	0	1	12	40	23	7	0	1	0	0	0	0	34.1	38.9	71	84.5	31	36.9	1	1.2	
1330	80	1	72	0	7	0	0	0	0	0	0		1330	0	0	0	0	14	37	21	8	0	0	0	0	0	0	34.1	37.8	66	82.5	29	36.3	0	0	
1345	90	0	84	0	6	0	0	0	0	0	0		1345	0	0	0	1	9	34	33	12	1	0	0	0	0	0	35	39.8	80	88.9	46	51.1	1	1.1	
1400	79	1	77	0	1	0	0	0	0	0	0		1400	0	0	1	4	5	36	21	9	1	0	0	0	0	0	34	38.7	69	87.3	31	39.2	1	1.3	
1415	80	2	75	0	3	0	0	0	0	0	0		1415	0	0	0	1	9	26	33	10	1	0	0	0	0	0	35.2	39.6	70	87.5	44	55	1	1.3	
1430	75	1	67	0	7	0	0	0	0	0	0		1430	0	0	0	1	14	36	16	5	3	0	0	0	0	0	33.9	36	60	80	24	32	3	4	
1445	72	0	66	3	3	0	0	0	0	0	0		1445	0	0	0	1	8	30	23	10	0	0	0	0	0	0	34.8	38.9	63	87.5	33	45.8	0	0	
1500	75	0	72	0	3	0	0	0	0	0	0		1500	0	0	0	0	5	47	14	7	2	0	0	0	0	0	34.8	37.4	70	93.3	23	30.7	2	2.7	
1515	88	1	81	1	4	0	0	0	1	0	0		1515	0	0	2	0	21	39	20	5	1	0	0	0	0	0	32.5	37.6	66	75	26	29.5	1	1.1	
1530	80	0	76	0	4	0	0	0	0	0	0		1530	0	0	0	0	5	32	31	12	0	0	0	0	0	0	35.5	39.5	75	93.8	43	53.8	0	0	
1545	72	1	66	2	3	0	0	0	0	0	0		1545	0	0	0	4	11	32	20	5	0	0	0	0	0	0	33.4	37.4	57	79.2	25	34.7	0	0	
1600	74	1	72	0	1	0	0	0	0	0	0		1600	0	0	0	0	13	29	27	4	1	0	0	0	0	0	34.3	38.3	61	82.4	32	43.2	1	1.4	
1615	82	0	76	0	6	0	0	0	0	0	0		1615	0	0	0	0	3	41	34	3	1	0	0	0	0	0	34.8	37.8	79	96.3	38	46.3	1	1.2	
1630	74	2	68	0	4	0	0	0	0	0	0		1630	0	0	0	0	8	30	27	7	1	1	0	0	0	0	35.3	39.9	66	89.2	36	48.6	2	2.7	
1645	78	1	69	1	7	0	0	0	0	0	0		1645	0	0	0	0	6	32	24	6	8	0	0	0	0	0	35.8	40.7	70	89.7	38	48.7	6	7.7	
1700	72	0	70	0	2	0	0	0	0	0	0		1700	0	0	0	0	26	28	12	6	0	0	0	0	0	0	33.2	38.3	52	72.2	24	33.3	0	0	
1715	69	0	68	0	1	0	0	0	0	0	0		1715	0	0	0	1	2	29	25	10	2	0	0	0	0	0	38.1	40.3	66	95.7	37	53.6	2	2.9	
1730	62	0	58	0	4	0	0	0	0	0	0		1730	0	0	0	0	3	27	22	9	1	0	0	0	0	0	35.5	40	59	95.2	32	51.6	1	1.6	
1745	75	0	74	0	1	0	0	0	0	0	0		1745	0	0	0	1	11	28	24	7	3	1	0	0	0	0	34.9	39.8	63	84	35	46.7	4	5.3	
1800	73	1	70	0	1	0	0	0	1	0	0		1800	0	0	0	0	11	33	25	3	1	0	0	0	0	0	34.2	37.6	62	84.9	29	39.7	1	1.4	
1815	76	0	73	0	3	0	0	0	0	0	0		1815	0	0	0	6	8	29	30	3	2	0	0	0	0	0	34.2	36	64	84.2	35	46.1	2	2.6	
1830	65	0	62	0	3	0	0	0	0	0	0		1830	0	0	0	0	7	29	23	6	0	0	0	0	0	0	35.2	39.1	58	89.2	29	44.6	0	0	
1845	57	1	56	0	0	0	0	0	0	0	0		1845	0	0	0	0	3	22	21	9	2	0	0	0	0	0	35.2	40.9	54	94.7	32	56.1	2	3.5	
1900	45	0	42	1	2	0	0	0	0	0	0		1900	0	0	0	0	6	13	15	8	1	0	0	0	0	0	38	41.2	40	88.9	27	60	1	2.2	
1915	61	0	60	0	1	0	0	0	0	0	0		1915	0	0	0	0	10	26	14	7	3	1	0	0	0	0	35.2	41.2	51	83.6	25	41	4	6.6	
1930	43	0	42	0	1	0	0	0	0	0	0		1930	0	0	0	0	3	12	14	10	3	1	0	0	0	0	37.7	42.5	40	93	28	65.1	4	9.3	
1945	33	0	32	1	0	0	0	0	0	0	0		1945	0	0	0	0	3	13	9	7	0	1	0	0	0	0	35.9	41.2	30	90.9	17	51.5	1	3	
2000	35	0	32	0	3	0	0	0	0	0	0		2000	0	0	0	0	3	11	18	3	0	0	0	0	0	0	35.3	39.1	32	91.4	21	60	0	0	
2015	34	0	33	0	1	0	0	0	0	0	0		2015	0	0	0	0	3	13	14	4	0	0	0	0	0	0	35.5	38.9	31	91.2	18	52.9	0	0	
2030	23	0	23	0	0	0	0	0	0	0	0		2030	0	0	0	1	4	8	8	2	3	1	0	0	0	0	35.9	47	18	78.3	12	52.2	4	17.4	
2045	27	0	26	0	1	0	0	0	0	0	0		2045	0	0	0	0	2	6	14	4	0	1	0	0	0	0	38.7	40	25	92.6	19	70.4	1	3.7	
2100	24	0	22	0	2	0	0	0	0	0	0		2100	0	0	0	0	3	7	7	6	0	1	0	0	0	0	38.4	41.4	21	87.5	14	58.3	1	4.2	
2115	33	1	32	0	0	0	0	0	0	0	0		2115	0	0	0	0	2	15	10	6	0	0	0	0	0	0	35.4	40	31	93.9	16	48.5	0	0	
2130	36	0	36	0	0	0	0	0	0	0	0		2130	0	0	0	1	9	16	7	3	0	0	0	0	0	0	32.8	36.3	26	72.2	10	27.8	0	0	
2145	24	0	24	0	0	0	0	0	0	0	0		2145	0	0	0	0	2	17	4	0	1	0	0	0	0	0	33.4	35.3	22	91.7	5	20.8	1	4.2	
2200	22	0	22	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	9	11	1	1	0	0	0	0	0	36.1	38.6	22	100	13	59.1	1	4.5	
2215	22	0	22	0	0	0	0	0	0	0	0		2215	0	0	0	0	2	9	5	3	3	0	0	0	0	0	36.8	43.6	20	90.9	11	50	3	13.6	
2230	28	1	27	0	0	0	0	0	0	0	0		2230	0	0	0	0	5	12	11	0	0	0	0	0	0	0	33.5	38.7	23	82.1	11	39.3	0	0	
2245	12	0	11	0	1	0	0	0	0	0	0		2245	0	0	0	0	1	5	4	2	0	0	0	0	0	0	35.3	37.6	11	91.7	6	50	0	0	
2300	18	1	17	0	0	0	0	0	0	0	0		2300	0	0	0	0	3	8	5	2	0	0	0	0	0	0	34.2	39.4	15	83.3	7	38.9	0	0	
2315	18	0	18	0	0	0	0	0	0	0	0		2315	0	0	0	0	0	6	7	5	0	0	0	0	0	0	37.9	41.5	18	100	12	66.7	0	0	
2330	21	0	20	0	1	0	0	0	0	0	0		2330	0	0	0	0	3	9	6	3	0	0	0	0	0	0	34.5	38.5	18	85.7	9	42.9	0	0	
2345	18	0	18	0	0	0	0	0	0	0	0		2345	0	0	0	0	1	6	9	0	1	1	0	0	0	0	38.3	37.8	17	94.4	11	61.1	2	11.1	
07-19	4322	56	4007	35	165	1	1	0	4	0	0		07-19	22	14	14	60	414	1005	900	314	54	7	1	6	0	0	34.2	39.3	2300	85.6	1361	42.9	62	1.9	
06-22	3279	54	5443	37	175	1	1	2	4	0	0		06-22	22	14	14	70	465	1400	1130	395	76	13	1	6	0	0	34.4	39.4	3090	84.1	1604	45.0	94	2.3	
06-00	3334	56	5598	37	175	1	1	2	4	0	0		06-00	22	14	14	70	495	1550	1190	395	75	13	1	6	0	0	34.4	39.4	3234	84.4	1604	45.9	94	2.3	
00-00	3842	55	5695	37	195	1	1	2	4	0	0		00-00	22	14	14	72	496	1573	1222	415	85	12	1	6	0	0	34.5	39.6	3321	84.5	1756	44.8	104	2.6	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	[illegible]	Time	Vbin 0 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 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DFT	BL2% 45 DFT	[illegible]
0000	10	0	9	0	1	0	0	0	0	0	0		0000	0	0	0	0	2	5	2	1	0	0	0	0	0	0	33.9	-	8	80	3	30	0	0	
0015	14	0	13	0	1	0	0	0	0	0	0		0015	0	0	0	0	0	4	8	0	1	1	0	0	0	0	38.4	39.8	14	100	10	71.4	2	14.3	
0030	11	2	9	0	0	0	0	0	0	0	0		0030	0	0	2	1	0	4	3	1	0	0	0	0	0	0	30.9	37.8	8	72.7	4	36.4	0	0	
0045	13	0	13	0	0	0	0	0	0	0	0		0045	0	0	0	0	2	3	6	2	0	0	0	0	0	0	35.7	38.9	11	84.6	8	61.5	0	0	
0100	7	0	7	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	2	2	2	0	1	0	0	0	0	38.7	-	7	100	5	71.4	1	14.3	
0115	4	0	3	0	1	0	0	0	0	0	0		0115	0	0	0	0	0	1	3	0	0	0	0	0	0	0	37	-	4	100	3	75	0	0	
0130	9	0	8	0	1	0	0	0	0	0	0		0130	0	0	0	0	0	4	1	4	0	0	0	0	0	0	37.5	-	9	100	5	55.6	0	0	
0145	12	0	8	0	4	0	0	0	0	0	0		0145	0	0	0	1	2	3	3	2	1	0	0	0	0	0	35.6	40.7	9	75	6	50	1	8.3	
0200	8	0	6	0	2	0	0	0	0	0	0		0200	0	0	0	0	1	4	1	2	0	0	0	0	0	0	35.9	-	7	87.5	3	37.5	0	0	
0215	3	0	3	0	0	0	0	0	0	0	0		0215	0	0	0	0	1	0	1	1	0	0	0	0	0	0	37.7	-	2	66.7	2	66.7	0	0	
0230	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	5	0	5	0	0	0	0	0	0	0	0		0245	0	0	0	0	0	2	3	0	0	0	0	0	0	0	35.4	-	5	100	3	60	0	0	
0300	3	0	3	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	2	1	0	0	0	0	0	0	0	34.8	-	3	100	1	33.3	0	0	
0315	1	0	1	0	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	1	0	0	0	0	0	0	44.5	-	1	100	1	100	0	0	
0330	2	0	2	0	0	0	0	0	0	0	0		0330	0	0	0	0	1	0	0	0	1	0	0	0	0	0	38.8	-	1	50	1	50	1	50	
0345	3	0	3	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	2	0	1	0	0	0	0	0	40.8	-	3	100	3	100	1	33.3	
0400	2	0	2	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	1	0	1	0	0	0	0	0	0	38.5	-	2	100	1	50	0	0	
0415	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		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	1	0	0	0	0	0	0	42.1	-	1	100	1	100	0	0	
0500	4	0	3	0	1	0	0	0	0	0	0		0500	0	0	0	0	1	0	0	1	1	1	0	0	0	0	42.9	-	3	75	3	75	2	50	
0515	5	0	5	0	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	3	2	0	0	0	0	0	0	39.2	-	5	100	5	100	0	0	
0530	1	0	0	0	1	0	0	0	0	0	0		0530	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.7	-	1	100	1	100	0	0	
0545	3	0	1	0	2	0	0	0	0	0	0		0545	0	0	0	0	0	0	1	1	1	0	0	0	0	0	42.8	-	3	100	3	100	1	33.3	
0600	3	0	3	0	0	0	0	0	0	0	0		0600	0	0	0	0	0	1	0	2	0	0	0	0	0	0	37.9	-	3	100	2	66.7	0	0	
0615	6	0	4	0	2	0	0	0	0	0	0		0615	0	0	0	0	0	2	1	2	1	0	0	0	0	0	39.4	-	6	100	4	66.7	1	16.7	
0630	12	0	11	0	1	0	0	0	0	0	0		0630	0	0	0	0	0	3	2	2	4	1	0	0	0	0	42.2	48.5	12	100	9	75	5	41.7	
0645	5	0	5	0	0	0	0	0	0	0	0		0645	0	0	0	0	0	0	4	0	1	0	0	0	0	0	39.7	-	5	100	5	100	1	20	
0700	14	1	12	0	1	0	0	0	0	0	0		0700	0	0	0	1	1	2	2	4	3	1	0	0	0	0	40	47.2	12	85.7	10	71.4	4	28.6	
0715	5	0	4	0	1	0	0	0	0	0	0		0715	0	0	0	0	0	0	3	1	1	0	0	0	0	0	39	-	5	100	5	100	1	20	
0730	13	0	11	0	2	0	0	0	0	0	0		0730	0	0	0	0	2	5	4	1	1	0	0	0	0	0	35	39.8	11	84.6	6	46.2	1	7.7	
0745	22	1	20	0	1	0	0	0	0	0	0		0745	0	0	1	0	4	3	8	5	3	0	0	0	0	0	38.5	44.7	17	77.3	14	63.6	3	13.8	

0800	17	0	15	0	2	0	0	0	0	0	0	0800	0	0	0	0	1	7	7	1	1	0	0	0	0	0	35.7	38.9	16	94.1	9	52.9	1	5.9
0815	10	0	10	0	0	0	0	0	0	0	0	0815	0	0	0	0	1	2	3	2	2	0	0	0	0	0	38	-	9	90	7	70	2	20
0830	30	0	29	0	0	0	0	0	1	0	0	0830	0	0	0	0	5	11	8	5	2	1	0	0	0	0	38.3	42.3	25	83.3	14	46.7	3	10
0845	22	1	20	0	1	0	0	0	0	0	0	0845	0	0	0	0	0	9	11	1	1	0	0	0	0	0	36.5	38.5	22	100	13	59.1	1	4.5
0900	29	0	28	0	1	0	0	0	0	0	0	0900	0	0	0	0	3	13	8	4	1	0	0	0	0	0	36.4	39.6	28	96.7	13	44.8	1	3.4
0915	33	0	29	0	4	0	0	0	0	0	0	0915	0	0	0	0	3	5	16	8	1	0	0	0	0	0	37	40.9	30	90.9	25	75.8	1	3
0930	32	0	32	0	0	0	0	0	0	0	0	0930	0	0	0	0	2	12	12	5	1	0	0	0	0	0	36.5	40.5	30	93.8	18	56.3	1	3.1
0945	49	1	43	0	4	0	1	0	0	0	0	0945	0	0	0	1	1	24	14	9	0	0	0	0	0	0	35.4	40	47	95.9	23	46.9	0	0
1000	47	1	45	1	0	0	0	0	0	0	0	1000	0	1	0	0	4	19	15	7	1	0	0	0	0	0	35	40.5	42	89.4	23	48.9	1	2.1
1015	51	1	50	0	0	0	0	0	0	0	0	1015	0	0	0	1	7	17	19	7	0	0	0	0	0	0	34.7	39.4	43	84.3	26	51	0	0
1030	51	0	48	1	2	0	0	1	0	0	0	1030	0	0	0	0	14	17	15	4	0	1	0	0	0	0	33.9	39	37	72.5	20	39.2	1	2
1045	74	0	72	0	2	0	0	0	0	0	0	1045	0	0	1	4	8	29	25	5	3	0	0	0	0	0	34.1	37.5	63	85.1	34	45.9	3	4.1
1100	74	0	73	0	1	0	0	0	0	0	0	1100	0	0	0	2	10	28	28	5	1	0	0	0	0	0	34.6	39.8	62	83.8	36	48.6	1	1.4
1115	69	0	65	0	4	0	0	0	0	0	0	1115	0	0	0	0	7	29	25	7	1	0	0	0	0	0	34.9	39.4	62	89.9	33	47.8	1	1.4
1130	71	1	64	0	6	0	0	0	0	0	0	1130	0	0	0	0	11	28	22	8	1	1	0	0	0	0	35	39.8	60	84.5	32	45.1	2	2.8
1145	94	1	87	2	4	0	0	0	0	0	0	1145	1	0	3	8	9	27	39	7	2	0	0	0	0	0	33.8	39.1	75	79.8	48	51.1	2	2.1
1200	88	2	84	1	1	0	0	0	0	0	0	1200	0	0	7	2	7	34	27	6	3	0	0	0	0	0	33.8	39.4	72	81.8	38	43.2	3	3.4
1215	88	1	82	1	4	0	0	0	0	0	0	1215	0	0	0	0	16	33	28	10	0	1	0	0	0	0	34.7	39.1	72	81.8	39	44.3	1	1.1
1230	93	0	91	0	2	0	0	0	0	0	0	1230	0	0	0	3	25	31	24	7	0	0	0	0	0	0	32.8	37.8	62	66.7	31	33.3	0	0
1245	93	0	87	0	5	0	0	0	0	0	0	1245	0	0	0	7	19	36	22	8	1	0	0	0	0	0	33.1	38.3	67	72	31	33.3	1	1.1
1300	94	2	88	1	3	0	0	0	0	0	0	1300	4	1	1	11	17	38	21	3	0	0	0	0	0	0	30.7	36.9	60	63.8	24	25.5	0	0
1315	74	3	67	2	2	0	0	0	0	0	0	1315	0	0	0	2	14	29	20	7	2	0	0	0	0	0	33.8	38.9	58	78.4	29	39.2	2	2.7
1330	68	0	60	0	8	0	0	0	0	0	0	1330	0	0	0	0	3	28	23	8	5	1	0	0	0	0	36.2	40.5	65	95.6	36	53	6	8.8
1345	71	0	68	0	3	0	0	0	0	0	0	1345	0	0	0	2	15	33	16	5	0	0	0	0	0	0	33	38.9	54	76.1	21	29.6	0	0
1400	71	0	69	0	2	0	0	0	0	0	0	1400	0	0	0	1	18	32	16	3	2	1	0	0	0	0	34.2	40.5	54	76.1	22	31	3	4.2
1415	78	0	69	0	8	0	1	0	0	0	0	1415	0	0	0	0	11	27	29	7	2	0	0	0	0	0	35.1	39.6	65	85.5	39	50	2	2.6
1430	70	3	63	0	3	0	0	1	0	0	0	1430	0	2	0	4	18	29	15	3	1	0	0	0	0	0	32	37.5	48	68.6	19	27.1	1	1.4
1445	61	0	57	0	3	0	0	1	0	0	0	1445	0	0	0	0	4	23	23	10	1	0	0	0	0	0	36	40	57	93.4	34	55.7	1	1.6
1500	69	0	65	0	4	0	0	0	0	0	0	1500	0	0	0	0	5	33	24	6	1	0	0	0	0	0	34.8	38.3	64	92.8	31	44.9	1	1.4
1515	78	0	74	0	4	0	0	0	0	0	0	1515	0	0	0	0	13	28	25	6	4	0	0	0	0	0	35.2	39.8	65	83.3	37	47.4	4	5.1
1530	74	1	72	0	1	0	0	0	0	0	0	1530	0	0	0	0	9	23	32	10	0	0	0	0	0	0	35.4	39.8	65	87.8	42	56.8	0	0
1545	76	1	74	0	1	0	0	0	0	0	0	1545	0	0	0	0	6	28	33	10	1	0	0	0	0	0	35.7	39.8	70	92.1	44	57.9	1	1.3
1600	71	0	68	0	3	0	0	0	0	0	0	1600	0	0	0	0	5	38	22	4	0	0	0	0	0	0	34	37.4	62	87.3	26	36.6	0	0
1615	65	0	62	0	3	0	0	0	0	0	0	1615	0	0	0	0	6	22	31	3	3	0	0	0	0	0	35.7	38.9	59	90.8	37	56.9	3	4.6
1630	64	0	61	2	1	0	0	0	0	0	0	1630	0	0	3	2	11	32	14	2	0	0	0	0	0	0	31.5	38.2	48	75	16	25	0	0
1645	77	0	72	0	5	0	0	0	0	0	0	1645	1	1	0	1	24	27	15	8	0	0	0	0	0	0	32.1	38.3	50	64.9	23	29.9	0	0
1700	51	0	50	0	1	0	0	0	0	0	0	1700	0	0	0	0	3	23	15	9	1	0	0	0	0	0	36.8	40.6	48	94.1	25	49	1	2
1715	82	1	75	0	5	0	1	0	0	0	0	1715	2	0	3	1	11	38	22	7	0	0	0	0	0	0	32.7	37.6	65	79.3	29	35.4	0	0
1730	68	0	66	0	1	0	0	0	0	1	0	1730	0	0	0	1	10	28	24	4	1	0	0	0	0	0	34.1	38.9	57	83.8	29	42.6	1	1.5
1745	57	2	54	0	1	0	0	0	0	0	0	1745	0	0	0	1	10	20	17	5	4	0	0	0	0	0	35	39.6	46	80.7	26	45.6	4	7
1800	47	1	44	0	1	0	0	0	0	1	0	1800	0	0	0	0	1	15	25	6	0	0	0	0	0	0	36.3	39.4	46	97.9	31	66	0	0
1815	63	2	58	0	3	0	0	0	0	0	0	1815	0	0	1	1	9	27	17	4	3	1	0	0	0	0	34.5	39.4	52	82.5	25	39.7	4	6.3
1830	54	2	50	0	2	0	0	0	0	0	0	1830	0	0	0	0	8	20	15	8	4	0	0	0	0	0	35.7	42.9	46	85.2	28	51.9	4	7.4
1845	52	0	51	0	1	0	0	0	0	0	0	1845	0	0	0	0	3	15	24	8	2	0	0	0	0	0	35.7	40	49	94.2	34	65.4	2	3.8
1900	50	0	50	0	0	0	0	0	0	0	0	1900	0	1	3	1	2	11	21	10	1	0	0	0	0	0	34.9	40.7	43	86	32	64	1	2
1915	42	0	40	0	2	0	0	0	0	0	0	1915	0	0	1	0	0	10	15	13	2	0	0	0	0	1	39.3	42.9	41	97.6	31	73.8	3	7.1
1930	48	0	47	1	0	0	0	0	0	0	0	1930	0	0	0	0	3	21	16	5	3	0	0	0	0	0	35.9	40	45	93.8	24	50	4	8.3
1945	37	0	33	1	3	0	0	0	0	0	0	1945	0	0	0	0	0	18	16	5	0	0	0	0	0	0	38	38.5	37	100	21	56.8	0	0
2000	27	1	25	0	1	0	0	0	0	0	0	2000	0	0	1	0	3	11	6	4	3	0	0	0	0	0	35.1	41.8	23	85.2	12	44.4	3	11.1
2015	31	0	31	0	0	0	0	0	0	0	0	2015	0	0	0	0	1	15	7	6	1	1	0	0	0	0	36.7	40.7	30	96.8	15	48.4	2	6.5
2030	28	0	28	0	0	0	0	0	0	0	0	2030	0	0	0	1	5	12	4	2	1	0	0	0	0	0	33.3	37.1	19	73.1	7	25.9	1	3.8
2045	33	0	31	0	2	0	0	0	0	0	0	2045	0	0	0	0	0	15	16	1	1	0	0	0	0	0	35.9	39.1	33	100	18	54.5	1	3
2100	22	0	20	0	2	0	0	0	0	0	0	2100	0	0	0	0	4	7	7	2	1	1	0	0	0	0	35.9	40.9	18	81.8	11	50	2	9.1
2115	31	0	28	0	3	0	0	0	0	0	0	2115	0	0	0	0	0	12	14	3	2	0	0	0	0	0	36.7	39.6	31	100	19	61.3	2	6.5
2130	30	0	30	0	0	0	0	0	0	0	0	2130	0	0	0	0	4	12	9	3	0	2	0	0	0	0	35.8	39.5	26	86.7	14	46.7	2	6.7
2145	18	0	17	0	1	0	0	0	0	0	0	2145	0	0	0	0	0	6	9	2	1	0	0	0	0	0	36.4	38.5	18	100	12	66.7	1	5.6
2200	18	0	18	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	9	5	2	1	0	0	0	0	0	38	39.5	18	100	9	50	1	5.6
2215	15	0	15	0	0	0	0	0	0	0	0	2215	0	0	0	0	1	6	5	1	1	1	0	0	0	0	37.2	41.5	14	93.3	8	53.3	2	13.3
2230	17	0	15	0	2	0	0	0	0	0	0	2230	0	0	1	0	4	3	5	4	1	1	0	0	0	0	35.7	42.1	12	70.6	9	52.9	2	11.8
2245	18	0	18	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	7	6	5	0	0	0	0	0	0	35.4	40.9	18	100	11	61.1	0	0
2300	17	0	17	0	0	0	0	0	0	0	0	2300	0	0	0	0	3	2	6	5	0	1	0	0	0	0	37.1	41.8	14	82.4	12	70.6	1	5.9
2315	9	1	8	0	0	0	0	0	0	0	0	2315	0	0	0	0	2	3	3	1	0	0	0	0	0	0	34.1	-	7	77.8	4	44.4	0	0
2330	11	0	8	0	3	0	0	0	0	0	0	2330	0	0	0	0	2	7	0	2	0	0	0	0	0	0	33.9	34.7	9	81.8	2	18.2	0	0
2345	7	0	7	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	2	5	0	0	0	0	0	0	0	38.4	-	7	100	5	71.4	0	0
07-19	2800	25	2636	11	115	6	2	3	1	2	0	07-19	9	5	20	24	393	1067	824	296	67	2	0	0	0	0	34.4	39.4	2220	82.5	1353	44.2	75	2.7
06-22	3221	35	3037	12	135	6	2	3	1	2	0	06-22	9	6	25	26	416	1321	1040	245	59	13	0	0	0	1	34.7	39.8	2719	84.1	1468	45.2	105	3.3
06-00	3322	35	3140	12	137	6	2	3	1	2	0	06-00	9	6	26	26	420	1360	1074	265	59	16	0	0	0	1	34.7	39.8	2809	84.5	1540	45.5	109	3.3
00-00	3484	35	3346	12	151	6	2	3	1	2	0	00-00	9	6	26	26	430	1396	1116	265	60	16	0	0	0	1	34.8	39.8	2916	84.5	1621	45.3	115	3.4

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-150	Mean	Vpp 85	#PSL 30	%PSL 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DFT	BL2% 45 DFT
0000	8	0	5	0	1	0	0	0	0	0	0	0000	0	0	0	0	0	1	4	1	0	0	0	0	0	0	36.5	-	6	100	5	83.3	0	0
0015	5	0	5	0	0	0	0	0	0	0	0	0015	0	0	0	0	2	1	1	1	0	0	0	0	0	0	34	-	3	60	2	40	0	0
0030	3	0	3	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	2	0	0	0	1	0	0	0	0	37.9	-	3	100	1	33.3	1	33.3
0045	4	0	4	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	1	2	1	0	0	0	0	0	0	36	-	4	100	3	75	0	0
0100	4	0	3	0	1	0	0	0	0	0	0	0100	0	0	0	0	0	2	1	0	0	1	0	0	0	0	39.7	-	4	100	2	50	1	25
0115	1	0	1	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35	-	1	100	0	0	0	0
0130	4	0	4	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	2	2	0	0	0	0	0	0	0	34.8	-	4	100	2	50	0	0
0145	2	0	1	0	1	0	0	0	0	0	0	0145	0	0	0	0	1	1	0	0	0	0	0	0	0	0	29.9	-	1	50	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.5	-	1	100	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	1	1	0	0	0	0	0	0	0	34	-	2	100	1	50	0	0
0230	3	0	2	0	1	0	0	0	0	0	0	0230	0	0	0	0	0	3	0	0	0	0	0	0	0	0	33	-	3	100	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.5	-	1	100	1	100	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	1	1	0	0	0	0	0	0	39.8	-	2	100	2	100	0	0
0315	3	0	3	0	0	0	0	0	0	0	0	0315	0	0	0	0	1	0	1	0	1	0	0	0	0	0	37.7	-	2	66.7	2	66.7	1	33.3
0330	2	0	2	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	2	0	0	0	0	0	0	0	0	31.8	-	2	100	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38	-	1	100	1	100	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	1	0	0	0	0	0	48.1	-	1	100	1	100	1	100
0415	2	0	1	0	1	0	0	0	0	0	0	0415	0	0	0	0	0	2	0	0	0	0	0	0	0	0	34.5	-	2	100	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	2	0	0	0	0	0	0	0	36.7	-	2	100	2	100	0	0
0445	3	0	2	0	1	0	0	0	0	0	0	0445	0	0	0	0	0	1	1	1	0	0	0	0	0	0	36.5	-	3	100	2	66.7	0	0
0500	2	0	0	0	2	0	0	0	0	0	0	0500	0	0	0	0	0	1	0	1	0	0	0	0	0	0	36.1	-	2	100	1	50	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41.3	-	1	100	1	100	0	0
0530	4	0	3	0	1	0	0	0	0	0	0	0530	0	0	0	0	1	3	0	0	0	0	0	0	0	0	31.3	-	3	75	0	0	0	0
0545	11	0	5	0	4	2	0	0	0	0	0	0545	0	0	0	0	1	3	2	0	3	2	0	0	0	0	40.8	47.5	10	90.9	7	63.6	5	45.5
0600	8	0	5	0	3	0	0	0	0	0	0	0600	0	0	0	0	0	0	5	2	1	0	0	0	0	0	40.7	-	8	100	8	100	1	12.5
0615	7	0	7	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	2	2	2	1	0	0	0	0	0	38.9	-	7	100	5	71.4	1	14.3
0630	12	0	12	0	0	0	0	0	0	0	0	0630	0	0	0	0	0	4	5	2	1	0	0	0	0	0	38.8	39.8	12	100	8	66.7	0	0
0645	11	0	10	0	1	0	0	0	0	0	0	0645	0	0	0	0	1	1	4	5	0	0	0	0	0	0	38.5	41.8	10	90.9	9	81.8	0	0
0700	37	0	33	0	1	0	0	0	2	0	1	0700	0	0	1	1	2	7	11	12	2	1	0	0	0	0	37.7	43.8	33	89.2	28	75.7	3	8.1
0715	37	1	32	0	4	0	0	0	0	0	0	0715	0	0	0	0	9	8	14	5	2	1	0	0	0	0	38.1	40.7	28	75.7	22	59.5	3	8.1
0730	49	0	40	1	8	0	0	0	0	0	0	0730	0	0	0	4	11	14	14	5	0	0	0	0	0	0	33.4	38.7	34	69.4	20	40.8	0	0
0745	62	0	54	1	7	0	0	0	0	0	0	0745	0	0	0	0	7	16	27	9	3	0	0	0	0	0	38.2	40.9	55	88.7	39	62.9	3	4.8
0800	87	0	80	0	7	0	0	0	0	0	0	0800	1	2	4	9	22	34	11	4	0	0	0	0	0	0	29.8	35.3	49	56.3	15	17.2	0	0
0815	81	0	74	2	5	0	0	0	0	0	0	0815	0	0	0	5	18	34	22	2	0	0	0	0	0	0	32.2	38.9	58	71.6	24	29.6	0	0
0830	47	0	42	0	5	0	0	0	0	0	0	0830	0	0	0	1	4	17	16	8	1	0	0	0	0	0	35.3	39.4	42	89.4	25	53.2	1	2.1
0845	65	1	58	0	5	1	0	0	0	0	0	0845	0	1	6	0	10	20	19	8	1	0	0	0	0	0	33	39.4	48	73.8	28	43.1	1	1.5
0900	49	1	45	1	2	0	0	0	0	0	0	0900	0	0	0	0	11	21	12	2	3	0	0	0	0	0	35.9	37.4	38	77.6	17	34.7	3	6.1
0915	65	2	50	0	12	0	0	0	0	1	0	0915	0	0	0	0	8	25	21	10	1	0	0	0	0	0	35.1	39.6	57	87.7	32	49.2	1	1.5
0930	53	0	44	1	8	0	0	0	0	0	0	0930	0	0	1	3	3	20	23	3	0	0	0	0	0	0	34.2	38.7	46	86.8	25	47.2	0	0
0945	47	0	41	0	6	0	0	0	0	0	0	0945	0	0	0	0	3	21	15	5	2	1	0	0	0	0	36	40	44	93.6	23	48.9	3	6.4
1000	56	0	47	1	8	0	0	0	0	0	0	1000	0	0	0	2	11	19	19	4	0	1	0	0	0	0	33.8	37.8	43	76.8	24	42.9	1	1.8
1015	48	0	42	1	4	0	0	0	1	0	0	1015	0	0	0	0	4	28	13	3	0	0	0	0	0	0	34	36.9	44	91.7	16	33.3	0	0
1030	66	1	58	0	6	0	0	0	0	0	1	1030	0	0	1	8	26	18	9	4	0	0	0	0	0	0	30.8	35.8	31	47	13	19.7	0	0
1045	62	0	57	1	4	0	0	0	0	0	0	1045	0	0	0	0	6	20	24	10	2	0	0	0	0	0	36	40.5	56	90.3	36	58.1	2	3.2
1100	55	0	48	1	6	0	0	0	0	0	0	1100	0	0	0	0	5	24	19	5	2	0	0	0	0	0	35.3	39.4	50	90.9	26	47.3	2	3.6
1115	60	0	50	0	10	0	0	0	0	0	0	1115	0	0	0	1	7	23	23	4	2	0	0	0	0	0	34.6	39.5	52	86.7	29	48.3	2	3.3
1130	69	1	63	1	4	0	0	0	0	0	0	1130	0	2	2	2	5	26	23	5	1	0	0	0	0	0	33.6	38.3	58	84.1	32	46.4	1	1.4
1145	68	0	63	0	5	0	0	0	0	0	0	1145	0	0	0	0	15	31	17	3	1	0	0	0	0	0	33.3	37.8	52	76.5	21	30.9	1	1.5
1200	62	0	57	0	5	0	0	0	0	0	0	1200	0	0	0	0	10	23	22	8	1	0	0	0	0	0	34.6	38.5	52	83.9	29	46.8	1	1.6
1215	68	1	59	0	8	0	0	0	0	0	0	1215	0	1	0	2	11	37	11	4	0	0	0	0	0	0	32.8	36.7	52	76.5	15	22.1	0	0
1230	74	2	70	0	2	0	0	0	0	0	0	1230	0	0	0	1	15	23	29	3	2	1	0	0	0	0	34	37.6	58	78.4	35	47.3	3	4.1
1245	80	0	74	1	5	0	0	0	0	0	0	1245	0	0	0	8	12	22	30	3	1	0	0	0	0	0	32.8	37.6	56	70	34	42.5	1	1.3
1300	82	1	72	0	9	0	0	0	0	0	0	1300	0	0	0	2	13	33	26	8	2	0	0	0	0	0	35.9	37.6	67	81.7	34	41.5	2	2.4
1315	87	0	78	1	7	0	0	0	1	0	0	1315	0	0	0	3	18	38	21	7	2	0	0	0	0	0	35.8	36	68	78.2	30	34.5	2	2.3
1330	73	0	67	0	5	1	0	0	0	0	0	1330	0	0	0	0	10	29	22	12	0	0	0	0	0	0	34.8	40.3	63	86.3	34	46.6	0	0
1345	61	0	54	0	7	0	0	0	0	0	0	1345	0	0	0	0	11	25	15	9	0	1	0	0	0	0	34.5	40	50	82	25	41	1	1.6
1400	78	0	72	0	6	0	0	0	0	0	0	1400	0	0	0	4	15	33	21	4	1	0	0	0	0	0	33.1	36.5	59	75.6	26	33.3	1	1.3
1415	87	0	84	0	3	0	0	0	0	0	0	1415	0	0	0	2	18	24	29	2	3	0	0	0	0	0	34.5	36.9	55	82.1	31	46.3	3	4.5
1430	75	0	66	0	9	0	0	0	0	0	0	1430	0	0	0	1	14	37	18	2	2	1	0	0	0	0	33.8	37.1	60	80	23	30.7	3	4
1445	87	1	74	2	10	0	0	0	0	0	0	1445	0	0	0	1	21	38	24	4	1	0	0	0	0	0	33.3	36.9	65	74.7	29	33.3	1	1.1
1500	91	2	80	0	8	0	0	0	1	0	0	1500	0	0	1	1	23	40	21	5	2	0	0	0	0	0	32.6	36.5	66	72.5	26	28.6	2	2.2
1515	87	0	75	1	11	0	0	0	0	0	0	1515	0	0	0	3	15	38	29	5	2	0	0	0	0	0	34.2	38.3	74	85.1	36	41.4	2	2.3
1530	88	0	81	3	4	0	0	0	0	0	0	1530	0	0	2	8	27	29	18	3	0	0	0	0	0	0	31.4	36.9	51	58	22	25	0	0
1545	91	0	83	0	8	0	0	0	0	0	0	1545	0	0	0	2	15	36	31	5	5	1	0	0	0	0	35.1	39.6	79	86.8	43	47.3	6	6.6
1600	111	0	98	1	12	0	0	0	0	0	0	1600	0	0	0	2	17	44	36	8	1	1	0	0	0	0	34.4	38.5	92	82.9	48	43.2	2	1.8
1615	121	0	111	0	7	2	0	0	1	0	0	1615	0	0	2	15	25	46	26	4	1	1	0	0	0	0	31.4	37.1	79	65.3	31	25.6	1	0.8
1630	117	0	105	0	11	0	1	0	0	0	0	1630	9	8	6	10	28	28	24	5	1	0	0	0	0	0	29.2	38.7	58	49.6	30	25.6	1	0.9
1645	146	0	137	0	9	0	0	0	0	0	0	1645	0	0	2	13	48	57	21	8	0	1	0	0	0	0	31.3	36	85	58.2	28	19.2	1	0.7
1700	131	1	122	0	8	0	0	0	0	0	0	1700	0	2	5	15	38	50	23	1	0	1	0	0	0	0	30.8	35.5	75	57.3	25	19.1	1	0.8
1715	140	0	133	0	6	1	0	0	0	0	0	1715	12	12	16	25	42	28	5	3	0	0	0	0	0	0	24.7	32	39	27.9	11	7.9	0	0
1730	165	2	152	3	8	0	0	0	0	0	0	1730	34	29	30	26	20	14	10	2	0	0	0	0	0	0	19.2	30.5	26	15.8	12	7.3	0	0
1745	150	1	141	2	6	0	0	0	0	0	0	1745	3	14	5	12	35	56	20	4	0	0	0	0	0	0	25.5	35.1	50	33.3	24	16	0	0
1800	114	3	105	0	6	0	0	0	0	0	0	1800	0	0	1	2	26	43	26	10	3	1	0	0	0	0	33.4	36.5	83	72.8	40	35.1	4	3.5
1815	105	0	101	0	4	0	0	0	0	0	0	1815	0	2	3	6	21	41	24	6	0	0	0	0	0	0	31.8	36.9	73	69.5	32	30.5	0	0
1830	115	1	107	1	5	1	0	0	0	0	0	1830	0	0	2	6	27	32	38	9	1	0	0	0	0	0	33.3	39.5	80	69.6	48	41.7	1	0.9
1845	95	2	85	0	8	0	0	0	0	0	0	1845	1	0	0	0	6	40	33	13	0	0	0	0	0	0	36	39.8	86	90.5	46	48.4	0	0
1900	69	1	66	0	1	0	0	0	1	0	0	1900	0	0	1	2	5	31	23	5	2	0	0	0	0	0	34.7	39.4	61	88.4	30	43.5	2	2.9
1915	70	1	65	0	4	0	0	0	0	0	0	1915	0	0	0	1	5	15	28	15	4	1	0	0	0	0	38.8	42.3	61	87.1	46	65.7	5	7.1
1930	55	2	49	0	4	0	0	0	0	0	0	1930	0	0	1	0	4	20	19	11	0	0	0	0	0	0	35.8	40.5	50	90.9	30	54.5	0	0
1945	58	3	52	0	3	0	0	0	0	0	0	1945	0	0	0	3	2	14	25	9	4	1	0	0	0	0	37.2	42.1	53	91.4	39	67.2	5	8.6
2000	42	0	40	0	2	0	0	0	0	0	0	2000	0	0	0	0	5	11	16	7	3	0	0	0	0	0	36.2	42.7	37	88.1	26	61.9	3	7.1
2015	43	1	40	0	2	0	0	0	0	0	0	2015	0	0	0	0	5	13	17	7	1	0	0	0	0	0	36.2	41.6	38	88.4	25	58.1	1	2.3
2030	43	1	40	0	2	0	0	0	0	0	0	2030	0	0	0	0	4	6	20	11	2	0	0	0	0	0	37.4	42.7	39	90.7	33	76.7	2	4.7
2045	27	0	26	0	1	0	0	0	0	0	0	2045	0	0	0	0	2	7	9	5	3	1	0	0	0	0	38	42.1	25	92.6	18	66.7	4	14.8
2100	34	0	32	0	2	0	0	0	0	0	0	2100	0	0	0	1	0	13	16	3	1	0	0	0	0	0	35.9	41.5	33	97.1	20	58.8	1	2.9
2115	40	2	37	0	1	0	0	0	0	0	0	2115	0	0	0	0	3	13	17	4	2	1	0	0	0	0	35.1	40.5	37	92.5	24	60	3	7.5
2130	29	0	28	0	1	0	0	0	0	0	0	2130	0	0	0	0	3	16	6	4	0	0	0	0	0	0	34.1	39.1	26	89.7	10	34.5	0	0
2145	31	0	31	0	0	0	0	0	0	0	0	2145	0	0	0	0	5	9	12	5	0	0	0	0	0	0	35.8	39.4	26	83.9	17	54.8	0	0
2200	21	0	19	0	2	0	0	0	0	0	0	2200	0	0	0	0	6	3	8	2	1	1	0	0	0	0	38	42.5	15	71.4	12	57.1	2	9.5
2215	10	0	10	0	0	0	0	0	0	0	0	2215	0	0	0	0	1	3	4	1	1	0	0	0	0	0	38.5	-	9	90	6	60	1	10
2230	12	0	10	0	2	0	0	0	0	0	0	2230	0	0	0	0	0	3	6	2	0	1	0	0	0	0	38.3	40.3	12	100	9	75	1	8.3
2245	16	0	16	0	0	0	0	0	0	0	0	2245	0	0	0	1	4	5	5	0	0	1	0	0	0	0	33.5	38.5	11	68.8	6	37.5	1	6.3
2300	11	0	9	0	2	0	0	0	0	0	0	2300	0	0	0	1	1	2	6	1	1	0	0	0	0	0	35.1	37.4	9	81.8	7	63.6	1	9.1
2315	9	0	8	0	1	0	0	0	0	0	0	2315	0	0	0	0	0	3	3	3	0	0	0	0	0	0	37.7	-	9	100	6	66.7	0	0
2330	6	0	6	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	5	1	0	0	0	0	0	0	37.4	-	6	100	6	100	0	0
2345	5	0	5	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	1	3	1	0	0	0	0	0	0	37	-	5	100	4	80	0	0
07-19	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	07-19	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
06-22	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	06-22	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
06-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	06-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
00-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	00-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

04 July 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	2	1	1	0	0	0	0	0	0	0	0
0015	7	0	7	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0
0045	5	0	4	0	1	0	0	0	0	0	0
0100	3	0	2	0	1	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0
0130	3	0	2	0	1	0	0	0	0	0	0
0145	3	0	3	0	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0
0215	4	0	3	0	1	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	2	0	0	0	2	0	0	0	0	0	0
0515	2	0	1	0	1	0	0	0	0	0	0
0530	7	0	4	0	3	0	0	0	0	0	0
0545	9	1	7	0	1	0	0	0	0	0	0
0600	10	1	8	0	1	0	0	0	0	0	0
0615	13	1	10	0	1	1	0	0	0	0	0
0630	9	0	7	0	1	0	1	0	0	0	0
0645	16	0	16	0	0	0	0	0	0	0	0
0700	34	1	31	0	2	0	0	0	0	0	0
0715	36	1	28	0	7	0	0	0	0	0	0
0730	61	2	50	1	6	0	1	0	1	0	0
0745	75	0	63	1	10	0	0	0	1	0	0
0800	74	0	62	3	9	0	0	0	0	0	0
0815	87	0	79	0	6	0	1	1	0	0	0
0830	64	0	57	0	7	0	0	0	0	0	0
0845	60	1	54	0	4	0	0	0	1	0	0
0900	58	1	48	2	6	1	0	0	0	0	0
0915	74	1	65	1	7	0	0	0	0	0	0
0930	51	0	44	0	7	0	0	0	0	0	0
0945	51	0	46	0	5	0	0	0	0	0	0
1000	36	0	31	1	4	0	0	0	0	0	0
1015	70	1	62	1	6	0	0	0	0	0	0
1030	69	1	62	0	5	0	0	0	0	1	0
1045	59	1	54	0	4	0	0	0	0	0	0
1100	72	1	63	0	7	0	0	1	0	0	0
1115	64	1	55	0	7	0	0	0	1	0	0
1130	72	0	62	1	9	0	0	0	0	0	0
1145	70	0	66	0	4	0	0	0	0	0	0
1200	61	0	54	0	7	0	0	0	0	0	0
1215	58	1	52	0	4	0	1	0	0	0	0
1230	67	0	60	0	5	1	0	0	0	0	1
1245	73	2	65	0	6	0	0	0	0	0	0
1300	66	1	59	0	6	0	0	0	0	0	0
1315	56	0	55	0	1	0	0	0	0	0	0
1330	61	1	52	1	7	0	0	0	0	0	0
1345	60	1	59	0	0	0	0	0	0	0	0
1400	55	1	49	0	5	0	0	0	0	0	0
1415	75	0	70	0	4	0	0	1	0	0	0
1430	68	0	63	2	3	0	0	0	0	0	0
1445	90	0	75	1	13	0	0	0	1	0	0
1500	91	0	85	0	6	0	0	0	0	0	0
1515	91	0	82	0	9	0	0	0	0	0	0
1530	96	5	84	1	6	0	0	0	0	0	0
1545	102	0	92	0	10	0	0	0	0	0	0
1600	104	0	91	0	13	0	0	0	0	0	0
1615	133	0	49	0	83	1	0	0	0	0	0
1630	120	0	28	0	95	0	0	0	1	0	0
1645	147	1	49	0	97	0	0	0	0	0	0
1700	143	2	52	0	88	0	0	0	0	1	0
1715	155	0	43	0	111	1	0	0	0	0	0
1730	158	1	75	0	81	1	0	0	0	0	0
1745	167	2	56	0	105	1	2	0	1	0	0
1800	159	0	44	0	114	1	0	0	0	0	0
1815	123	0	45	0	78	0	0	0	0	0	0
1830	136	0	17	0	118	1	0	0	0	0	0
1845	86	0	11	0	73	2	0	0	0	0	0
1900	91	0	13	0	75	3	0	0	0	0	0
1915	72	0	8	0	61	3	0	0	0	0	0
1930	45	0	5	0	40	0	0	0	0	0	0
1945	53	0	10	0	41	2	0	0	0	0	0
2000	48	0	5	0	42	1	0	0	0	0	0
2015	47	0	12	0	35	0	0	0	0	0	0
2030	39	0	6	0	32	1	0	0	0	0	0
2045	43	0	6	0	37	0	0	0	0	0	0
2100	36	0	8	0	28	0	0	0	0	0	0
2115	28	0	5	0	23	0	0	0	0	0	0
2130	28	0	4	0	23	0	0	1	0	0	0
2145	24	0	4	0	19	1	0	0	0	0	0
2200	16	0	2	0	14	0	0	0	0	0	0
2215	20	0	4	0	16	0	0	0	0	0	0
2230	15	0	4	0	11	0	0	0	0	0	0
2245	20	0	1	0	19	0	0	0	0	0	0
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Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 160	Mean	Vpp 85	#PSL 30	#PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
0000	0	0	0	0	0	1	0	0	0	0	1	0	0	0	49.9	-	2	100	1	50	1	50
0015	0	0	0	0	0	1	2	3	1	0	0	0	0	0	40.1	-	7	100	6	85.7	1	14.3
0030	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.7	-	1	100	1	100	0	0
0045	0	0	0	0	0	1	0	4	0	0	0	0	0	0	40.5	-	5	100	4	80	0	0
0100	0	0	0	0	0	1	1	1	0	0	0	0	0	0	36.5	-	3	100	2	66.7	0	0
0115	0	0	0	0	0	1	2	0	0	0	0	0	0	0	36.6	-	3	100	2	66.7	0	0
0130	0	0	0	0	0	1	1	1	0	0	0	0	0	0	36.3	-	3	100	2	66.7	0	0
0145	0	0	0	0	0	0	3	0	0	0	0	0	0	0	36.3	-	3	100	3	100	0	0
0200	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	0
0215	0	0	0	0	0	1	2	1	0	0	0	0	0	0	35.4	-	4	100	3	75	0	0
0230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.3	-	1	100	1	100	0	0
0245	0	0	0	0	0	1	0	1	0	0	0	0	0	0	35.3	-	2	100	1	50	0	0
0300	0	0	1	0	0	1	1	0	0	0	0	0	0	0	30.1	-	2	66.7	1	33.3	0	0
0315	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	1	0	0	0	0	1	0	0	0	0	42.8	-	1	50	1	50	1	50
0345	0	0	0	0	0	0	0	1	0	0	0	0	0	0	43	-	1	100	1	100	0	0
0400	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	0	0	0 -	-	0	0	0	0	0	0
0430	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	0
0445	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.9	-	1	100	1	100	0	0
0500	0	0	0	0	0	0	2	0	0	0	0	0	0	0	39.4	-	2	100	2	100	0	0
0515	0	0	0	0	0	0	1	0	1	0	0	0	0	0	43.3	-	2	100	2	100	1	50
0530	0	0	0	0	1	2	2	2	0	0	0	0	0	0	35.8	-	6	85.7	4	57.1	0	0
0545	0	0	0	1	0	3	4	0	0	1	0	0	0	0	35.5	-	8	88.9	5	55.6	1	11.1
0600	0	0	1	0	0	0	3	2	4	0	0	0	0	0	40.8	-	9	90	9	90	4	40
0615	0	0	0	0	1	0	6	4	1	1	0	0	0	0	40.5	44.7	12	92.3	12	92.3	2	15.4
0630	0	0	0	1	0	0	3	2	3	0	0	0	0	0	39.5	-	8	88.9	8	88.9	3	33.3
0645	0	0	0	0	0	4	5	4	2	0	0	0	0	0	35.8	42.7	16	100	12	75	2	12.5
0700	0	1	0	0	0	13	15	4	0	0	0	0	0	0	35.7	39.5	33	97.1	20	58.8	0	0
0715	0	0	0	1	4	18	9	6	1	0	0	0	0	0	34.8	40	31	86.1	15	41.7	1	2.8
0730	0	1	1	8	11	22	8	9	1	0	0	0	0	0	31.9	40	40	65.6	18	29.5	1	1.6
0745	0	0	0	5	14	28	22	6	0	0	0	0	0	0	33.2	37.8	56	74.7	28	37.3	0	0
0800	0	1	2	7	14	27	18	4	1	0	0	0	0	0	32.1	38	50	67.6	23	31.1	1	1.4
0815	9	5	7	13	15	30	9	0	0	0	0	0	0	0	28.1	33.8	39	44.8	9	10.3	0	0
0830	0	0	0	1	9	23	22	5	0	0	0	0	0	0	34.3	38.5	54	84.4	31	48.4	0	0
0845	1	1	1	3	9	23	14	5	1	0	1	0	0	0	32.6	39.6	45	75	22	36.7	2	3.3
0900	0	0	0	2	3	19	26	5	2	1	0	0	0	0	35.7	39.1	53	91.4	34	58.6	3	5.2
0915	0	1	1	10	25	23	11	2	1	0	0	0	0	0	30.2	36	37	50	14	18.9	1	1.4
0930	0	0	0	1	11	21	15	2	1	0	0	0	0	0	33.8	38.7	39	76.5	18	35.3	1	2
0945	0	0	0	0	5	23	16	6	1	0	0	0	0	0	35	39.6	46	90.2	23	45.1	1	2
1000	0	0	0	1	5	10	13	7	0	0	0	0	0	0	35.4	40.7	30	83.3	20	55.6	0	0
1015	0	0	0	0	6	36	23	3	2	0	0	0	0	0	34.5	38.5	64	91.4	28	40	2	2.9
1030	0	0	0	3	19	24	15	7	0	0	0	0	0	0	32.5	38.7	44	63.8	20	29	0	0
1045	0	0	0	1	7	22	21	6	2	0	0	0	0	0	35.3	39.4	51	86.4	29	49.2	2	3.4
1100	0	0	0	2	10	31	18	10	1	0	0	0	0	0	34.3	39.5	60	83.3	29	40.3	1	1.4
1115	0	0	0	0	10	24	25	5	0	0	0	0	0	0	34.7	38.7	54	84.4	30	46.9	0	0
1130	0	0	0	1	11	34	22	3	1	0	0	0	0	0	33.9	37.8	60	83.3	26	36.1	1	1.4
1145	0	0	0	1	17	32	14	5	1	0	0	0	0	0	33.2	37.4	52	74.3	20	28.6	1	1.4
1200	0	0	0	0	10	18	25	7	1	0	0	0	0	0	34.8	39.3	51	83.6	33	54.1	1	1.6
1215	0	1	0	0	5	20	21	7	1	0	0	0	0	0	35	39.8	49	84.5	29	50	1	1.7
1230	0	0	0	0	9	30	22	5	0	0	0	0	0	0	34.6	38.3	58	86.6	28	41.8	0	0
1245	0	0	0	1	10	34	21	5	2	0	0	0	0	0	34	38.9	62	84.9	26	35.6	2	2.7
1300	0	0	0	1	12	23	23	5	2	0	0	0	0	0	34.7	39.1	53	80.3	30	45.5	2	3
1315	0	0	0	1	9	24	13	7	2	0	0	0	0	0	34.8	40	46	82.1	22	39.3	2	3.6
1330	0	0	0	1	11	17	22	7	3	0	0	0	0	0	34.9	40	49	80.3	32	52.5	3	4.9
1345	0	0	0	0	11	21	19	8	1	0	0	0	0	0	34.7	38.9	49	81.7	29	48.3	1	1.7
1400	0	0	0	1	10	25	17	2	0	0	0	0	0	0	33.2	38.7	44	80	19	34.5	0	0
1415	0	0	0	4	16	29	15	6	3	0	0	0	0	0	33.5	38.7	55	73.3	26	34.7	3	4
1430	0	0	2	2	22	35	15	2	0	0	0	0	0	0	32.8	38.9	52	76.5	27	39.7	0	0
1445	1	1	2	5	28	31	15	6	1	1	0	0	0	0	31.1	36.2	53	58.9	22	24.4	2	2.2
1500	0	0	2	2	14	38	27	7	0	1	0	0	0	0	33.8	37.5	73	80.2	35	38.5	1	1.1
1515	0	0	0	0	15	43	26	6	1	0	0	0	0	0	33.9	38	76	83.5	33	36.3	1	1.1
1530	1	1	2	8	18	37	22	7	0	0	0	0	0	0	31.9	37.4	66	68.8	29	30.2	0	0
1545	0	0	0	2	16	41	43	4	2	0	0	0	0	0	34.6	38	90	88.2	49	48	2	2
1600	0	0	1	5	22	45	21	9	1	1	0	0	0	0	33	37.4	76	73.1	31	29.8	2	1.9
1615	0	0	0	0	1	13	20	35	39	27	0	0	0	0	44.4	52.1	132	99.2	119	89.5	66	49.6
1630	0	0	0	0	0	1	4	19	24	48	24	0	2	0	52.7	62	120	100	119	99.2	96	80
1645	1	2	0	0	5	1	8	15	23	69	12	3	0	0	48.2	68.2	129	87.8	128	87.1	107	72.8
1700	4	21	8	3	5	2	1	5	21	60	20	1	0	0	42.5	69.7	101	70.6	99	69.2	92	64.3
1715	1	1	4	0	2	3	5	21	20	64	30	4	0	0	51.9	62.4	147	94.8	144	92.9	118	76.1
1730	7	9	26	8	5	1	4	9	31	51	9	1	0	0	40.2	56	108	67.1	105	66.5	92	58.2
1745	28	12	9	2	5	9	6	14	25	52	12	1	0	0	39.4	55.7	119	71.3	110	65.9	90	53.9
1800	1	0	0	0	2	1	5	10	28	69	37	6	0	0	54.1	62.9	158	99.4	155	97.5	140	88.1
1815	0	0	0	0	0	0	1	9	12	75	24	6	1	0	55.9	63.5	123	100	123	100	113	91.9
1830	0	0	0	0	0	0	6	5	8	56	52	13	0	0	59.8	67.5	136	100	135	99.3	131	96.3
1845	0	0	0	0	0	0	0	1	6	15	43	18	2	0	63.8	71.1	86	100	85	98.8	85	98.8
1900	0	0	0	0	0	0	0	1	5	35	40	9	0	0	61.2	68.2	91	100	91	100	90	98.9
1915	0	0	0	0	0	0	0	0	2	15	38	14	3	0	65.8	74	72	100	72	100	72	100
1930	0	0	0	0	0	0	0	0	1	13	20	10	1	0	64.2	72	45	100	45	100	45	100
1945	0	0	0	0	0	0	0	0	2	13	28	8	1	1	64.6	71.1	53	100	53	100	53	100
2000	0	0	0	0	0	0	0	0	4	14	16	12	2	0	63.7	75.4	48	100	48	100	48	100
2015	0	0	0	0	0	0	0	1	2	17	17	8	2	0	63.2	71.8	47	100	47	100	46	97.9
2030	0	0	0	0	0	0	0	0	0	10	23	5	1	0	63.9	69.3	39	100	39	100	39	100
2045	0	0	0	0	1	0	0	0	2	13	18	9	2	0	62.7	70.9	42	97.7	42	97.7	42	97.7
2100	0	0	0	0	0	0	0	1	2	13	14	5	1	0	62.4	70.9	36	100	36	100	35	97.2
2115	0	0	0	0	0	0	0	1	1	13	11	1	1	0	60.9	68.2	28	100	28	100	27	96.4
2130	0	0	0	0	0	0	0	0	0	6	13	8	1	0	66.9	71.6	28	100	28	100	28	100
2145	0	0	0	0	0	0	0	0	0	2	12	8	0	2	69.1	75.6	24	100	24	100	24	100
2200	0	0	0	0	0	0	0	0	1	5	5	4	1	0	65.8	75.2	16	100	16	100	16	100
2215	0	0	0	0	0	0	0	1	1	4	7	5	1	0	64.9	75.4	20	100	20	100	19	95
2230	0	0	0	0	0	0	0	0	0	4	7	3	1	0	67	73.4	15	100	15	100	15	100
2245	0	0	0	0	0	0	0	0	1	7	7	4	0	1	64.4	73.5	20	100	20	100	20	100
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Virtual Day (Partial days = 10.6667)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	26	0	24	0	1	0	0	0	0	0	0
0100	14	0	13	0	1	0	0	0	0	0	0
0200	9	0	8	0	2	0	0	0	0	0	0
0300	7	0	6	0	0	0	0	0	0	0	0
0400	5	0	4	0	1	0	0	0	0	0	0
0500	18	0	12	0	5	0	0	0	0	0	0
0600	44	1	37	0	5	1	0	0	0	0	0
0700	140	1	120	1	17	0	0	0	0	0	0
0800	218	1	194	1	19	0	0	0	0	0	0
0900	203	1	181	1	19	0	0	0	0	0	0
1000	236	2	214	2	18	0	0	0	0	0	0
1100	275	2	248	2	22	0	0	0	0	0	0
1200	294	2	270	2	19	1	0	0	0	0	0
1300	293	2	269	1	20	0	0	0	0	0	0
1400	305	2	277	2	23	0	0	0	0	0	0
1500	348	2	319	2	24	0	0	0	0	0	0
1600	427	2	370	2	52	1	0	0	0	0	0
1700	473	3	408	3	56	1	1	0	0	0	0
1800	393	4	336	1	50	1	0	0	0	0	0
1900	229	2	196	1	29	1	0	0	0	0	0
2000	154	1	133	1	20	0	0	0	0	0	0
2100	116	1	103	0	12	0	0	0	0	0	0
2200	77	0	70	0	7	0	0	0	0	0	0
2300	50	0	48	0	2	0	0	0	0	0	0

Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 160	Mean	Vpp 85	#PSL 30	#PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
0000	0	0	0	0	2	7	9	5	2	1	0	0	0	0	37.1	42.9	23	91	18	63.9	3	9.8
0100	0	0	0	0	1	4	6	5	1	1	0	0	0	0	37.2	41.8	13	93.5	9	64.5	1	7.8
0200	0	0	0	0	1	3	3	2	1	0	0	0	0	0	37.8	-	9	91.5	6	65.8	1	11.7
0300	0	0	0	0	1	2	2	1	1	0	0	0	0	0	37.2	-	6	85.1	4	55.2	1	13.4
0400	0	0	0	0	0	1	3	1	0	0	0	0	0	0	37.6	-	5	92.2	4	75.5	0	2
0500	0	0	0	0	1	3	7	4	2	1	0	0	0	0	39	44.5	17	94.3	14	78.3	2	13.7
0600	0	0	0	0	2	8	17	10	5	1	0	0	0	0	36.5	44.5	41	94	33	75.8	6	14
0700	0	1	1	4	19	46	44	20	5	1	0	0	0	0	35.1	40.7	118	82.9	70	49.8	6	4.4
0800	2	2	4	11	35	81	59	17	4	1	0	0	0	0	32.9	38.5	161	74.5	81	37.3	5	2.2
0900	0	0	0	3	24	82	57	21	5	1	0	0	0	0	34.8	39.4	176	86.4	94	46.2	5	2.6
1000	0	0	1	5	33	97	72	25	3	1	0	0	0	0	34.3	39.1	197	85.3	100	42.4	4	1.7
1100	0	0	2	6	47	117	77	20	4	1	0	0	0	0	33.8	38.3	219	79.6	102	37	5	1.8
1200	1	1	3	8	51	115	55	21	4	1	0	0	0	0	33.5	38.3	230	78	114	38.8	5	1.8
1300	1	1	2	8	48	122	84	23	5	1	0	0	0	0	33.8	38.5	235	80.2	113	38.4	6	1.9
1400	0	1	2	8	60	125	89	25	5	0	0	0	0	0	33.8	38.7	244	79.8	119	38.9	5	1.7
1500	2	4	5	15	69	137	90	22	4	0	0	0	0	0	32.8	37.8	253	72.6	118	33.3	4	1.2
1600	6	7	10	28	96	143	89	26	12	13	3	0	0	0	32.8	39.1	287	67.3	144	33.8	29	6.7
1700	33	24	25	37	96	132	74	24	11	20	6	1	0	0	30.3	38.3	288	58.7	136	25.8	39	8.2
1800	3	4	5	13	59	127	104	39	9	21	14	4	0	0	38.1	42.3	310	78.5	182	45.4	46	12.2
1900	0	0	1	3	17	73	76	29	7	8	12	4	0	0	36.6	43.6	208	90.5	136	59.1	31	13.5
2000	0	0	0	2	13	45	51	25	6	6	7	3	1	0	36.8	45	138	89.5	94	60.8	23	15
2100	0	0	0	1	13	42	34	12	3	4	5	2	0	0	37.6	42.7	102	86.1	60	52	14	12.4
2200	0	0	0	1	9	24	24	8	3	3	3	1	0	0	38	43.6	67	86.1	42	54.5	10	13.3
2300	0	0	0	0	4	15	20	8	2	1	0	0	0	0	36.4	41.6	48	90.2	31	60.9	3	5.4

Virtual Week (Partial weeks = 1.57143)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
Mon	4648	38	4201	24	387	7	2	3	5	1	1
Tue	4705	28	3546	22	1079	17	5	3	6	2	1
Wed	4723	23	4291	25	369	8	3	1	1	1	1
Thu	4992	24	4554	26	370	8	5	2	2	0	1
Fri	5043	26	4575	36	393	4	1	2	2	1	0
Sat	3756	27	3525	17	183	1	1	2	4	1	0
Sun	3384	37	3157	16	146	1	2	2	1	2	1

Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 160	Mean	Vpp 85	#PSL 30	#PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
Mon	101	72	74	169	782	1896	1364	398	88	21	1	0	0	0	32.8	38.7	3442	74.1	1807	38.9	107	2.3
Tue	89	77	102	193	875	1347	967	338	183	392	270	82	12	3	37.3	51	3590	76.3	2243	47.7	940	20
Wed	40	33	55	234	830	1861	1221	315	58	17	1	0	0	0	32.7	36	3473	75.5	1612	34.1	78	1.6
Thu	38	62	95	208	867	1805	1409	415	83	12	3	0	0	0	35.1	38.7	3725	74.6	1922	38.5	98	2
Fri	80	63	95	225	863	1774	1371	418	82	24	1	0	0	0	32.8	38.7	3668	72.7	1894	37.6	107	2.1
Sat	11	9	9	50	514	1509	1158	376	85	17	1	0	0	0	34.5	39.4	3154	84	1645	43.8	102	2.7
Sun	5	6	27	65	435	1295	1080	384	90	19	1	0	0	1	34.8	39.8	2827	84	1532	45.5	108	3.2

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Time	Vbin 0 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 70	Vbin 70 80	Vbin 80 160	Mean	Vpp 85	#PSL 30	#PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

TSP Class Profile All Days 15 Mins

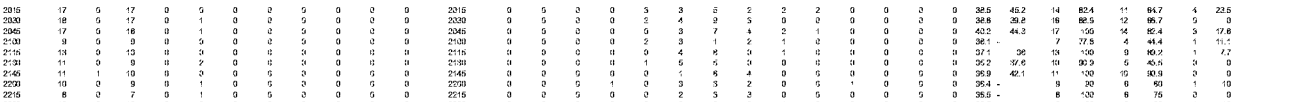
Report Id - CustomList-110
Site Name - ACRE ANGMERING 003
Description - WATER LN [30M]
Direction - West

24 June 2017

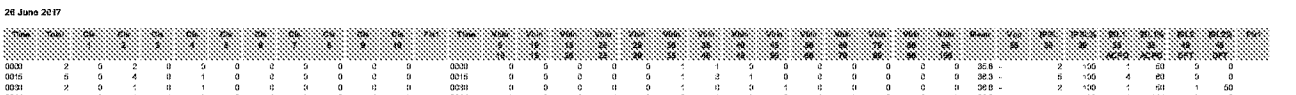
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Time	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	%PSL 30	ACPO 35	%ACPO 35	DFT 45	%DFT 45
0700	24	0	21	0	3	0	0	0	0	0	0	0700	0	0	0	1	0	3	7	11	1	1	0	0	0	0	39.9	43.6	23	95.8	20	83.3	2	8.3
0715	25	1	21	1	2	0	0	0	0	0	0	0715	0	0	0	0	1	6	11	5	2	0	0	0	0	0	37.4	42.1	24	96	18	72	2	8
0730	27	1	24	0	2	0	0	0	0	0	0	0730	0	0	0	0	0	7	12	8	2	0	0	0	0	0	36.4	41.4	27	100	20	74.1	2	7.4
0745	42	0	41	0	1	0	0	0	0	0	0	0745	0	0	0	0	0	11	15	12	4	0	0	0	0	0	35.8	43.9	42	100	31	73.8	4	9.5
0800	46	0	43	0	3	0	0	0	0	0	0	0800	0	0	0	0	1	7	20	12	5	0	1	0	0	0	39.8	44.1	45	97.8	38	82.6	6	13
0815	44	0	41	0	3	0	0	0	0	0	0	0815	0	0	0	0	2	8	22	7	3	2	0	0	0	0	38.3	42.1	42	95.5	34	77.3	5	11.4
0830	47	2	44	0	1	0	0	0	0	0	0	0830	0	0	0	0	2	9	25	9	2	0	0	0	0	0	37.7	41.8	45	95.7	36	76.6	2	4.3
0845	57	0	53	1	3	0	0	0	0	0	0	0845	0	0	0	0	4	21	23	5	4	0	0	0	0	0	35.7	39.8	53	93	32	56.1	4	7
0900	53	1	49	0	3	0	0	0	0	0	0	0900	0	0	0	0	1	14	21	12	5	0	0	0	0	0	38.2	44.1	52	98.1	38	71.7	5	9.4
0915	42	1	38	1	0	0	1	0	0	0	0	0915	0	0	0	0	1	10	15	12	3	1	0	0	0	0	38.2	41.8	41	97.6	31	73.8	4	9.5
0930	48	0	46	0	2	0	0	0	0	0	0	0930	0	0	0	0	4	16	19	7	2	0	0	0	0	0	38.2	40.3	44	91.7	28	58.3	2	4.2
0945	67	1	63	1	1	1	0	0	0	0	0	0945	0	0	0	0	9	23	28	5	2	0	0	0	0	0	35.5	39.4	59	88.1	35	52.2	2	3
1000	63	0	60	1	1	1	0	0	0	0	0	1000	0	0	0	0	13	26	10	12	1	1	0	0	0	0	34.6	41.2	50	79.4	24	38.1	2	3.2
1015	53	0	53	0	0	0	0	0	0	0	0	1015	0	0	0	1	7	13	22	8	2	0	0	0	0	0	36	40.6	45	84.9	32	60.4	2	3.8
1030	62	0	62	0	0	0	0	0	0	0	0	1030	0	0	0	0	9	27	16	8	1	1	0	0	0	0	35.2	41.6	53	85.5	26	41.9	2	3.2
1045	72	0	69	0	3	0	0	0	0	0	0	1045	0	0	0	0	8	20	34	9	1	0	0	0	0	0	35.6	38.9	64	88.9	44	61.1	1	1.4
1100	84	0	80	1	3	0	0	0	0	0	0	1100	0	0	0	0	5	36	35	8	0	0	0	0	0	0	35	37.6	79	94	43	51.2	0	0
1115	78	1	72	1	4	0	0	0	0	0	0	1115	0	0	1	1	10	39	17	9	1	0	0	0	0	0	34	39.4	66	84.6	27	34.6	1	1.3
1130	94	0	90	0	4	0	0	0	0	0	0	1130	0	0	0	0	17	44	24	7	2	0	0	0	0	0	34	36	77	81.9	33	35.1	2	2.1
1145	93	0	89	0	4	0	0	0	0	0	0	1145	0	0	0	0	8	49	33	3	0	0	0	0	0	0	34.4	37.5	85	91.4	35	37.6	0	0
1200	83	0	79	0	3	0	0	1	0	0	0	1200	0	0	0	2	10	28	31	10	2	0	0	0	0	0	35.1	39.1	71	85.5	43	51.8	2	2.4
1215	92	0	89	0	3	0	0	0	0	0	0	1215	0	0	0	0	8	27	41	14	2	0	0	0	0	0	36.1	40.7	84	91.3	57	62	2	2.2
1230	81	0	77	0	4	0	0	0	0	0	0	1230	0	0	0	0	6	45	20	7	3	0	0	0	0	0	34.5	38.5	75	92.6	30	37	3	3.7
1245	85	0	84	0	1	0	0	0	0	0	0	1245	0	0	0	0	13	41	24	7	0	0	0	0	0	0	33.9	36.5	72	84.7	31	36.5	0	0
1300	46	0	45	0	1	0	0	0	0	0	0	1300	0	0	0	0	1	16	20	4	5	0	0	0	0	0	37.2	42.5	45	97.8	29	63	5	10.9
1315	78	0	77	0	1	0	0	0	0	0	0	1315	0	0	0	0	13	29	28	6	1	1	0	0	0	0	34.5	38.3	65	83.3	36	46.2	2	2.6
1330	60	0	57	0	3	0	0	0	0	0	0	1330	0	0	0	0	4	25	23	7	1	0	0	0	0	0	35.4	39.1	56	93.3	31	51.7	1	1.7
1345	53	0	52	0	1	0	0	0	0	0	0	1345	0	0	0	0	3	18	24	9	0	0	0	0	0	0	36	39.6	50	94.3	32	60.4	0	0
1400	51	1	50	0	0	0	0	0	0	0	0	1400	0	0	0	1	0	18	28	5	1	0	0	0	0	0	35.7	38	50	98	32	62.7	1	2
1415	55	0	53	0	2	0	0	0	0	0	0	1415	0	0	0	3	8	15	19	7	2	1	0	0	0	0	35	40	44	80	29	52.7	3	5.5
1430	64	0	61	0	2	0	0	0	1	0	0	1430	0	0	0	0	5	25	26	8	0	0	0	0	0	0	35.5	39.1	59	92.2	34	53.1	0	0
1445	78	0	76	0	2	0	0	0	0	0	0	1445	0	0	0	0	10	29	25	11	3	0	0	0	0	0	35.5	40.7	68	87.2	39	50	3	3.8
1500	78	0	74	0	4	0	0	0	0	0	0	1500	0	0	0	2	15	28	25	8	2	0	0	0	0	0	34.1	38.7	61	78.2	33	42.3	2	2.6
1515	65	0	64	0	1	0	0	0	0	0	0	1515	0	0	0	0	18	20	21	7	1	0	0	0	0	0	34	38.9	49	75.4	29	44.6	1	1.5
1530	60	0	58	0	2	0	0	0	0	0	0	1530	0	0	0	0	2	16	26	11	3	0	0	0	0	0	37.1	41.2	58	96.7	42	70	3	5
1545	46	0	45	0	1	0	0	0	0	0	0	1545	0	0	0	0	2	18	19	9	0	0	0	0	0	0	35.5	40.7	44	95.7	28	60.9	0	0
1600	40	1	38	0	1	0	0	0	0	0	0	1600	0	0	0	0	4	11	14	10	0	0	1	0	0	0	35.9	40.9	36	90	25	62.5	1	2.5
1615	44	0	44	0	0	0	0	0	0	0	0	1615	0	0	0	0	8	13	15	7	1	0	0	0	0	0	36	40	36	81.8	23	52.3	1	2.3
1630	47	1	44	0	2	0	0	0	0	0	0	1630	0	0	0	0	3	7	26	7	2	2	0	0	0	0	37.7	41.4	44	93.6	37	78.7	4	8.5
1645	61	2	55	0	3	1	0	0	0	0	0	1645	0	1	0	0	11	23	17	6	3	0	0	0	0	0	34.1	39.4	49	80.3	26	42.6	3	4.9
1700	37	0	35	1	1	0	0	0	0	0	0	1700	0	0	0	0	0	8	28	5	0	0	0	0	0	0	37.5	39.1	37	100	31	83.8	0	0
1715	38	0	37	0	1	0	0	0	0	0	0	1715	0	0	0	0	1	10	20	4	2	1	0	0	0	0	37.4	40.5	37	97.4	27	71.1	3	7.9
1730	36	0	34	0	2	0	0	0	0	0	0	1730	0	0	0	0	4	9	9	9	3	2	0	0	0	0	38	44.7	32	88.9	23	63.9	5	13.9
1745	41	0	39	0	2	0	0	0	0	0	0	1745	0	0	0	0	3	11	16	10	1	0	0	0	0	0	36.7	41.6	38	92.7	27	65.9	1	2.4
1800	43	0	42	1	0	0	0	0	0	0	0	1800	0	0	0	0	5	9	14	10	4	1	0	0	0	0	37.7	43.4	38	88.4	29	67.4	5	11.6
1815	36	0	33	0	3	0	0	0	0	0	0	1815	0	0	0	0	5	12	14	4	1	0	0	0	0	0	35.4	38.9	31	86.1	19	52.8	1	2.8
1830	38	0	37	0	1	0	0	0	0	0	0	1830	0	0	0	1	1	17	13	4	1	1	0	0	0	0	35.7	39.6	36	94.7	19	50	2	5.3
1845	28	0	27	0	1	0	0	0	0	0	0	1845	0	0	0	0	1	5	11	10	1	0	0	0	0	0	36.2	43.4	27	96.4	22	78.6	1	3.6
1900	38	1	37	0	0	0	0	0	0	0	0	1900	0	0	0	0	1	8	19	7	2	1	0	0	0	0	37.8	40.7	37	97.4	29	76.3	3	7.9
1915	29	0	28	0	1	0	0	0	0	0	0	1915	0	0	0	2	2	11	10	3	1	0	0	0	0	0	35.2	39.4	25	86.2	14	48.3	1	3.4
1930	24	0	23	0	1	0	0	0	0	0	0	1930	0	0	0	0	2	7	15	1	1	0	0	0	0	0	36.1	38.9	22	91.7	15	62.5	1	4.2
1945	20	0	20	0	0	0	0	0	0	0	0	1945	0	0	0	0	1	7	7	4	0	1	0	0	0	0	37.1	41.5	19	95	12	60	1	5
2000	22	0	22	0	0	0	0	0	0	0	0	2000	0	0	0	0	1	6	7	4	1	3	0	0	0	0	39.6	46.5	21	95.5	15	68.2	4	18.2
2015	18	0	17	0	1	0	0	0	0	0	0	2015	0	0	0	0	1	4	7	5	1	0	0	0	0	0	37.4	40.9	17	94.4	13	72.2	1	5.6
2030	16	0	15	0	1	0	0	0	0	0	0	2030	0	0	0	0	1	3	8	3	0	1	0	0	0	0	37.8	42.1	15	93.8	12	75	1	6.3
2045	11	0	10	0	1	0	0	0	0	0	0	2045	0	0	0	0	1	4	4	2	0	0	0	0	0	0	35.9	37.8	10	90.9	6	54.5	0	0
2100	15	0	14	0	1	0	0	0	0	0	0	2100	0	0	0	0	3	5	3	3	1	0	0	0	0	0	35.6	40.9	12	80	7	46.7	1	6.7
2115	18	0	15	0	2	0	0	0	1	0	0	2115	0	0	0	0	0	8	7	1	1	1	0	0	0	0	38.6	39.6	18	100	10	55.6	2	11.1
2130	10	1	9	0	0	0	0	0	0	0	0	2130	0	0	0	0	2	1	3	2	1	0	1	0	0	0	39.6	-	8	80	7	70	2	20
2145	21	0	20	0	1	0	0	0	0	0	0	2145	0	0	0	2	1	7	6	2	3	0	0	0	0	0	35.5	43.6	18	85.7	11	52.4	3	14.3
2200	12	0	12	0	0	0	0	0	0	0	0	2200	0	0	0	0	1	6	2	3	0	0	0	0	0	0	35.4	41.2	11	91.7	5	41.7	0	0
2215	9	1	8	0	0	0	0	0	0	0	0	2215	0	0	0	0	1	4	2	1	1	0	0	0	0	0	36.6	-	8	88.9	4	44.4	1	11.1
2230	15	0	14	0	1	0	0	0	0	0	0	2230	0	0	0	0	3	5	6	1	0	0	0	0	0	0	34.1	37.6	12	80	7	46.7	0	0
2245	8	0	8	0	0	0	0	0	0	0	0	2245	0	0	0	0	1	3	3	0	1	0	0	0	0	0	36	-	7	87.5	4	50	1	12.5
2300	11	0	10	0	1	0	0	0	0	0	0	2300	0	0	0	0	4	2	4	0	0	1	0	0	0	0	34.3	35.6	7	63.6	5	45.5	1	9.1
2315	9	0	9	0	0	0	0	0	0	0	0	2315	0	0	0	0	1	5	2	1	0	0	0	0	0	0	34.2	-	8	88.9	3	33.3	0	0
2330	9	0	9	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	3	4	1	1	0	0	0	0	0	36.9	-	9	100	6	66.7	1	11.1
2345	9	0	9	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	3	2	2	1	1	0	0	0	0	39.2	-	9	100	6	66.7	2	22.2
07-19	2555	12	[illegible]	9	84	[illegible]	1	1	1	0	0	07-19	0	1	1	13	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	15	2	[illegible]	0	0	[illegible]	40.7	2307	[illegible]	[illegible]	55.5	106	[illegible]
06-22	2927	16	[illegible]	9	106	[illegible]	1	1	[illegible]	0	0	06-22	0	1	1	10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	22	[illegible]	[illegible]	0	0	[illegible]	40.7	[illegible]	[illegible]	[illegible]	56	106	[illegible]
06-00	3009	16	[illegible]	9	106	[illegible]	1	1	[illegible]	0	0	06-00	0	1	1	10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	23	[illegible]	[illegible]	0	0	[illegible]	40.7	2700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
00-00	3009	16	[illegible]	9	106	[illegible]	1	1	[illegible]	0	0	00-00	0	1	1	10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	23	[illegible]	[illegible]	0	0	[illegible]	40.7	2700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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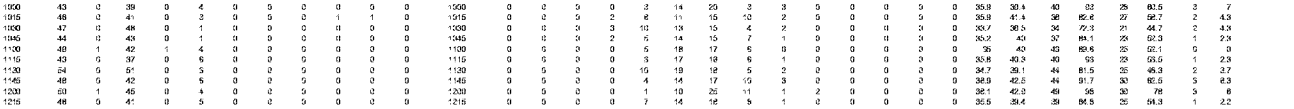
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Time	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	%PSL 30	ACPO 35	%ACPO 35	DFT 45	%DFT 45
0000	10	0	10	0	0	0	0	0	0	0	0	0000	0	0	0	1	1	1	3	2	2	0	0	0	0	0	37.4	-	8	80	7	70	2	20
0015	9	0	8	0	0	1	0	0	0	0	0	0015	0	0	0	0	1	4	3	1	0	0	0	0	0	0	34.5	-	8	88.9	4	44.4	0	0
0030	8	0	8	0	0	0	0	0	0	0	0	0030	0	0	0	0	2	4	0	0	0	0	0	0	0	0	31.1	-	4	66.7	0	0	0	0
0045	3	0	3	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	1	1	1	0	0	0	0	0	43.3	-	3	100	3	100	1	33.3
0100	4	0	4	0	0	0	0	0	0	0	0	0100	0	0	0	0	3	0	0	0	1	0	0	0	0	0	33.6	-	1	25	1	25	1	25
0115	5	0	3	0	2	0	0	0	0	0	0	0115	0	0	0	0	2	1	1	1	0	0	0	0	0	0	33.1	-	3	60	2	40	0	0
0130	2	0	2	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	1	1	0	0	0	0	0	0	0	34.8	-	2	100	1	50	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	1	1	0	0	0	0	0	0	36.7	-	2	100	2	100	0	0
0200	3	0	2	0	0	0	0	0	0	1	0	0200	0	0	0	0	2	1	0	0	0	0	0	0	0	0	30.8	-	1	33.3	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0	0215	0	0	1	0	0	0	0	1	0	0	0	0	0	0	26.5	-	1	50	1	50	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.8	-	1	100	0	0	0	0
0245	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	3	0	3	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	1	1	0	0	0	0	0	0	37.8	-	3	100	2	66.7	0	0
0315	2	0	2	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	1	0	1	0	0	0	0	0	0	37.5	-	2	100	1	50	0	0
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0345	1	0	1	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	1	0	0	0	0	0	0	42.2	-	1	100	1	100	0	0
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0415	4	0	4	0	0	0	0	0	0	0	0	0415	0	0	0	1	0	1	0	1	1	0	0	0	0	0	37.1	-	3	75	2	50	1	25
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0445	4	0	4	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	2	1	1	0	0	0	0	0	41	-	4	100	4	100	1	25
0500	11	0	10	0	1	0	0	0	0	0	0	0500	0	0	0	0	2	0	6	1	2	0	0	0	0	0	38.5	44.3	9	81.8	9	81.8	2	18.2
0515	8	0	8	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	2	3	1	2	0	0	0	0	0	39.8	-	8	100	6	75	2	25
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0545	6	0	5	1	0	0	0	0	0	0	0	0545	0	0	0	0	0	1	5	0	0	0	0	0	0	0	37.1	-	6	100	5	83.3	0	0
0600	11	0	11	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	3	3	3	2	0	0	0	0	0	39.7	44.5	11	100	8	72.7	2	18.2
0615	6	0	5	0	1	0	0	0	0	0	0	0615	0	0	0	0	0	1	1	4	0	0	0	0	0	0	39.5	-	6	100	5	83.3	0	0
0630	14	0	11	0	3	0	0	0	0	0	0	0630	0	0	0	0	0	1	6	4	3	0	0	0	0	0	41.3	47.4	14	100	13	92.9	3	21.4
0645	9	0	8	0	1	0	0	0	0	0	0	0645	0	0	0	0	0	0	3	3	3	0	0	0	0	0	43.2	-	9	100	9	100	3	33.3
0700	9	1	6	0	2	0	0	0	0	0	0	0700	0	0	0	0	0	2	2	4	0	1	0	0	0	0	42	-	9	100	7	77.8	1	11.1
0715	24	0	22	0	2	0	0	0	0	0	0	0715	0	0	0	0	0	7	4	9	2	2	0	0	0	0	40.4	44.7	24	100	17	70.8	4	16.7
0730	17	3	13	0	1	0	0	0	0	0	0	0730	0	1	0	0	0	1	3	6	4	0	0	0	0	0	40.6	45.4	16	94.1	15	88.2	4	23.5
0745	19	0	18	0	1	0	0	0	0	0	0	0745	0	0	0	0	1	1	5	3	9	0	0	0	0	0	42	46.8	18	94.7	17	89.5	9	47.4
0800	17	1	14	0	2	0	0	0	0	0	0	0800	0	0	3	0	1	3	5	4	0	1	0	0	0	0	35.1	41.4	13	76.5	10	58.8	1	5.9
0815	19	2	17	0	0	0	0	0	0	0	0	0815	0	0	1	0	0	6	7	5	0	0	0	0	0	0	38.2	41.4	18	94.7	12	63.2	0	0
0830	26	1	23	0	2	0	0	0	0	0	0	0830	0	1	0	0	0	7	13	5	0	0	0	0	0	0	38.2	40.3	25	96.2	18	69.2	0	0
0845	30	1	25	0	4	0	0	0	0	0	0	0845	0	0	0	0	5	7	12	4	1	0	0	0	0	0	35	40.8	24	80	17	56.7	1	3.3
0900	39	0	37	1	1	0	0	0	0	0	0	0900	0	0	0	0	1	16	15	5	2	0	0	0	0	0	36.4	40.3	38	97.4	22	56.4	2	5.1
0915	29	0	27	0	2	0	0	0	0	0	0	0915	0	0	0	0	0	6	14	4	2	1	0	0	0	0	37.6	41.4	29	100	21	72.4	3	10.3
0930	39	0	37	0	2	0	0	0	0	0	0	0930	0	0	0	0	6	12	15	3	2	1	0	0	0	0	36.7	39.4	33	84.6	21	53.8	3	7.7
0945	47	0	45	0	2	0	0	0	0	0	0	0945	0	0	0	1	3	14	21	5	3	0	0	0	0	0	36.2	40	43	91.5	29	61.7	3	6.4
1000	49	1	46	1	1	0	0	0	0	0	0	1000	0	0	0	0	2	20	18	10	0	0	1	0	0	0	36.8	40.9	47	95.9	27	55.1	1	2
1015	72	3	66	0	1	0	0	0	0	0	0	1015	0	3	0	1	5	19	24	17	3	0	0	0	0	0	35.9	42.1	63	87.5	44	61.1	3	4.2
1030	58	1	54	0	3	0	0	0	0	0	0	1030	0	1	0	0	9	22	13	13	0	0	0	0	0	0	35.1	40.9	48	82.8	26	44.8	0	0
1045	77	3	72	0	2	0	0	0	0	0	0	1045	1	1	0	5	4	37	20	4	0	2	0	0	0	0	32.9	37.5	63	81.8	26	33.8	2	2.6
1100	81	0	76	1	4	0	0	0	0	0	0	1100	0	0	0	0	11	25	32	9	2	1	0	0	0	0	35.5	39.5	70	86.4	44	54.3	3	3.7
1115	88	0	88	0	0	0	0	0	0	0	0	1115	0	0	0	1	8	32	33	10	0	3	0	0	0	0	35.5	39.8	76	86.8	46	52.3	3	3.4
1130	75	1	73	0	1	0	0	0	0	0	0	1130	0	2	1	1	4	24	33	7	3	0	0	0	0	0	34.8	39.4	67	89.3	43	57.3	3	4
1145	95	0	91	0	4	0	0	0	0	0	0	1145	0	0	0	2	14	38	31	10	0	0	0	0	0	0	34.3	38.5	79	83.2	41	43.2	0	0
1200	98	0	97	0	1	0	0	0	0	0	0	1200	0	0	0	0	5	47	34	12	0	0	0	0	0	0	35.2	39.4	93	94.9	46	46.9	0	0
1215	78	2	75	0	1	0	0	0	0	0	0	1215	0	1	2	1	6	40	23	4	1	0	0	0	0	0	33.4	37.1	68	87.2	28	35.9	1	1.3
1230	87	0	83	1	3	0	0	0	0	0	0	1230	0	0	0	0	6	21	32	6	0	0	0	0	0	0	35.8	39.8	81	91	40	59.7	0	0
1245	73	1	69	0	3	0	0	0	0	0	0	1245	0	0	0	0	7	30	29	7	0	0	0	0	0	0	35.3	38.5	66	90.4	36	49.3	0	0
1300	77	1	74	0	2	0	0	0	0	0	0	1300	0	0	0	2	11	28	26	10	0	0	0	0	0	0	34.7	39.6	64	83.1	36	46.8	0	0
1315	53	0	51	0	2	0	0	0	0	0	0	1315	0	0	0	0	4	16	20	5	5	1	0	0	0	0	36.6	40.6	49	92.5	31	58.5	6	11.3
1330	62	1	59	0	2	0	0	0	0	0	0	1330	0	0	0	0	3	13	30	10	3	0	0	0	0	0	36.5	41.2	56	90.3	43	69.4	3	4.8
1345	92	2	88	0	2	0	0	0	0	0	0	1345	1	1	1	4	9	35	32	8	2	1	0	0	0	0	34	38.5	78	82.8	41	44.6	3	3.3
1400	46	0	42	1	3	0	0	0	0	0	0	1400	0	0	0	0	2	14	20	7	2	1	0	0	0	0	36.9	40.9	44	95.7	30	65.2	3	6.5
1415	36	0	34	0	2	0	0	0	0	0	0	1415	0	0	0	0	3	9	18	4	2	0	0	0	0	0	36.8	40.5	33	91.7	24	66.7	2	5.6
1430	43	0	42	0	1	0	0	0	0	0	0	1430	0	0	0	0	4	15	13	8	1	1	0	0	0	0	35.5	40	39	90.7	21	48.8	2	4.7
1445	46	2	41	0	3	0	0	0	0	0	0	1445	0	1	2	0	2	13	18	8	2	0	0	0	0	0	35.7	41.2	41	89.1	28	60.9	2	4.3
1500	46	0	45	0	1	0	0	0	0	0	0	1500	0	0	0	0	1	14	23	7	1	0	0	0	0	0	35.8	40.7	45	97.8	31	67.4	1	2.2
1515	28	1	27	0	0	0	0	0	0	0	0	1515	0	0	0	0	0	7	16	5	0	0	0	0	0	0	38.9	40.3	28	100	21	75	0	0
1530	39	0	38	0	1	0	0	0	0	0	0	1530	0	0	0	1	0	18	11	7	1	1	0	0	0	0	36.3	42.3	38	97.4	20	51.3	2	5.1
1545	35	0	34	0	1	0	0	0	0	0	0	1545	0	0	0	0	2	10	16	4	3	0	0	0	0	0	36.6	43.2	33	94.3	23	65.7	3	8.6
1600	55	1	52	0	2	0	0	0	0	0	0	1600	0	1	0	0	4	23	20	7	0	0	0	0	0	0	35.1	39.8	50	90.9	27	49.1	0	0
1615	56	2	53	0	1	0	0	0	0	0	0	1615	0	0	0	0	5	14	18	14	5	0	0	0	0	0	37.7	42.9	51	91.1	37	66.1	5	8.9
1630	46	0	44	0	2	0	0	0	0	0	0	1630	0	0	0	0	0	12	26	4	3	1	0	0	0	0	37.6	41.2	46	100	34	73.9	4	8.7
1645	55	0	53	0	2	0	0	0	0	0	0	1645	0	0	0	0	10	18	16	10	1	0	0	0	0	0	35.4	40.5	45	81.8	27	49.1	1	1.8
1700	36	0	34	0	2	0	0	0	0	0	0	1700	0	0	0	0	2	15	10	8	1	0	0	0	0	0	36.1	41.2	34	94.4	19	52.8	1	2.8
1715	45	0	44	0	0	0	0	0	1	0	0	1715	0	0	0	0	2	14	19	7	2	1	0	0	0	0	37	41.6	43	95.6	29	64.4	3	6.7
1730	42	0	38	1	3	0	0	0	0	0	0	1730	0	0	0	0	2	14	18	7	1	0	0	0	0	0	36.3	40.9	40	95.2	26	61.9	1	2.4
1745	42	0	39	0	3	0	0	0	0	0	0	1745	0	0	0	4	1	16	14	4	3	0	0	0	0	0	35.3	40.9	37	88.1	21	50	3	7.1
1800	31	2	29	0	0	0	0	0	0	0	0	1800	1	0	0	0	1	10	13	3	3	0	0	0	0	0	36	40	29	93.5	19	61.3	3	9.7
1815	40	0	40	0	0	0	0	0	0	0	0	1815	0	0	0	0	0	16	14	8	1	1	0	0	0	0	37	41.2	40	100	24	60	2	5
1830	27	0	27	0	0	0	0	0	0	0	0	1830	0	0	0	0	1	11	7	7	1	0	0	0	0	0	35.9	41.2	26	96.3	15	55.6	1	3.7
1845	27	0	26	0	1	0	0	0	0	0	0	1845	0	0	0	0	0	10	9	8	0	0	0	0	0	0	37.8	43.4	27	100	17	63	0	0
1900	29	0	29	0	0	0	0	0	0	0	0	1900	0	0	0	0	2	8	11	3	4	1	0	0	0	0	38.3	45.9	27	93.1	19	65.5	5	17.2
1915	26	0	24	0	2	0	0	0	0	0	0	1915	0	0	0	0	7	9	7	3	0	0	0	0	0	0	34.3	38.9	19	73.1	10	38.5	0	0
1930	24	1	21	1	1	0	0	0	0	0	0	1930	0	0	0	0	0	1	15	6	2	0	0	0	0	0	38.9	41.8	24	100	23	95.8	2	8.3
1945	23	0	22	0	1	0	0	0	0	0	0	1945	0	0	0	0	0	9	9	2	3	0	0	0	0	0	37	43.8	23	100	14	60.9	3	13
2000	19	1	18	0	0	0	0	0	0	0	0	2000	0	1	0	0	1	5	7	4	0	1	0	0	0	0	38.8	41.8	17	89.5	12	63.2	1	5.3

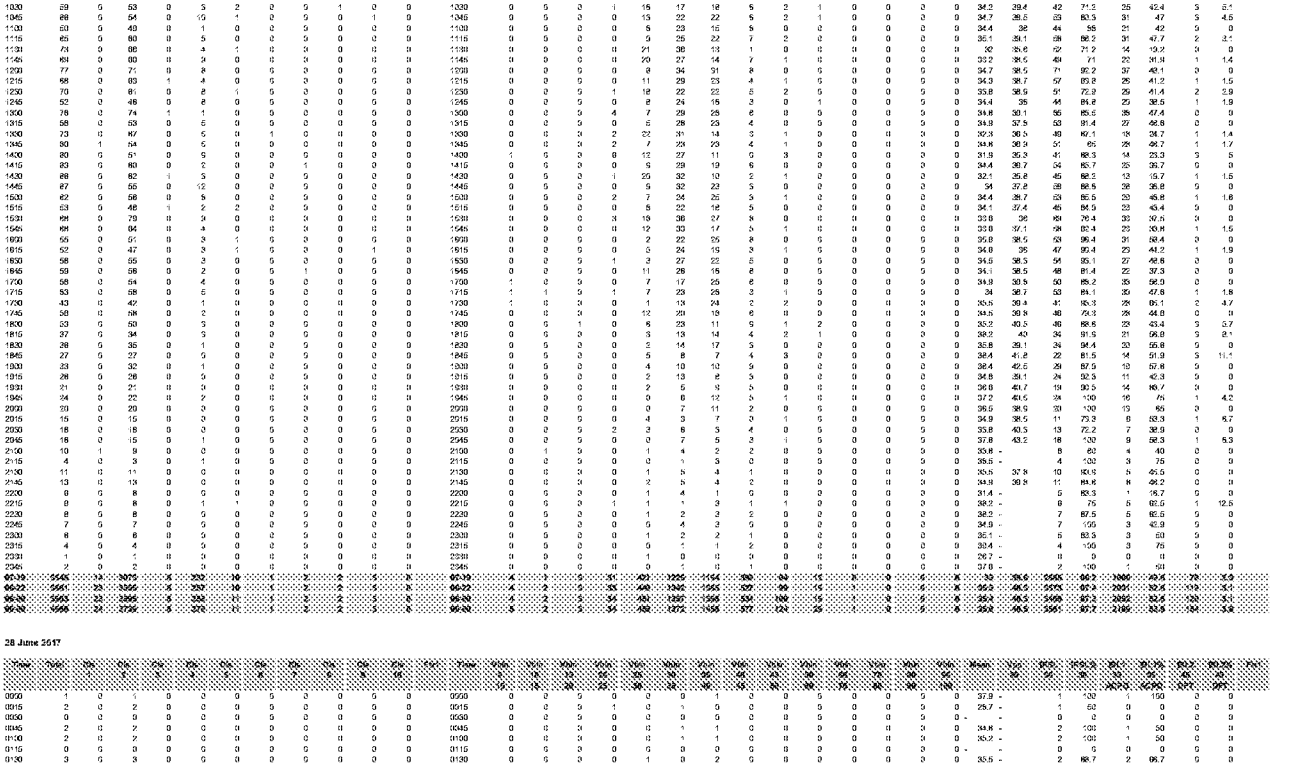


28 June 2017

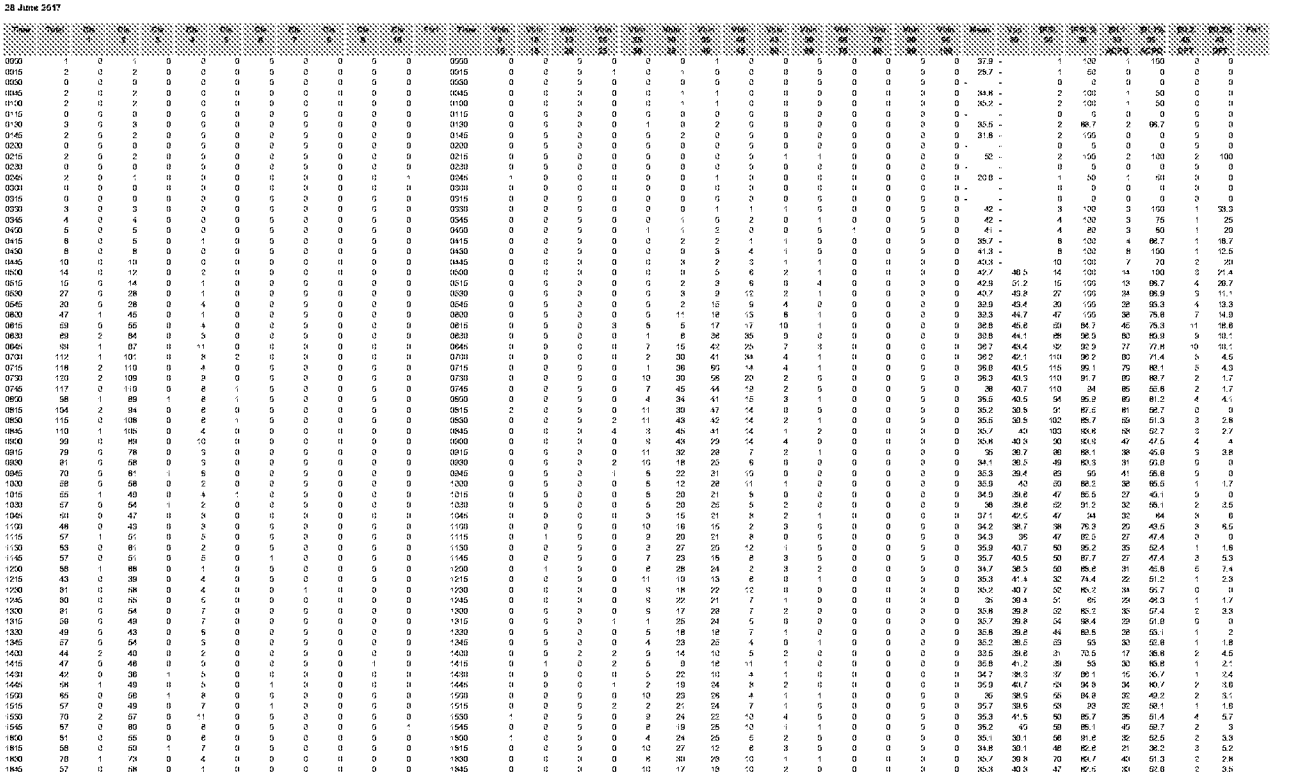


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1745	45	1	43	1	0	0	0	0	0	0	0		1745	0	1	1	0	5	22	11	5	1	1	0	0	0	0	33.7	37.2	38	84.4	16	35.6	2	4.4	
1800	55	0	55	0	0	0	0	0	0	0	0		1800	1	0	0	0	5	19	21	5	0	0	0	0	0	0	35.3	39.8	48	87.3	29	52.7	0	0	
1815	42	0	41	1	0	0	0	0	0	0	0		1815	0	1	0	0	2	18	14	5	2	0	0	0	0	0	36.5	40.5	39	92.9	21	50	2	4.8	
1830	46	0	44	1	1	0	0	0	0	0	0		1830	0	0	0	0	2	17	11	12	2	2	0	0	0	0	37.9	42.9	44	95.7	27	58.7	4	8.7	
1845	41	0	38	1	2	0	0	0	0	0	0		1845	0	0	0	0	4	11	19	7	0	0	0	0	0	0	36.9	39.6	37	90.2	26	63.4	0	0	
1900	40	0	37	0	3	0	0	0	0	0	0		1900	0	0	0	0	2	20	13	2	1	2	0	0	0	0	35.6	38.3	38	95	18	45	3	7.5	
1915	38	1	32	0	3	0	0	0	0	0	0		1915	0	0	0	0	4	11	15	8	0	0	0	0	0	0	35.7	40	32	86.9	21	52.3	0	0	
1930	51	0	49	0	2	0	0	0	0	0	0		1930	0	0	0	0	3	14	22	11	1	0	0	0	0	0	36.9	40	48	94.1	34	66.7	1	2	
1945	40	1	37	0	2	0	0	0	0	0	0		1945	0	0	0	0	5	15	10	8	1	0	1	0	0	0	36.2	41.5	35	87.5	20	50	2	5	
2000	24	0	20	0	4	0	0	0	0	0	0		2000	0	0	0	0	1	4	14	3	1	1	0	0	0	0	37.8	40.7	23	95.8	19	79.2	2	8.3	
2015	18	0	18	0	0	0	0	0	0	0	0		2015	0	0	0	0	0	0	10	5	1	2	0	0	0	0	40.8	44.7	18	100	18	100	3	16.7	
2030	20	0	18	0	2	0	0	0	0	0	0		2030	0	0	0	0	1	7	11	1	0	0	0	0	0	0	35.4	37.5	19	95	12	60	0	0	
2045	22	0	22	0	0	0	0	0	0	0	0		2045	0	0	0	0	3	9	7	2	0	1	0	0	0	0	34.9	36.3	19	86.4	10	45.5	1	4.5	
2100	29	0	29	0	0	0	0	0	0	0	0		2100	0	0	0	0	3	8	10	7	1	0	0	0	0	0	37.1	42.1	26	89.7	18	62.1	1	3.4	
2115	17	1	15	0	0	0	1	0	0	0	0		2115	0	0	0	0	2	8	2	2	2	1	0	0	0	0	38.8	42.7	15	88.2	7	41.2	3	17.6	
2130	28	0	28	0	0	0	0	0	0	0	0		2130	0	0	0	0	3	13	8	4	0	0	0	0	0	0	34.7	39.4	25	89.3	12	42.9	0	0	
2145	12	0	12	0	0	0	0	0	0	0	0		2145	0	0	0	0	0	4	4	3	1	0	0	0	0	0	37	41.2	12	100	8	66.7	1	8.3	
2200	12	0	11	0	1	0	0	0	0	0	0		2200	0	0	0	0	0	3	9	0	0	0	0	0	0	0	36	36.9	12	100	9	75	0	0	
2215	9	0	9	0	0	0	0	0	0	0	0		2215	0	0	0	0	1	3	5	0	0	0	0	0	0	0	34.7	-	8	88.9	5	55.6	0	0	
2230	16	0	16	0	0	0	0	0	0	0	0		2230	0	0	0	0	4	7	3	0	2	0	0	0	0	0	34.4	38.5	12	75	5	31.3	2	12.5	
2245	5	0	5	0	0	0	0	0	0	0	0		2245	0	0	0	0	2	2	0	1	0	0	0	0	0	0	32.6	-	3	60	1	20	0	0	
2300	14	0	13	0	1	0	0	0	0	0	0		2300	0	0	0	1	3	4	4	2	0	0	0	0	0	0	33.2	37.1	10	71.4	6	42.9	0	0	
2315	12	0	11	0	1	0	0	0	0	0	0		2315	0	0	0	0	0	5	5	2	0	0	0	0	0	0	35.9	39.1	12	100	7	58.3	0	0	
2330	9	0	9	0	0	0	0	0	0	0	0		2330	0	0	0	0	1	4	2	2	0	0	0	0	0	0	35.1	-	8	88.9	4	44.4	0	0	
2345	10	0	7	0	2	1	0	0	0	0	0		2345	0	0	0	0	3	2	3	2	0	0	0	0	0	0	34.2	-	7	70	5	50	0	0	
07-19	3247	32	2892	13	301	4	3	1	1	5	0		07-19	6	14	12	33	310	1105	1215	464	78	11	2	0	5	0	35.2	40.3	2562	85.2	1774	54.6	81	3.8	
06-22	3536	32	2247	13	337	4	3	1	1	5	0		06-22	6	14	12	33	341	1265	1453	601	107	23	3	0	5	0	35.3	40.7	3350	89.7	2102	57	137	3.8	
06-00	3933	32	3425	13	342	5	3	1	1	5	0		06-00	6	14	12	34	365	1285	1455	610	112	23	3	0	5	0	35.3	40.7	3533	89.6	2206	56.5	138	3.5	
00-00	4070	64	[illegible]	33	344	[illegible]	3	1	1	5	0		00-00	6	14	12	24	[illegible]	[illegible]	1520	601	106	23	0	[illegible]	5	0	[illegible]	40.3	3650	90.4	[illegible]	60.7	104	[illegible]	

01 July 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10		Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT	
0000	4	0	4	0	0	0	0	0	0	0	0		0000	0	0	0	0	3	0	1	0	0	0	0	0	0	0	30.9	-	1	25	1	25	0	0	
0015	4	0	4	0	0	0	0	0	0	0	0		0015	0	0	0	1	0	1	1	0	1	0	0	0	0	0	35.7	-	3	75	2	50	1	25	
0030	4	0	4	0	0	0	0	0	0	0	0		0030	0	0	0	0	0	2	2	0	0	0	0	0	0	0	34.7	-	4	100	2	50	0	0	
0045	5	0	5	0	0	0	0	0	0	0	0		0045	0	0	0	0	0	3	0	1	1	0	0	0	0	0	38.5	-	5	100	2	40	1	20	
0100	3	0	2	0	1	0	0	0	0	0	0		0100	0	0	0	0	2	0	1	0	0	0	0	0	0	0	31.3	-	1	33.3	1	33.3	0	0	
0115	2	0	2	0	0	0	0	0	0	0	0		0115	0	0	0	0	0	1	0	0	0	0	1	0	0	0	48.7	-	2	100	1	50	1	50	
0130	2	0	2	0	0	0	0	0	0	0	0		0130	0	0	0	0	0	1	1	0	0	0	0	0	0	0	34.2	-	2	100	1	50	0	0	
0145	2	0	2	0	0	0	0	0	0	0	0		0145	0	0	0	0	0	1	1	0	0	0	0	0	0	0	34.7	-	2	100	1	50	0	0	
0200	3	0	2	0	1	0	0	0	0	0	0		0200	0	0	0	0	0	2	0	1	0	0	0	0	0	0	36.9	-	3	100	1	33.3	0	0	
0215	3	0	2	0	1	0	0	0	0	0	0		0215	0	0	0	0	0	0	1	2	0	0	0	0	0	0	42.5	-	3	100	3	100	0	0	
0230	2	0	2	0	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	2	0	0	0	0	0	47	-	2	100	2	100	2	100	
0245	2	0	2	0	0	0	0	0	0	0	0		0245	0	0	0	0	0	1	0	0	0	1	0	0	0	0	40.5	-	2	100	1	50	1	50	
0300	2	0	2	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	1	1	0	0	0	0	0	0	0	36.4	-	2	100	1	50	0	0	
0315	3	0	3	0	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	2	1	0	0	0	0	0	0	36.1	-	3	100	3	100	0	0	
0330	3	0	2	0	1	0	0	0	0	0	0		0330	0	0	0	0	1	0	0	2	0	0	0	0	0	0	38	-	2	66.7	2	66.7	0	0	
0345	3	0	3	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	2	0	1	0	0	0	0	0	41.8	-	3	100	3	100	1	33.3	
0400	3	0	2	0	1	0	0	0	0	0	0		0400	0	0	0	0	0	0	1	1	1	0	0	0	0	0	41.8	-	3	100	3	100	1	33.3	
0415	3	0	3	0	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	2	1	0	0	0	0	0	43.8	-	3	100	3	100	1	33.3	
0430	7	0	6	0	1	0	0	0	0	0	0		0430	0	0	0	0	0	1	1	3	1	1	0	0	0	0	41.6	-	7	100	6	85.7	2	28.6	
0445	7	0	6	0	1	0	0	0	0	0	0		0445	0	0	0	0	0	4	0	2	1	0	0	0	0	0	38.6	-	7	100	3	42.9	1	14.3	
0500	14	0	12	0	2	0	0	0	0	0	0		0500	0	0	0	0	0	4	4	3	3	0	0	0	0	0	39.9	47.4	14	100	10	71.4	3	21.4	
0515	6	0	6	0	0	0	0	0	0	0	0		0515	0	0	0	0	0	1	1	4	0	0	0	0	0	0	40.2	-	6	100	5	83.3	0	0	
0530	9	0	8	1	0	0	0	0	0	0	0		0530	0	0	0	0	2	0	3	2	2	0	0	0	0	0	38.1	-	7	77.8	7	77.8	2	22.2	
0545	12	0	9	0	3	0	0	0	0	0	0		0545	0	0	0	0	0	3	3	2	1	3	0	0	0	0	42	50.6	12	100	9	75	4	33.3	
0600	21	0	20	0	1	0	0	0	0	0	0		0600	0	0	0	0	1	4	5	4	6	1	0	0	0	0	40.4	48.6	20	95.2	16	76.2	7	33.3	
0615	16	0	14	0	2	0	0	0	0	0	0		0615	0	0	0	0	0	2	5	3	4	2	0	0	0	0	43	49.2	16	100	14	87.5	6	37.5	
0630	18	0	15	0	3	0	0	0	0	0	0		0630	0	0	0	0	0	3	3	8	2	2	0	0	0	0	42.3	47.2	18	100	15	83.3	4	22.2	
0645	21	1	20	0	0	0	0	0	0	0	0		0645	0	0	0	0	0	6	9	4	2	0	0	0	0	0	37.9	42.1	21	100	15	71.4	2	9.5	
0700	19	0	16	0	3	0	0	0	0	0	0		0700	0	0	0	0	2	4	6	5	2	0	0	0	0	0	36.9	40.9	17	89.5	16	84.2	2	10.5	
0715	22	0	19	1	2	0	0	0	0	0	0		0715	0	0	0	0	1	3	7	6	3	2	0	0	0	0	40.3	47.4	21	95.5	18	81.8	5	22.7	
0730	36	0	36	0	0	0	0	0	0	0	0		0730	0	0	0	2	2	2	17	9	4	0	0	0	0	0	39.2	42.9	32	88.9	30	83.3	4	11.1	
0745	40	0	38	1	1	0	0	0	0	0	0		0745	0	0	0	0	2	7	19	9	2	1	0	0	0	0	39.1	41.4	38	95	31	77.5	3	7.5	
0800	46	1	37	0	8	0	0	0	0	0	0		0800	1	0	0	0	0	10	17	14	2	2	0	0	0	0	38.4	42.1	45	97.8	35	76.1	4	8.7	
0815	52	2	47	0	3	0	0	0	0	0	0		0815	0	0	3	1	1	11	27	7	2	0	0	0	0	0	38.1	40	47	90.4	36	69.2	2	3.8	
0830	43	0	38	1	4	0	0	0	0	0	0		0830	0	1	0	0	0	14	18	6	0	2	0	0	0	0	37.1	41.4	42	97.7	28	65.1	2	4.7	
0845	52	0	48	0	4	0	0	0	0	0	0		0845	0	0	0	0	4	15	20	10	3	0	0	0	0	0	38.9	40.9	48	92.3	33	63.5	3	5.8	
0900	66	1	61	0	4	0	0	0	0	0	0		0900	0	0	0	0	5	18	28	13	4	0	0	0	0	0	37.1	41.8	61	92.4	45	68.2	4	6.1	
0915	71	0	66	0	5	0	0	0	0	0	0		0915	0	0	0	0	5	27	27	6	4	2	0	0	0	0	38.1	40.5	66	93	39	54.9	6	8.5	
0930	61	0	56	0	5	0	0	0	0	0	0		0930	0	0	0	3	7	14	24	10	2	1	0	0	0	0	35.7	41.2	51	83.6	37	60.7	3	4.9	
0945	78	2	75	0	1	0	0	0	0	0	0		0945	0	0	0	0	5	31	27	11	9	0	0	0	0	0	37	42.3	78	100	47	60.3	9	11.5	
1000	84	0	80	0	4	0	0	0	0	0	0		1000	0	0	0	0	1	32	38	12	1	0	0	0	0	0	36.3	39.6	83	98.8	51	60.7	1	1.2	
1015	84	0	81	1	2	0	0	0	0	0	0		1015	0	0	0	0	15	30	31	7	1	0	0	0	0	0	34.2	37.6	69	82.1	39	46.4	1	1.2	
1030	85	1	80	0	4	0	0	0	0	0	0		1030	0	0	0	1	10	37	30	5	2	0	0	0	0	0	34.8	38.9	74	87.1	37	43.5	2	2.4	
1045	88	1	86	0	1	0	0	0	0	0	0		1045	0	0	1	0	7	47	27	5	1	0	0	0	0	0	34.2	36	80	90.9	33	37.5	1	1.1	
1100	76	0	75	0	1	0	0	0	0	0	0		1100	0	0	0	1	3	34	30	7	1	0	0	0	0	0	35.1	38.5	72	94.7	38	50	1	1.3	
1115	116	0	108	0	7	0	0	0	0	0	1		1115	0	0	0	4	8	53	42	8	1	2	0	0	0	0	34.8	38.5	104	89.7	51	44	3	2.6	
1130	93	0	92	0	1	0	0	0	0	0	0		1130	0	0	0	0	10	40	34	7	2	0	0	0	0	0	34.5	38.7	83	89.2	45	48.4	2	2.2	
1145	88	0	84	0	3	1	0	0	0	0	0		1145	0	0	2	0	4	35	32	12	3	0	0	0	0	0	35.5	40.5	82	93.2	47	53.4	3	3.4	
1200	85	1	80	0	4	0	0	0	0	0	0		1200	0	0	0	0	8	35	34	7	1	0	0	0	0	0	35	37.8	77	90.6	42	49.4	1	1.2	
1215	78	1	76	0	1	0	0	0	0	0	0		1215	1	0	0	0	14	31	24	7	1	0	0	0	0	0	34	38	63	80.8	32	41	1	1.3	
1230	72	0	69	0	3	0	0	0	0	0	0		1230	0	0	0	0	6	27	28	9	2	0	0	0	0	0	35.4	39.4	64	88.9	37	51.4	2	2.8	
1245	53	2	51	0	0	0	0	0	0	0	0		1245	0	0	0	0	3	10	25	12	3	0	0	0	0	0	37.7	41.8	50	94.3	40	75.5	3	5.7	
1300	96	1	94	0	1	0	0	0	0	0	0		1300	0	0	0	1	5	35	40	13	2	0	0	0	0	0	38	39.8	90	93.8	55	57.3	2	2.1	
1315	64	0	62	0	1	0	0	1	0	0	0		1315	0	0	0	0	4	18	32	12	0	0	0	0	0	0	36.8	40.5	60	93.8	44	68.8	0	0	
1330	72	0	68	0	4	0	0	0	0	0	0		1330	0	0	0	0	4	26	33	7	2	0	0	0	0	0	35.8	39.4	68	94.4	42	58.3	2	2.8	
1345	67	1	65	0	1	0	0	0	0	0	0		1345	0	0	0	0	12	26	20	7	2	0	0	0	0	0	34.2	38	55	82.1	29	43.3	2	3	
1400	76	1	74	0	1	0	0	0	0	0	0		1400	0	0	0	0	6	30	29	7	4	0	0	0	0	0	35.7	39.4	70	92.1	40	52.6	4	5.3	
1415	69	3	64	1	1	0	0	0	0	0	0		1415	0	0	1	0	10	17	29	11	1	0	0	0	0	0	36.2	40	58	84.1	41	59.4	1	1.4	
1430	59	1	57	0	1	0	0	0	0	0	0		1430	0	0	0	1	3	14	27	9	5	0	0	0	0	0	37.1	41.4	55	93.2	41	69.5	5	8.5	
1445	62	0	59	0	3	0	0	0	0	0	0		1445	0	0	0	0	1	18	29	11	3	0	0	0	0	0	37.1	42.1	61	98.4	43	69.4	3	4.8	
1500	73	0	71	1	1	0	0	0	0	0	0		1500	0	0	0	0	3	38	20	10	1	1	0	0	0	0	35.7	40.5	70	95.9	32	43.8	2	2.7	
1515	38	1	36	0	1	0	0	0	0	0	0		1515	0	0	2	0	4	11	12	8	1	0	0	0	0	0	35	41.2	32	84.2	21	55.3	1	2.6	
1530	44	0	43	0	1	0	0	0	0	0	0		1530	0	0	0	0	3	18	15	7	0	0	0	0	0	0	35.7	39.4	41	93.2	25	56.8	0	0	
1545	50	1	47	0	2	0	0	0	0	0	0		1545	0	1	0	0	6	12	19	10	2	0	0	0	0	0	36	41.4	43	86	31	62	2	4	
1600	52	0	51	0	1	0	0	0	0	0	0		1600	0	0	0	0	4	17	17	12	2	0	0	0	0	0	38.7	41.2	48	92.3	31	59.6	2	3.8	
1615	50	0	49	0	1	0	0	0	0	0	0		1615	0	0	0	0	4	14	22	10	0	0	0	0	0	0	38.2	40.7	46	92	32	64	0	0	
1630	41	0	39	0	2	0	0	0	0	0	0		1630	0	0	0	0	1	10	24	4	2	0	0	0	0	0	37.4	39.8	40	97.6	30	73.2	2	4.9	
1645	47	0	47	0	0	0	0	0	0	0	0		1645	0	0	0	0	4	15	23	4	1	0	0	0	0	0	38.1	39.8	43	91.5	28	59.6	1	2.1	
1700	45	0	44	0	1	0	0	0	0	0	0		1700	0	0	0	0	6	14	17	5	1	0	0	0	0	0	34.9	38.9	37	82.2	23	51.1	1	2.2	
1715	39	0	37	0	1	1	0	0	0	0	0		1715	0	0	0	0	6	13	15	3	2	0	0	0	0	0	35	38.3	33	84.6	20	51.3	2	5.1	
1730	49	1	45	1	1	1	0	0	0	0	0		1730	0	0	0	0	3	18	19	5	1	0	0	0	0	0	36	40.5	46	93.9	28	57.1	1	2	
1745	38	0	37	1	0	0	0	0	0	0	0		1745	0	0	0	0	1	10	17	9	1	0	0	0	0	0	37.2	40.9	37	97.4	27	71.1	1	2.6	
1800	37	1	35	0	1	0	0	0	0	0	0		1800	0	0	0	0	0	14	14	7	1	1	0	0	0	0	37.1	41.6	37	100	23	62.2	2	5.4	
1815	44	0	43	0	1	0	0	0	0	0	0		1815	0	0	0	0	2	13	22	6	0	1	0	0	0	0	36.6	39.6	42	95.5	29	65.9	1	2.3	
1830	39	0	37	0	2	0	0	0	0	0	0		1830	0	0	0	0	7	14	12	4	0	2	0	0	0	0	35.5	39.6	32	82.1	16	41	2	5.1	
1845	32	1	30	0	1	0	0	0	0	0	0		1845	0	0	0	0	0	11	15	6	0	0	0	0	0	0	36.9	40.5	32	100	21	65.6	0	0	
1900	26	0	26	0	0	0	0	0	0	0	0		1900	0	0	0	0	2	5	14	2	3	0	0	0	0	0	37.3	42.1	24	92.3	19	73.1	3	11.5	
1915	33	1	30	0	2	0	0	0	0	0	0		1915	0	0	0	0	5	10	11	6	0	1	0	0	0	0	35.1	40.5	28	84.8	18	54.5	1	3	
1930	28	0	27	0	1	0	0	0	0	0	0		1930	0	0	0	0	3	10	11	2	2	0	0	0	0	0	35.5	39.5	25	89.3	15	53.6	2	7.1	
1945	23	0	23	0	0	0	0	0	0	0	0		1945	0	0	0	0	3	8	8	4	0	0	0	0	0	0	35.8	40.3	20	87	12	52.2	0	0	
2000	17	0	16	0	1	0	0	0	0	0	0		2000	0	0	0	0	1	7	5	3	1	0	0	0	0	0	36.4	41.8	16	94.1	9	52.9	1	5.9	
2015	19	0	18	0	1	0	0	0	0	0	0		2015	0	0	0	0	0	5	8	6	0	0	0	0	0	0	37.4	40.9	19	100	14	73.7	0	0	
2030	25	0	23	0	2	0	0	0	0	0	0		2030	0	0	0	0	0	13	8	1	2	1	0	0	0	0	38.5	37.8	25	100	12	48	3	12	
2045	22	0	21	0	1	0	0	0	0	0	0		2045	0	0	0	0	1	8	11	1	1	0	0	0	0	0	36.4	38.3	21	95.5	13	59.1	1	4.5	
2100	13	0	13	0	0	0	0	0	0	0	0		2100	0	0	0	0	1	2	8	1	1	0	0	0	0	0	37.8	39.4	12	92.3	10	76.9	1	7.7	
2115	12	0	12	0	0	0	0	0	0	0	0		2115	0	0	0	0	0	3	6	1	2	0	0	0	0	0	38	40.5	12	100	9	75	2	16.7	
2130	10	0	10	0	0	0	0	0	0	0	0		2130	0	0	0	0	1	6	2	0	0	1	0	0	0	0	34.9	-	9	90	3	30	1	10	
2145	6	0	5	0	1	0	0	0	0	0	0		2145	0	0	0	0	0	4	2	0	0	0	0	0	0	0	33.6	-	6	100	2	33.3	0	0	
2200	7	0	7	0	0	0	0	0	0	0	0		2200	0	0	0	0	2	5	0	0	0	0	0	0	0	0	31.6	-	5	71.4	0	0	0	0	
2215	13	0	13	0	0	0	0	0	0	0	0		2215	0	0	0	0	3	5	5	0	0	0	0	0	0	0	32.9	36	10	76.9	5	38.5	0	0	
2230	16	0	16	0	0	0	0	0	0	0	0		2230	0	0	0	2	0	7	4	1	2	0	0	0	0	0	34.9	43.4	14	87.5	7	43.8	2	12.5	
2245	12	0	12	0	0	0	0	0	0	0	0		2245	0	0	0	0	0	5	5	1	1	0	0	0	0	0	36.1	38.5	12	100	7	58.3	1	8.3	
2300	13	0	12	0	1	0	0	0	0	0	0		2300	0	0	0	0	5	6	2	0	0	0	0	0	0	0	31.2	34	8	61.5	2	15.4	0	0	
2315	8	0	8	0	0	0	0	0	0	0	0		2315	0	0	0	0	1	4	2	0	1	0	0	0	0	0	35.7	-	7	87.5	3	37.5	1	12.5	
2330	1	0	1	0	0	0	0	0	0	0	0		2330	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.2	-	1	100	1	100	0	0	
2345	5	0	5	0	0	0	0	0	0	0	0		2345	0	0	0	0	0	1	2	1	0	0	1	0	0	0	43.1	-	5	100	4	80	1	20	
07-19	2371	24	2200	0	101	3	0	1	3	0	1		07-19	2	3	3	14	201	907	1035	304	106	17	0	6	0	0	36.3	40.3	2020	90.4	1609	57	102	3.7	
06-22	3081	25	2928	0	116	3	0	1	3	0	1		06-22	2	3	2	14	256	1063	1231	346	116	23	0	6	0	0	36	40.7	2919	91.6	1682	57.6	141	3.4	
06-00	3230	25	3100	0	117	3	0	1	3	0	1		06-00	2	3	2	16	256	1112	1272	345	126	23	1	6	0	0	36	40.7	2977	91.4	1661	57.2	146	3.5	
00-00	3294	25	3165	2	125	3	0	1	3	0	1		00-00	2	3	2	17	256	1142	1222	405	135	30	2	6	0	0	36.1	40.7	3079	91.4	1834	57.2	167	5	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10		Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT	
0000	5	0	5	0	0	0	0	0	0	0	0		0000	0	0	0	1	0	2	1	1	0	0	0	0	0	0	34.2	-	4	80	2	40	0	0	
0015	5	0	5	0	0	0	0	0	0	0	0		0015	0	0	0	0	1	1	3	0	0	0	0	0	0	0	34.7	-	4	80	3	60	0	0	
0030	1	0	1	0	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	1	0	0	0	0	52.9	-	1	100	1	100	1	100	
0045	4	0	4	0	0	0	0	0	0	0	0		0045	0	0	0	0	0	2	2	0	0	0	0	0	0	0	34.5	-	4	100	2	50	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	2	0	0	0	0	0	0	0	37.5	-	2	100	2	100	0	0	
0115	3	0	3	0	0	0	0	0	0	0	0		0115	0	0	0	0	0	2	0	1	0	0	0	0	0	0	36.8	-	3	100	1	33.3	0	0	
0130	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	2	0	2	0	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	1	1	0	0	0	0	0	0	41.5	-	2	100	2	100	0	0	
0200	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	4	0	4	0	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	2	1	0	1	0	0	0	0	41.9	-	4	100	4	100	1	25	
0230	2	0	2	0	0	0	0	0	0	0	0		0230	0	0	0	0	0	1	0	1	0	0	0	0	0	0	35.6	-	2	100	1	50	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0		0245	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.8	-	1	100	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	1	0	0	0	0	0	48.7	-	1	100	1	100	1	100	
0315	2	0	2	0	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	1	0	1	0	0	0	0	0	42.8	-	2	100	2	100	1	50	
0330	4	0	3	0	1	0	0	0	0	0	0		0330	0	0	0	0	2	1	1	0	0	0	0	0	0	0	32.2	-	2	50	1	25	0	0	
0345	3	0	3	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	1	2	0	0	0	0	0	0	0	38.3	-	3	100	2	66.7	0	0	
0400	3	0	3	0	0	0	0	0	0	0	0		0400	0	0	0	0	0	1	0	2	0	0	0	0	0	0	39.7	-	3	100	2	66.7	0	0	
0415	2	0	2	0	0	0	0	0	0	0	0		0415	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35.5	-	2	100	1	50	0	0	
0430	2	0	2	0	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	1	1	0	0	0	0	0	0	38.9	-	2	100	2	100	0	0	
0445	3	0	3	0	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	1	1	1	0	0	0	0	0	42.6	-	3	100	3	100	1	33.3	
0500	11	0	11	0	0	0	0	0	0	0	0		0500	0	0	0	0	0	5	1	4	0	1	0	0	0	0	38.1	40.7	11	100	6	54.5	1	9.1	
0515	12	0	12	0	0	0	0	0	0	0	0		0515	0	0	0	0	0	2	3	3	4	0	0	0	0	0	41.1	45.6	12	100	10	83.3	4	33.3	
0530	7	0	7	0	0	0	0	0	0	0	0		0530	0	0	0	0	0	2	2	3	0	0	0	0	0	0	36.8	-	7	100	5	71.4	0	0	
0545	13	0	13	0	0	0	0	0	0	0	0		0545	0	0	0	0	2	1	5	4	0	1	0	0	0	0	39	42.5	11	84.6	10	76.9	1	7.7	
0600	7	0	7	0	0	0	0	0	0	0	0		0600	0	0	0	0	1	0	4	1	1	0	0	0	0	0	36.8	-	6	85.7	6	85.7	1	14.3	
0615	8	0	8	0	0	0	0	0	0	0	0		0615	0	0	0	0	0	0	2	4	2	0	0	0	0	0	42.7	-	8	100	8	100	2	25	
0630	14	0	14	0	0	0	0	0	0	0	0		0630	0	0	0	0	1	2	2	4	2	3	0	0	0	0	42.8	52.1	13	92.9	11	78.6	5	35.7	
0645	13	0	13	0	0	0	0	0	0	0	0		0645	0	0	0	0	2	1	3	3	4	0	0	0	0	0	39.7	47	11	84.6	10	76.9	4	30.8	
0700	13	2	10	0	1	0	0	0	0	0	0		0700	0	0	1	0	1	7	0	1	3	0	0	0	0	0	35.5	45.9	11	84.6	4	30.8	3	23.1	
0715	18	0	16	1	1	0	0	0	0	0	0		0715	0	0	0	0	0	3	3	6	6	0	0	0	0	0	42	46.5	18	100	15	83.3	6	33.3	
0730	21	1	19	0	1	0	0	0	0	0	0		0730	0	0	0	1	0	4	8	5	3	0	0	0	0	0	38	42.3	20	95.2	16	76.2	3	14.3	
0745	14	0	13	0	1	0	0	0	0	0	0		0745	0	0	0	0	0	5	4	3	2	0	0	0	0	0	38	42.7	14	100	9	64.3	2	14.3	

0800	33	0	31	1	1	0	0	0	0	0	0		0800	0	0	0	0	1	7	24	1	0	0	0	0	0	0	38.3	38	32	97	25	75.8	0	0	
0815	17	0	17	0	0	0	0	0	0	0	0		0815	0	0	0	0	1	2	8	5	1	0	0	0	0	0	38.7	42.7	16	94.1	14	82.4	1	5.9	
0830	27	1	26	0	0	0	0	0	0	0	0		0830	0	1	0	0	1	5	10	9	1	0	0	0	0	0	37.2	43.2	25	92.6	20	74.1	1	3.7	
0845	30	0	29	0	1	0	0	0	0	0	0		0845	0	0	0	0	0	10	13	4	3	0	0	0	0	0	37.4	40.9	30	100	20	66.7	3	10	
0900	41	4	33	1	3	0	0	0	0	0	0		0900	0	0	0	1	0	10	18	8	1	3	0	0	0	0	37.9	42.9	40	97.6	30	73.2	4	9.8	
0915	44	0	42	0	2	0	0	0	0	0	0		0915	0	0	0	0	4	13	12	11	4	0	0	0	0	0	37	42.5	40	90.9	27	61.4	4	9.1	
0930	48	0	45	0	1	0	0	0	0	0	0		0930	0	0	0	0	4	10	19	7	3	3	0	0	0	0	37.9	42.9	42	91.3	32	69.6	8	13	
0945	54	1	53	0	0	0	0	0	0	0	0		0945	0	0	0	0	3	14	18	14	5	0	0	0	0	0	38	42.9	51	94.4	37	68.5	5	9.3	
1000	79	0	72	1	6	0	0	0	0	0	0		1000	0	0	0	0	0	24	36	15	4	0	0	0	0	0	37	42.9	73	92.4	49	62	4	5.1	
1015	49	0	47	0	2	0	0	0	0	0	0		1015	0	0	1	0	2	14	24	6	2	0	0	0	0	0	36.5	40.5	48	95.9	32	65.3	2	4.1	
1030	54	0	52	0	1	0	0	1	0	0	0		1030	0	0	0	0	3	18	19	9	4	1	0	0	0	0	37.1	41.5	51	94.4	33	61.1	5	9.3	
1045	50	2	47	0	1	0	0	0	0	0	0		1045	0	3	2	0	1	5	26	12	1	0	0	0	0	0	35.8	42.1	44	88	39	78	1	2	
1100	77	0	72	2	3	0	0	0	0	0	0		1100	0	0	0	0	3	33	27	11	2	1	0	0	0	0	35.8	40	74	96.1	41	53.2	3	3.9	
1115	89	0	85	0	3	0	0	0	1	0	0		1115	0	0	0	1	8	44	24	12	0	0	0	0	0	0	34.8	38.9	80	89.9	36	40.4	0	0	
1130	85	1	80	1	3	0	0	0	0	0	0		1130	0	0	0	0	3	39	33	10	0	0	0	0	0	0	35.4	39.4	82	96.5	43	50.6	0	0	
1145	93	1	88	1	3	0	0	0	0	0	0		1145	0	7	2	2	13	37	24	8	0	0	0	0	0	0	32	38	69	74.2	32	34.4	0	0	
1200	51	0	50	0	1	0	0	0	0	0	0		1200	0	0	0	0	12	18	12	11	0	0	0	0	0	0	34.9	40.3	39	76.5	23	45.1	0	0	
1215	79	0	75	0	4	0	0	0	0	0	0		1215	0	0	0	0	11	32	30	5	1	0	0	0	0	0	34.7	38.3	68	86.1	36	45.6	1	1.3	
1230	86	0	81	0	5	0	0	0	0	0	0		1230	0	0	0	0	5	37	38	5	1	0	0	0	0	0	35	38.5	80	93	43	50	1	1.2	
1245	78	0	76	0	2	0	0	0	0	0	0		1245	0	0	0	0	10	26	28	11	3	0	0	0	0	0	35.5	40	68	87.2	42	53.8	3	3.8	
1300	80	0	79	0	1	0	0	0	0	0	0		1300	0	0	0	0	9	31	31	9	0	0	0	0	0	0	34.9	38.7	71	88.8	40	50	0	0	
1315	50	0	49	0	0	0	1	0	0	0	0		1315	0	0	0	0	5	15	15	12	2	1	0	0	0	0	36.6	42.1	45	90	30	60	3	6	
1330	39	0	39	0	0	0	0	0	0	0	0		1330	0	0	0	0	1	10	21	4	3	0	0	0	0	0	37.3	40.9	38	97.4	28	71.8	3	7.7	
1345	58	0	55	0	3	0	0	0	0	0	0		1345	0	0	0	0	1	21	30	8	0	0	0	0	0	0	35.9	39.6	57	96.3	36	62.1	0	0	
1400	58	0	58	0	0	0	0	0	0	0	0		1400	0	0	0	0	4	30	20	4	0	0	0	0	0	0	34.8	37.1	54	93.1	24	41.4	0	0	
1415	48	0	47	0	1	0	0	0	0	0	0		1415	0	0	0	0	7	23	13	4	1	0	0	0	0	0	34.4	38.9	41	85.4	18	37.5	1	2.1	
1430	38	0	37	0	1	0	0	0	0	0	0		1430	0	0	0	0	4	14	15	4	0	0	0	0	0	0	35	38.5	34	89.5	20	52.6	0	0	
1445	52	2	47	0	3	0	0	0	0	0	0		1445	0	1	1	0	0	28	15	5	1	1	0	0	0	0	35.1	39.5	50	96.2	22	42.3	2	3.8	
1500	36	1	35	0	0	0	0	0	0	0	0		1500	0	0	0	0	2	14	14	4	2	0	0	0	0	0	35.9	42.3	34	94.4	20	55.6	2	5.6	
1515	59	1	57	0	1	0	0	0	0	0	0		1515	0	0	0	0	3	24	23	5	4	0	0	0	0	0	36.2	39.8	56	94.9	32	54.2	4	6.8	
1530	43	0	42	0	1	0	0	0	0	0	0		1530	0	0	0	0	3	8	12	19	1	0	0	0	0	0	37.2	41.8	40	93	32	74.4	1	2.3	
1545	52	0	52	0	0	0	0	0	0	0	0		1545	0	0	0	0	5	13	17	15	1	1	0	0	0	0	37.4	41.8	47	90.4	34	65.4	2	3.8	
1600	50	0	50	0	0	0	0	0	0	0	0		1600	0	0	0	0	7	13	24	4	1	1	0	0	0	0	35.8	39.9	43	86	30	60	2	4	
1615	46	1	45	0	0	0	0	0	0	0	0		1615	0	1	0	0	3	14	21	6	1	0	0	0	0	0	35.7	39.1	42	91.3	28	60.9	1	2.2	
1630	48	1	47	0	0	0	0	0	0	0	0		1630	0	1	2	0	1	14	23	5	2	0	0	0	0	0	35.1	39.8	44	91.7	30	62.5	2	4.2	
1645	60	0	58	0	2	0	0	0	0	0	0		1645	0	0	0	0	5	27	17	4	4	0	0	0	0	0	34.9	39.8	52	86.7	25	41.7	4	6.7	
1700	52	0	52	0	0	0	0	0	0	0	0		1700	0	0	0	0	5	17	22	7	1	0	0	0	0	0	35.5	39.6	47	90.4	30	57.7	1	1.9	
1715	36	0	35	0	1	0	0	0	0	0	0		1715	0	0	0	1	4	17	8	5	0	1	0	0	0	0	34.9	40	31	86.1	14	38.9	1	2.8	
1730	36	0	36	0	0	0	0	0	0	0	0		1730	0	0	0	0	1	21	7	7	0	0	0	0	0	0	35.5	40.7	35	97.2	14	38.9	0	0	
1745	41	1	39	0	1	0	0	0	0	0	0		1745	0	1	0	0	1	15	11	9	4	0	0	0	0	0	36.8	42.7	39	95.1	24	58.5	4	9.8	
1800	32	0	31	0	1	0	0	0	0	0	0		1800	0	0	0	0	4	12	9	5	2	0	0	0	0	0	36	40	28	87.5	16	50	2	6.3	
1815	48	1	45	1	1	0	0	0	0	0	0		1815	0	0	0	0	5	15	21	5	2	0	0	0	0	0	36	39.6	43	89.6	28	58.3	2	4.2	
1830	41	1	38	0	2	0	0	0	0	0	0		1830	0	0	0	0	5	8	15	7	1	2	0	0	0	0	37	42.5	36	87.8	25	62.3	3	7.3	
1845	26	0	26	0	0	0	0	0	0	0	0		1845	0	0	0	0	0	5	13	5	2	1	0	0	0	0	35.3	41.5	26	100	21	80.8	3	11.5	
1900	39	2	36	0	1	0	0	0	0	0	0		1900	0	1	0	3	4	12	9	10	0	0	0	0	0	0	34.5	40.9	31	79.5	19	48.7	0	0	
1915	25	0	25	0	0	0	0	0	0	0	0		1915	0	0	1	0	0	8	11	5	1	1	0	0	0	0	37.3	40.7	24	96	18	72	2	8	
1930	28	0	28	0	0	0	0	0	0	0	0		1930	0	0	0	0	4	11	11	2	0	0	0	0	0	0	34.8	38	24	85.7	13	46.4	0	0	
1945	26	0	24	0	2	0	0	0	0	0	0		1945	0	0	0	0	1	9	11	4	0	1	0	0	0	0	36.8	40	25	96.2	16	61.5	1	3.8	
2000	23	1	20	0	2	0	0	0	0	0	0		2000	0	0	0	0	2	5	9	4	1	2	0	0	0	0	38.3	44.3	21	91.3	16	69.6	3	13	
2015	17	0	17	0	0	0	0	0	0	0	0		2015	0	0	0	0	1	7	4	4	1	0	0	0	0	0	36.3	40.7	16	94.1	9	52.9	1	5.9	
2030	13	0	13	0	0	0	0	0	0	0	0		2030	0	0	0	0	1	0	4	7	1	0	0	0	0	0	40	43.2	12	92.3	12	92.3	1	7.7	
2045	27	0	25	2	0	0	0	0	0	0	0		2045	0	0	0	0	3	9	9	2	3	1	0	0	0	0	36.8	40.3	24	88.9	15	55.6	4	14.8	
2100	14	0	14	0	0	0	0	0	0	0	0		2100	0	0	0	0	1	1	8	3	0	1	0	0	0	0	36.8	40.7	13	92.9	12	85.7	1	7.1	
2115	11	0	8	1	2	0	0	0	0	0	0		2115	0	0	0	0	2	4	4	1	0	0	0	0	0	0	34.5	38	9	81.8	5	45.5	0	0	
2130	9	1	8	0	0	0	0	0	0	0	0		2130	0	0	0	1	2	3	0	1	2	0	0	0	0	0	34.7	-	6	66.7	3	33.3	2	22.2	
2145	9	0	9	0	0	0	0	0	0	0	0		2145	0	0	0	0	0	1	5	0	3	0	0	0	0	0	40.3	-	9	100	8	88.9	3	33.3	
2200	11	1	10	0	0	0	0	0	0	0	0		2200	0	0	0	0	1	3	6	0	1	0	0	0	0	0	35.3	36	10	90.9	7	63.6	1	9.1	
2215	11	0	10	0	1	0	0	0	0	0	0		2215	0	0	0	0	2	3	3	1	2	0	0	0	0	0	35.8	40.5	9	81.8	6	54.5	2	18.2	
2230	11	0	10	0	1	0	0	0	0	0	0		2230	0	0	0	0	1	4	3	2	1	0	0	0	0	0	35.2	41.4	10	90.9	6	54.5	1	9.1	
2245	7	0	6	0	1	0	0	0	0	0	0		2245	0	0	0	1	0	3	2	0	1	0	0	0	0	0	35	-	6	85.7	3	42.9	1	14.3	
2300	4	0	4	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	3	1	0	0	0	0	0	0	38.8	-	4	100	4	100	0	0	
2315	2	0	2	0	0	0	0	0	0	0	0		2315	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.5	-	1	50	1	50	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	2	0	2	0	0	0	0	0	0	0	0		2345	0	0	0	0	0	0	2	0	0	0	0	0	0	0	38.1	-	2	100	2	100	0	0	
07-19	2237	23	2358	9	55	6	1	1	1	0	0		07-19	0	15	8	9	151	824	877	246	55	18	0	0	0	0	35.5	40.7	2146	91	1322	56.1	101	4.3	
06-22	2240	25	2527	12	73	6	1	1	1	0	0		06-22	0	16	10	10	205	893	872	295	106	22	0	0	0	0	36	40.8	2298	90.5	1503	55.9	131	5	
06-00	[illegible]	27	2571	12	75	6	1	1	1	0	0		06-00	0	16	10	11	211	908	922	305	111	22	0	0	0	0	36	40.8	2440	90.5	1532	57	135	5.1	
00-00	[illegible]	27	2662	12	75	6	1	1	1	0	0		00-00	0	16	10	12	216	931	1022	325	116	22	0	0	0	0	36.1	41.2	2626	90.9	1596	57.4	137	5.3	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Pcl	Time	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 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 150	Mean	Vpp 85	PSL 30	PSL% 30	BL1 35 ACPO	BL1% 35 ACPO	BL2 45 DfT	BL2% 45 DfT	Pcl
0000	3	0	2	0	1	0	0	0	0	0	0		0000	0	0	0	0	0	0	2	1	0	0	0	0	0	0	40.2	-	3	100	3	100	0	0	
0015	5	0	5	0	0	0	0	0	0	0	0		0015	0	0	0	0	1	1	2	1	0	0	0	0	0	0	36.1	-	4	80	3	60	0	0	
0030	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	1	0	1	0	0	0	0	0	0	0	0		0045	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	1	0	1	0	0	0	0	46.3	-	2	100	2	100	1	50	
0115	1	0	1	0	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	1	0	0	0	0	0	0	42.3	-	1	100	1	100	0	0	
0130	4	0	2	0	2	0	0	0	0	0	0		0130	0	0	0	0	1	2	1	0	0	0	0	0	0	0	31.2	-	3	75	1	25	0	0	
0145	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	2	0	2	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	1	0	1	0	0	0	0	0	40.8	-	2	100	2	100	1	50	
0215	2	0	2	0	0	0	0	0	0	0	0		0215	0	0	0	0	1	0	0	0	0	1	0	0	0	0	41.2	-	1	50	1	50	1	50	
0230	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		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0300	3	0	2	0	1	0	0	0	0	0	0		0300	0	0	0	0	0	0	1	2	0	0	0	0	0	0	41.8	-	3	100	3	100	0	0	
0315	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	3	0	3	0	0	0	0	0	0	0	0		0330	0	0	0	0	0	1	1	1	0	0	0	0	0	0	38.6	-	3	100	2	66.7	0	0	
0345	2	0	2	0	0	0	0	0	0	0	0		0345	0	0	0	1	0	0	0	1	0	0	0	0	0	0	32.5	-	1	50	1	50	0	0	
0400	4	0	4	0	0	0	0	0	0	0	0		0400	0	0	0	0	1	1	1	1	0	0	0	0	0	0	38.1	-	3	75	2	50	0	0	
0415	4	0	3	0	1	0	0	0	0	0	0		0415	0	0	0	0	0	0	3	0	0	1	0	0	0	0	40.4	-	4	100	4	100	1	25	
0430	10	0	10	0	0	0	0	0	0	0	0		0430	0	0	0	0	0	1	2	5	2	0	0	0	0	0	41.2	-	10	100	9	90	2	20	
0445	11	0	10	0	1	0	0	0	0	0	0		0445	0	0	0	0	0	1	2	5	1	2	0	0	0	0	42.8	49	11	100	10	90.9	3	27.3	
0500	24	0	16	0	8	0	0	0	0	0	0		0500	0	0	0	0	2	4	6	7	4	1	0	0	0	0	39.2	48.5	22	91.7	18	75	5	20.8	
0515	15	1	11	0	3	0	0	0	0	0	0		0515	0	0	0	1	0	1	9	2	1	1	0	0	0	0	35.7	42.5	14	93.3	13	86.7	2	13.3	
0530	34	0	31	0	3	0	0	0	0	0	0		0530	0	0	0	0	0	3	11	13	3	4	0	0	0	0	41.7	48.5	34	100	31	91.2	7	20.6	
0545	19	1	17	0	1	0	0	0	0	0	0		0545	0	0	1	0	0	5	5	6	2	1	0	0	0	0	35.5	44.5	18	94.7	13	68.4	3	15.8	
0600	49	1	47	0	1	0	0	0	0	0	0		0600	0	0	0	0	0	7	15	16	8	3	0	0	0	0	40.5	45.9	49	100	42	85.7	9	18.4	
0615	59	2	54	2	1	0	0	0	0	0	0		0615	0	0	0	0	1	8	23	17	8	3	0	0	0	0	41	46.5	58	98.3	52	88.1	12	20.3	
0630	82	0	78	0	3	0	0	0	1	0	0		0630	0	0	0	0	1	8	32	33	7	3	0	0	0	0	40.4	44.3	81	98.8	75	91.5	10	12.2	
0645	95	1	88	0	6	0	0	0	0	0	0		0645	0	0	0	0	1	12	49	25	8	0	0	0	0	0	38.8	43.2	94	98.9	82	86.3	8	8.4	
0700	87	3	78	0	6	0	0	0	0	0	0		0700	0	0	0	1	2	10	40	27	7	0	0	0	0	0	39.1	43.2	84	96.6	74	85.1	7	8	
0715	131	2	119	1	9	0	0	0	0	0	0		0715	0	1	0	1	5	29	82	15	8	0	0	0	0	0	38.8	40.7	123	93.9	94	71.8	8	6.1	
0730	111	1	100	0	9	0	0	0	1	0	0		0730	0	0	0	0	4	33	45	22	7	0	0	0	0	0	37.5	41.8	107	96.4	74	66.7	7	6.3	
0745	116	3	103	0	10	0	0	0	0	0	0		0745	0	0	0	0	5	25	64	15	3	3	0	0	0	0	37.5	40.7	111	95.7	86	74.1	6	5.2	
0800	116	2	104	1	9	0	0	0	0	0	0		0800	0	3	2	2	5	36	51	14	1	1	0	0	0	0	36	39.6	103	88.8	67	57.8	2	1.7	
0815	77	0	69	0	8	0	0	0	0	0	0		0815	0	0	0	0	3	11	40	15	5	0	0	0	0	0	37.4	42.1	71	92.2	60	77.9	5	6.5	
0830	128	0	123	0	5	0	0	0	0	0	0		0830	0	0	0	0	8	31	65	21	2	1	0	0	0	0	36.8	40.9	120	93.8	89	69.5	3	2.3	
0845	89	0	84	1	4	0	0	0	0	0	0		0845	0	0	0	1	16	24	32	11	5	0	0	0	0	0	35.4	40.5	72	80.9	48	53.9	5	5.6	
0900	87	0	80	0	7	0	0	0	0	0	0		0900	0	0	0	0	12	35	26	14	0	0	0	0	0	0	34.9	40	75	86.2	40	46	0	0	
0915	68	0	66	0	2	0	0	0	0	0	0		0915	0	0	0	0	5	19	35	8	1	0	0	0	0	0	36	39.1	63	92.6	44	64.7	1	1.5	
0930	59	0	55	1	3	0	0	0	0	0	0		0930	0	0	0	0	10	17	24	7	0	1	0	0	0	0	35.1	38.5	49	83.1	32	54.2	1	1.7	
0945	69	3	58	0	8	0	0	0	0	0	0		0945	0	1	0	0	6	32	27	2	1	0	0	0	0	0	35.9	37.4	62	89.9	30	43.5	1	1.4	
1000	54	0	51	0	2	1	0	0	0	0	0		1000	0	0	0	0	4	15	25	10	0	0	0	0	0	0	36.2	40.9	50	92.6	35	64.8	0	0	
1015	53	0	47	0	6	0	0	0	0	0	0		1015	0	0	0	2	11	17	17	4	2	0	0	0	0	0	34.4	39.1	40	75.5	23	43.4	2	3.8	
1030	51	0	47	0	4	0	0	0	0	0	0		1030	0	0	0	0	5	18	23	3	2	0	0	0	0	0	35.8	39.3	46	90.2	28	54.9	2	3.9	
1045	45	0	43	0	2	0	0	0	0	0	0		1045	0	0	0	0	8	15	19	3	0	0	0	0	0	0	34.4	37.8	37	82.2	22	48.9	0	0	
1100	45	1	40	0	4	0	0	0	0	0	0		1100	0	0	0	0	5	18	12	7	3	0	0	0	0	0	36.2	40.5	40	88.9	22	48.9	3	6.7	
1115	52	0	49	0	2	0	1	0	0	0	0		1115	0	0	0	0	12	19	16	4	1	0	0	0	0	0	34	38.5	40	76.9	21	40.4	1	1.9	
1130	40	0	39	0	1	0	0	0	0	0	0		1130	0	0	0	0	7	11	13	9	0	0	0	0	0	0	35.2	40.3	33	82.5	22	55	0	0	
1145	58	0	52	0	5	0	0	0	0	0	0		1145	0	0	0	0	6	16	25	6	1	2	0	0	0	0	35.7	39.8	50	86.2	34	58.6	3	5.2	
1200	65	0	60	0	5	0	0	0	0	0	0		1200	0	0	0	0	8	26	21	8	2	0	0	0	0	0	35.4	39.6	57	87.7	31	47.7	2	3.1	
1215	58	0	54	0	4	0	0	0	0	0	0		1215	0	0	0	0	17	19	14	8	0	0	0	0	0	0	33.9	39.4	41	70.7	22	37.9	0	0	
1230	59	2	51	1	5	0	0	0	0	0	0		1230	0	0	1	2	7	16	14	15	2	0	0	0	0	0	35.5	41.2	49	83.1	31	52.5	2	3.4	
1245	45	0	42	0	3	0	0	0	0	0	0		1245	0	0	0	0	3	17	16	5	2	0	0	0	0	0	35.9	39.4	42	93.3	25	55.6	2	4.4	
1300	50	0	46	0	4	0	0	0	0	0	0		1300	0	0	0	0	1	24	17	7	0	1	0	0	0	0	36	40.7	49	98	25	50	1	2	
1315	43	0	41	0	2	0	0	0	0	0	0		1315	0	0	0	0	3	20	14	6	0	0	0	0	0	0	35.2	39.5	40	93	20	46.5	0	0	
1330	38	1	36	0	1	0	0	0	0	0	0		1330	0	0	0	0	0	8	20	9	0	1	0	0	0	0	37.4	40.9	38	100	30	78.9	1	2.6	
1345	51	1	42	0	7	1	0	0	0	0	0		1345	0	1	1	3	5	19	15	6	1	0	0	0	0	0	35.3	38.5	41	80.4	22	43.1	1	2	
1400	40	1	38	0	1	0	0	0	0	0	0		1400	0	0	0	0	2	8	20	8	2	0	0	0	0	0	37.4	40.3	38	95	30	75	2	5	
1415	49	1	41	0	7	0	0	0	0	0	0		1415	0	1	0	0	9	19	14	5	1	0	0	0	0	0	34.2	39.1	39	79.6	20	40.8	1	2	
1430	43	0	43	0	0	0	0	0	0	0	0		1430	0	0	0	0	4	13	20	5	1	0	0	0	0	0	35.8	39.8	39	90.7	26	60.5	1	2.3	
1445	55	0	53	0	2	0	0	0	0	0	0		1445	0	0	0	0	13	17	22	2	1	0	0	0	0	0	33.9	38.7	42	76.4	25	45.5	1	1.8	
1500	58	0	51	0	7	0	0	0	0	0	0		1500	0	0	0	0	9	22	15	9	3	0	0	0	0	0	34.9	40.5	49	84.5	27	46.6	3	5.2	
1515	63	0	59	0	4	0	0	0	0	0	0		1515	0	0	0	0	2	28	23	6	3	1	0	0	0	0	36.4	40.9	61	96.8	35	55.6	4	6.3	
1530	82	1	71	1	9	0	0	0	0	0	0		1530	1	0	1	2	5	26	29	12	3	0	0	0	0	0	34.9	40.5	70	85.4	44	53.7	3	3.7	
1545	68	0	61	1	6	0	0	0	0	0	0		1545	0	0	0	8	4	17	30	6	1	0	0	0	0	0	34.9	39.4	56	82.4	39	57.4	1	1.5	
1600	51	0	47	1	3	0	0	0	0	0	0		1600	0	0	0	0	3	17	18	11	1	1	0	0	0	0	36.9	40.7	48	94.1	31	60.8	2	3.9	
1615	51	0	44	0	6	1	0	0	0	0	0		1615	0	0	0	0	7	16	18	9	0	1	0	0	0	0	35.5	40.5	44	86.3	26	51	1	2	
1630	73	0	68	0	5	0	0	0	0	0	0		1630	0	0	0	1	8	20	26	18	4	0	0	0	0	0	36.9	42.7	66	90.4	46	63	4	5.5	
1645	47	1	42	0	4	0	0	0	0	0	0		1645	0	0	0	1	6	10	21	9	0	0	0	0	0	0	36	40.5	40	85.1	30	63.8	0	0	
1700	61	0	55	0	6	0	0	0	0	0	0		1700	0	0	0	0	5	24	16	9	4	1	0	0	0	0	36.5	41.2	56	91.8	32	52.5	5	8.2	
1715	50	1	48	0	0	0	0	0	1	0	0		1715	0	1	0	2	6	13	16	8	4	0	0	0	0	0	35.3	41.5	41	82	29	58	4	8	
1730	50	0	48	0	2	0	0	0	0	0	0		1730	0	0	0	0	0	21	16	10	0	1	0	0	0	0	36.7	40.7	50	100	29	58	1	2	
1745	48	0	46	0	2	0	0	0	0	0	0		1745	0	0	0	1	2	19	15	6	2	1	0	0	0	0	36.2	40	45	93.8	26	54.2	3	6.3	
1800	41	2	37	0	2	0	0	0	0	0	0		1800	0	1	0	0	5	13	13	7	2	0	0	0	0	0	35.9	41.8	35	85.4	22	53.7	2	4.9	
1815	50	0	48	0	2	0	0	0	0	0	0		1815	0	0	0	0	2	28	13	4	3	0	0	0	0	0	36	39.8	48	96	20	40	3	6	
1830	26	1	25	0	0	0	0	0	0	0	0		1830	0	0	0	0	1	11	8	6	0	0	0	0	0	0	36.4	41.2	25	96.2	14	53.8	0	0	
1845	44	0	43	0	1	0	0	0	0	0	0		1845	0	0	0	0	4	11	14	11	2	2	0	0	0	0	38.1	42.9	40	90.9	29	65.9	4	9.1	
1900	35	0	28	0	7	0	0	0	0	0	0		1900	0	0	0	0	2	5	15	7	5	1	0	0	0	0	38.9	45.4	33	94.3	28	80	6	17.1	
1915	30	0	30	0	0	0	0	0	0	0	0		1915	0	0	0	0	4	8	13	4	1	0	0	0	0	0	35.4	40	26	86.7	18	60	1	3.3	
1930	32	0	30	0	2	0	0	0	0	0	0		1930	0	0	0	1	3	5	15	5	3	0	0	0	0	0	37.5	43.2	28	87.5	23	71.9	3	9.4	
1945	27	0	25	0	2	0	0	0	0	0	0		1945	0	0	0	0	4	3	16	4	0	0	0	0	0	0	36.2	39.8	23	85.2	20	74.1	0	0	
2000	22	1	21	0	0	0	0	0	0	0	0		2000	0	0	0	0	1	6	8	2	3	0	0	0	0	0	37.7	44.7	21	95.5	13	59.1	3	13.6	
2015	14	0	14	0	0	0	0	0	0	0	0		2015	0	0	0	0	0	3	6	5	0	0	0	0	0	0	39	44.5	14	100	11	78.6	0	0	
2030	10	0	10	0	0	0	0	0	0	0	0		2030	0	0	0	0	0	4	5	1	0	0	0	0	0	0	36.7	-	10	100	6	60	0	0	
2045	13	0	13	0	0	0	0	0	0	0	0		2045	0	0	0	0	0	2	5	3	1	2	0	0	0	0	40.7	45.2	13	100	11	84.6	3	23.1	
2100	20	0	19	0	1	0	0	0	0	0	0		2100	0	0	0	0	3	3	9	5	0	0	0	0	0	0	37.2	44.1	17	85	14	70	0	0	
2115	11	0	11	0	0	0	0	0	0	0	0		2115	0	0	0	0	0	4	3	4	0	0	0	0	0	0	35.1	42.5	11	100	7	63.6	0	0	
2130	16	1	15	0	0	0	0	0	0	0	0		2130	0	0	0	0	6	3	4	3	0	0	0	0	0	0	33.8	40.5	10	62.5	7	43.8	0	0	
2145	9	0	8	0	1	0	0	0	0	0	0		2145	0	0	0	0	1	2	5	1	0	0	0	0	0	0	35.1	-	8	88.9	6	66.7	0	0	
2200	14	0	11	0	3	0	0	0	0	0	0		2200	0	0	0	1	2	4	4	2	1	0	0	0	0	0	35.1	40.3	11	78.6	7	50	1	7.1	
2215	8	0	8	0	0	0	0	0	0	0	0		2215	0	0	0	0	2	0	4	0	2	0	0	0	0	0	37.4	-	6	75	6	75	2	25	
2230	8	0	6	0	1	1	0	0	0	0	0		2230	0	0	0	0	3	1	1	0	2	1	0	0	0	0	37.1	-	5	62.5	4	50	3	37.5	
2245	6	0	6	0	0	0	0	0	0	0	0		2245	0	0	0	0	1	3	1	0	1	0	0	0	0	0	35	-	5	83.3	2	33.3	1	16.7	
2300	6	0	6	0	0	0	0	0	0	0	0		2300	0	0	0	0	1	2	3	0	0	0	0	0	0	0	33.8	-	5	83.3	3	50	0	0	
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	1	0	1	0	0	0	0	0	0	0	0		2330	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38.8	-	1	100	1	100	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	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		07-19	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
06-22	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		06-22	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
06-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		06-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
00-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		00-00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

04 July 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Err
0000	3	0	3	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	1	0	1	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	
0115	1	0	1	0	0	0	0	0	0	0	0	
0130	3	0	3	0	0	0	0	0	0	0	0	
0145	2	0	2	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0215	1	0	1	0	0	0	0	0	0	0	0	
0230	2	0	2	0	0	0	0	0	0	0	0	
0245	2	0	2	0	0	0	0	0	0	0	0	
0300	7	0	7	0	0	0	0	0	0	0	0	
0315	2	0	2	0	0	0	0	0	0	0	0	
0330	1	0	1	0	0	0	0	0	0	0	0	
0345	1	0	1	0	0	0	0	0	0	0	0	
0400	5	0	4	0	1	0	0	0	0	0	0	
0415	3	0	3	0	0	0	0	0	0	0	0	
0430	6	0	6	0	0	0	0	0	0	0	0	
0445	6	0	5	0	1	0	0	0	0	0	0	
0500	17	0	14	0	2	1	0	0	0	0	0	
0515	17	0	14	0	3	0	0	0	0	0	0	
0530	35	2	32	0	1	0	0	0	0	0	0	
0545	38	0	37	0	0	0	0	0	1	0	0	
0600	41	2	38	0	1	0	0	0	0	0	0	
0615	47	0	40	0	7	0	0	0	0	0	0	
0630	100	5	89	0	6	0	0	0	0	0	0	
0645	107	0	97	1	9	0	0	0	0	0	0	
0700	98	2	91	0	5	0	0	0	0	0	0	
0715	107	5	94	0	8	0	0	0	0	0	0	
0730	108	1	99	0	7	0	0	0	0	0	1	
0745	121	1	114	0	6	0	0	0	0	0	0	
0800	123	2	117	0	4	0	0	0	0	0	0	
0815	107	0	99	4	4	0	0	0	0	0	0	
0830	113	1	101	0	11	0	0	0	0	0	0	
0845	117	0	106	0	11	0	0	0	0	0	0	
0900	70	1	65	0	4	0	0	0	0	0	0	
0915	76	1	67	0	8	0	0	0	0	0	0	
0930	63	0	58	1	4	0	0	0	0	0	0	
0945	58	0	52	0	4	0	0	0	0	0	0	
1000	58	2	53	0	3	0	0	0	0	0	0	
1015	54	0	52	0	2	0	0	0	0	0	0	
1030	76	0	67	1	8	0	0	0	0	0	0	
1045	45	0	41	1	3	0	0	0	0	0	0	
1100	44	0	43	0	1	0	0	0	0	0	0	
1115	43	1	39	0	3	0	0	0	0	0	0	
1130	44	0	41	1	2	0	0	0	0	0	0	
1145	47	1	43	0	3	0	0	0	0	0	0	
1200	53	0	46	1	6	0	0	0	0	0	0	
1215	52	0	50	0	2	0	0	0	0	0	0	
1230	47	1	41	1	4	0	0	0	0	0	0	
1245	53	0	51	1	1	0	0	0	0	0	0	
1300	67	0	59	0	7	1	0	0	0	0	0	
1315	49	1	42	0	5	1	0	0	0	0	0	
1330	51	1	45	0	3	1	1	0	0	0	0	
1345	30	0	24	0	5	1	0	0	0	0	0	
1400	45	1	41	0	3	0	0	0	0	0	0	
1415	41	0	35	0	6	0	0	0	0	0	0	
1430	62	0	54	0	8	0	0	0	0	0	0	
1445	37	0	36	0	1	0	0	0	0	0	0	
1500	42	1	39	1	1	0	0	0	0	0	0	
1515	67	0	58	0	9	0	0	0	0	0	0	
1530	62	1	58	0	3	0	0	0	0	0	0	
1545	59	0	56	0	3	0	0	0	0	0	0	
1600	53	1	45	0	7	0	0	0	0	0	0	
1615	89	0	69	0	20	0	0	0	0	0	0	
1630	71	0	34	0	36	0	0	0	0	1	0	
1645	87	1	48	0	38	0	0	0	0	0	0	
1700	76	0	45	0	31	0	0	0	0	0	0	
1715	85	1	51	0	33	0	0	0	0	0	0	
1730	84	0	67	0	17	0	0	0	0	0	0	
1745	72	0	55	0	16	0	0	1	0	0	0	
1800	54	1	44	0	9	0	0	0	0	0	0	
1815	60	0	42	0	18	0	0	0	0	0	0	
1830	45	1	26	0	18	0	0	0	0	0	0	
1845	49	0	22	0	27	0	0	0	0	0	0	
1900	41	0	22	0	19	0	0	0	0	0	0	
1915	43	0	21	0	21	0	0	0	1	0	0	
1930	21	0	14	0	7	0	0	0	0	0	0	
1945	29	1	16	0	12	0	0	0	0	0	0	
2000	20	0	8	0	12	0	0	0	0	0	0	
2015	18	0	9	0	9	0	0	0	0	0	0	
2030	23	0	13	0	9	1	0	0	0	0	0	
2045	17	1	10	0	6	0	0	0	0	0	0	
2100	29	0	17	0	12	0	0	0	0	0	0	
2115	19	0	14	0	5	0	0	0	0	0	0	
2130	19	0	14	0	5	0	0	0	0	0	0	
2145	16	0	6	0	10	0	0	0	0	0	0	
2200	13	3	5	0	5	0	0	0	0	0	0	
2215	11	0	5	0	6	0	0	0	0	0	0	
2230	9	0	4	0	5	0	0	0	0	0	0	
2245	4	0	3	0	1	0	0	0	0	0	0	
07-19	3213	22	2725	13	432	4	1	1	8	1	1	
06-22	3602	[illegible]	[illegible]	13	[illegible]	8	1	1	1	1	1	
06-00	3809	44	[illegible]	13	[illegible]	8	1	1	1	1	1	
00-00	3999	45	[illegible]	13	616	8	1	1	2	1	1	

Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	#PSL 30	%PSL 30	SD1 35 ACPO	%SD1 35 ACPO	SD2 45 DFT	%SD2 45 DFT	Err
0000	0	0	0	0	0	1	1	1	0	0	0	0	0	0	35.8	-	3	100	2	66.7	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	1	0	0	0	0	0	0	0	35.1	-	1	100	1	100	0	0	
0045	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.3	-	1	100	1	100	0	0	
0100	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35	-	1	100	0	0	0	0	
0115	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41	-	1	100	1	100	0	0	
0130	0	0	0	0	0	0	3	0	0	0	0	0	0	0	37.3	-	3	100	3	100	0	0	
0145	0	0	0	0	0	2	0	0	0	0	0	0	0	0	31.2	-	2	100	0	0	0	0	
0200	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	0	0	0	
0215	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	0	0	
0230	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.8	-	1	50	1	50	0	0	
0245	0	0	0	0	2	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	0	0	0	
0300	0	0	0	0	1	5	0	1	0	0	0	0	0	0	33.1	-	6	85.7	1	14.3	0	0	
0315	0	0	0	0	0	0	1	1	0	0	0	0	0	0	40.2	-	2	100	2	100	0	0	
0330	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38.3	-	1	100	1	100	0	0	
0345	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.2	-	1	100	1	100	0	0	
0400	0	0	0	0	0	1	1	1	0	2	0	0	0	0	42.7	-	5	100	4	80	2	40	
0415	0	0	0	0	0	1	0	1	0	1	0	0	0	0	43.1	-	3	100	2	66.7	1	33.3	
0430	0	0	0	0	0	2	1	1	2	0	0	0	0	0	40.2	-	6	100	4	66.7	2	33.3	
0445	0	0	0	0	0	0	2	2	2	0	0	0	0	0	42.1	-	6	100	6	100	2	33.3	
0500	0	0	0	0	0	2	10	2	2	1	0	0	0	0	39.1	43.8	17	100	15	88.2	3	17.6	
0515	0	0	0	0	1	1	9	4	2	0	0	0	0	0	39.4	44.1	16	94.1	15	88.2	2	11.8	
0530	0	0	0	0	5	8	11	9	1	1	0	0	0	0	37.2	42.5	30	85.7	22	62.9	2	5.7	
0545	0	0	0	0	2	12	17	6	1	0	0	0	0	0	36.5	40.5	36	94.7	24	63.2	1	2.6	
0600	0	0	0	0	0	6	13	13	5	3	1	0	0	0	41	45.9	41	100	35	85.4	9	22	
0615	0	0	0	0	3	5	15	17	5	1	0	0	0	0	39.3	44.1	44	95.8	39	83	6	12.8	
0630	0	0	1	0	2	8	34	45	9	1	0	0	0	0	39.9	43.5	97	97	89	89	10	10	
0645	0	0	0	0	0	5	45	40	10	3	0	0	0	0	40.5	43.5	107	100	102	95.3	13	12.1	
0700	0	1	0	0	6	20	36	30	5	0	0	0	0	0	37.8	42.9	91	92.9	71	72.4	5	5.1	
0715	0	0	0	0	0	28	44	29	5	1	0	0	0	0	38.2	42.9	107	100	79	73.8	6	5.6	
0730	0	0	1	0	0	35	50	16	5	1	0	0	0	0	38.9	40.9	107	99.1	72	66.7	6	5.6	
0745	0	0	0	0	3	41	47	25	4	1	0	0	0	0	38.9	41.8	118	97.5	77	63.6	5	4.1	
0800	0	0	0	0	5	39	59	17	2	1	0	0	0	0	38.6	40.5	118	95.9	79	64.2	3	2.4	
0815	0	0	0	2	9	50	32	12	1	1	0	0	0	0	34.8	39.8	96	89.7	46	43	2	1.9	
0830	0	0	0	0	3	35	52	22	1	0	0	0	0	0	38.6	40.5	110	97.3	75	66.4	1	0.9	
0845	0	0	0	0	12	49	36	15	2	1	0	0	0	0	36.7	40.6	105	89.7	56	47.9	3	2.6	
0900	0	0	0	0	3	20	31	13	3	0	0	0	0	0	38.8	41.2	67	95.7	47	67.1	3	4.3	
0915	0	0	0	0	5	26	31	10	3	1	0	0	0	0	36.8	40.5	71	93.4	45	59.2	4	5.3	
0930	0	0	0	0	16	16	15	12	1	1	0	0	0	0	35.1	40.9	47	74.6	29	46	2	3.2	
0945	0	0	0	0	1	20	26	12	3	0	0	0	0	0	37.3	41.4	55	95.2	35	62.5	3	5.4	
1000	0	1	0	0	2	16	16	12	3	2	0	0	0	0	36.3	41.6	49	84.5	34	58.6	5	8.6	
1015	0	0	0	0	4	22	21	5	2	0	0	0	0	0	35.6	39.4	50	92.6	28	51.9	2	3.7	
1030	0	0	0	0	8	38	21	8	2	1	0	0	0	0	35.2	39.1	70	92.1	32	42.1	3	3.9	
1045	0	0	0	0	2	13	14	6	9	1	0	0	0	0	39.8	45.4	43	95.6	30	66.7	10	22.2	
1100	0	0	0	0	2	18	14	7	3	0	0	0	0	0	35.4	40.5	42	95.5	24	54.5	3	6.8	
1115	0	0	0	1	2	18	13	4	2	0	0	0	0	0	35.7	39.8	40	93	24	55.8	2	4.7	
1130	0	0	1	1	4	10	20	6	2	0	0	0	0	0	35.9	40.3	38	86.4	28	63.6	2	4.5	
1145	0	0	0	0	1	22	18	6	2	0	0	0	0	0	35.8	40	46	97.9	24	51.1	2	4.3	
1200	0	0	0	0	6	24	19	3	1	0	0	0	0	0	34.5	37.8	47	88.7	23	43.4	1	1.9	
1215	0	0	0	0	5	12	22	11	2	0	0	0	0	0	36.8	40.9	47	90.4	35	67.3	2	3.8	
1230	0	1	0	0	4	13	21	7	1	0	0	0	0	0	35.7	40	42	89.4	29	61.7	1	2.1	
1245	0	0	0	0	1	20	22	5	4	1	0	0	0	0	36.5	40	52	98.1	32	60.4	5	9.4	
1300	0	0	2	1	3	24	20	12	4	1	0	0	0	0	36.1	41.2	61	91	37	55.2	5	7.5	
1315	0	1	0	0	10	18	14	5	3	0	0	0	0	0	34	40.3	38	77.6	22	44.9	3	6.1	
1330	0	0	0	1	8	17	18	5	3	1	0	0	0	0	35.3	40.5	42	82.4	25	49	4	7.8	
1345	0	0	0	0	1	15	9	3	2	0	0	0	0	0	36.1	41.2	29	96.7	14	46.7	2	6.7	
1400	0	0	0	1	4	18	17	4	1	0	0	0	0	0	35.3	39.6	40	88.9	22	48.9	1	2.2	
1415	0	0	0	0	6	14	14	3	3	1	0	0	0	0	35.5	39.6	35	85.4	21	51.2	4	9.8	
1430	0	0	0	0	11	24	16	7	2	0	0	0	0	0	34.7	39.6	51	82.3	27	43.5	2	3.2	
1445	0	0	0	5	5	8	15	3	3	0	0	0	0	0	34.8	39.5	27	73	21	56.8	3	8.1	
1500	0	0	0	0	7	11	16	8	0	0	0	0	0	0	35.5	40.5	35	83.3	24	57.1	0	0	
1515	0	0	0	2	13	24	22	5	1	0	0	0	0	0	33.8	36.7	52	77.6	28	41.8	1	1.5	
1530	0	0	0	2	4	25	22	8	1	0	0	0	0	0	35.3	39.8	56	90.3	31	50	1	1.6	
1545	0	0	0	0	1	19	29	9	1	0	0	0	0	0	36.5	40	58	98.3	39	66.1	1	1.7	
1600	0	1	2	0	6	12	20	9	3	0	0	0	0	0	35.3	41.8	44	83	32	60.4	3	5.7	
1615	0	0	0	0	3	13	33	21	15	4	0	0	0	0	39.9	46.3	86	96.6	73	82	19	21.3	
1630	0	0	0	0	0	2	8	16	23	18	4	0	0	0	47.3	53.9	71	100	69	97.2	45	63.4	
1645	0	1	1	0	0	2	16	24	25	18	0	0	0	0	44.3	50.8	85	97.7	83	95.4	43	49.4	
1700	2	0	0	0	0	1	12	39	11	11	1	0	0	0	43	50.6	74	97.4	73	96.1	23	30.3	
1715	1	1	0	0	1	1	21	28	21	13	0	0	0	0	43	49.7	82	96.5	81	95.3	34	40	
1730	0	0	0	0	0	4	36	21	15	7	1	0	0	0	42.1	47.6	84	100	80	95.2	23	27.4	
1745	0	0	0	0	1	4	6	29	24	8	0	0	0	0	43.7	48.1	71	98.6	67	93.1	30	41.7	
1800	0	2	0	2	0	13	7	13	12	4	1	0	0	0	39.9	49.4	50	92.6	37	68.5	17	31.5	
1815	0	0	0	0	0	6	11	18	17	5	1	0	0	0	44.2	49.9	60	100	54	90	27	45	
1830	0	0	0	0	0	3	5	7	21	8	1	0	0	0	45.1	50.1	45	100	42	93.3	30	66.7	
1845	0	0	0	0	0	1	5	23	9	11	0	1	1	0	45.7	53.7	49	100	48	98	22	44.9	
1900	0	0	0	0	0	2	11	16	7	5	0	0	0	0	45.1	47.5	41	100	39	95.1	12	29.3	
1915	0	0	0	0	0	1	9	7	14	10	2	0	0	0	48.7	53.9	43	100	42	97.7	26	60.5	
1930	0	0	0	0	0	0	3	6	8	3	0	0	0	0	48.5	51.7	21	100	21	100	12	57.1	
1945	0	0	1	0	0	5	2	6	10	5	0	0	0	0	43.5	49.9	28	96.6	23	79.3	15	51.7	
2000	0	0	0	0	0	0	1	7	5	7	0	0	0	0	48.7	51.2	20	100	20	100	12	60	
2015	0	0	0	0	1	1	3	5	6	2	0	0	0	0	43.4	46.2	17	94.4	16	88.9	10	55.6	
2030	0	0	0	0	0	0	3	15	4	1	0	0	0	0	43.3	47.8	23	100	23	100	5	21.7	
2045	0	0	0	0	1	1	2	4	6	3	0	0	0	0	44.1	49.4	16	94.1	15	88.2	9	52.9	
2100	0	0	0	0	1	1	7	7	5	7	1	0	0	0	44.3	52.8	28	96.5	27	93.1	13	44.8	
2115	0	0	0	0	0	2	8	5	3	1	0	0	0	0	41	45.2	19	100	17	89.5	4	21.1	
2130	0	0	0	0	1	2	5	4	5	2	0	0	0	0	42.2	47.6	18	94.7	16	84.2	7	36.8	
2145	0	0	0	0	0	0	4	4	6	1	1	0	0	0	44.8	48.5	16	100	16	100	8	50	
2200	0	1	2	0	0	1	3	3	0	3	0	0	0	0	36.7	51	10	76.9	9	69.2	3	23.1	
2215	0	0	1	0	0	1	0	3	2	3	0	0	1	0	45.9	52.1	10	90.9	9	81.8	6	54.5	
2230	0	0	0	0	0	0	0	4	2	3	0	0	0	0	47.8	-	9	100	9	100	5	55.6	
2245	0	0	0	0	0	1	1	0	2	0	0	0	0	0	45.7	-	4	100	3	75	2	50	
07-19	3	8	7	16	132	886	1356	612	268	126	0	1	1	0	37.8	44.3	2963	92.2	2193	68.5	424	13.2	
06-22	3	8	9	16	201	[illegible]	1730	[illegible]	[illegible]	130	14	1	1	0	[illegible]	[illegible]	3302	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
06-00	3	10	12	16	201	[illegible]	1730	[illegible]	[illegible]	130	14	1	2	0	[illegible]	[illegible]	3505	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
00-00	3	10	12	16	215	[illegible]	1301	[illegible]	[illegible]	137	14	1	2	0	[illegible]	[illegible]	3737	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

Virtual Day (Partial days = 10.6667)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Err
0000	10	0	10	0	0	0	0	0	0	0	0	
0100	8	0	8	0	1	0	0	0	0	0	0	
0200	7	0	6	0	0	0	0	0	0	0	0	
0300	9	0	9	0	0	0	0	0	0	0	0	
0400	23	0	21	0	1	0	0	0	0	0	0	
0500	80	0	74	0	8	0	0	0	0	0	0	
0600	218	4	197	1	15	0	0	0	0	0	0	
0700	318	8	288	1	21	1	0	0	0	0	0	
0800	314	3	289	1	19	0	0	0	0	0	0	
0900	256	2	237	1	15	0	0	0	0	0	0	
1000	239	2	224	1	12	1	0	0	0	0	0	
1100	270	1	253	1	15	0	0	0	0	0	0	
1200	259	1	242	1	14	0	0	0	0	0	0	
1300	234	1	218	0	13	1	0	0	0	0	0	
1400	213	2	198	0	13	0	0	0	0	0	0	
1500	244	1	224	1	17	0	0	0	0	0	0	
1600	229	2	208	0	20	0	0	0	0	0	0	
1700	201	1	184	1	14	0	0	0	0	0	0	
1800	161	1	147	1	12	0	0	0	0	0	0	
1900	121	2	109	0	10	0	0	0	0	0	0	
2000	77	1	70	0	5	0	0	0	0	0	0	
2100	58	1	51	0	4	0	0	0	0	0	0	
2200	39	0	35	0	3	0	0	0	0	0	0	
2300	18	0	16	0	1	0	0	0	0	0	0	

Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	#PSL 30	%PSL 30	SD1 35 ACPO	%SD1 35 ACPO	SD2 45 DFT	%SD2 45 DFT	Err
0000	0	0	0	0	1	3	4	1	1	0	0	0	0	0	35.9	41.8	9	88.1	8	56.4	1	2.9	
0100	0	0	0	0	1	2	2	1	0	0	0	0	0	0	38.1	-	5	85.5	3	54.8	1	2.1	
0200	0	0	0	0	1	1	2	1	1	1	0	0	0	0	37.6	-	5	81.5	4	62.1	1	19.7	
0300	0	0	0	0	1	2	4	2	1	0	0	0	0	0	37.9	-	9	93.5	7	74.2	1	6.5	
0400	0	0	0	0	1	4	8	7	3	2	0	0	0	0	40.2	46.3	22	95.2	18	79.7	5	20.7	
0500	0	0	0	0	3	11	29	24	10	4	0	0	0	0	40	45.4	78	96.5	67	83.2	14	17.3	
0600	0	0	0	0	5	27	64	73	23	8	0	0	0	0	39.8	44.5	211	97.8	183	84.8	29	13.5	
0700	0	0	0	1	12	82	135	69	18	2	0	0	0	0	37.5	42.1	303	95.9	222	70.1	18	5.8	
0800	0	1	1	1	12	93	138	52	9	2	0	0	0	0	36.4	40.7	292	93.1	199	63.5	11	3.4	
0900	0	0	0	2	24	83	95	37	9	2	0	0	0	0	36	40.7	230	89.8	147	57.5	12	4.5	
1000	0	1	1	3	27	84	54	32	7	1	0	0	0	0	35.4	40.5	208	87	124	52	8	3.5	
1100	0	1	1	2	33	105	91	27	5	1	0	0	0	0	34.7	39.1	233	86.1	125	46.2	6	2.3	
1200	0	0	0	1	30	98	93	31	4	1	0	0	0	0	35.2	39.5	228	87.8	129	49.9	5	2	
1300	0	0	0	2	26	85	89	26	5	1	0	0	0	0	35.2	39.8	206	87.8	121	51.6	6	2.8	
1400	0	1	1	3	24	78	78	25	8	1	0	0	0	0	35.2	39.8	185	86.7	108	50.9	7	3.3	
1500	0	1	1	4	25	87	87	32	8	1	0	0	0	0	35.2	40	213	87.4	128	51.6	7	2.7	
1600	0	1	0	0	26	73	84	34	12	4	0	0	0	0	38.5	41.8	208	90.7	135	58.8	16	7.1	
1700	2	1	1	2	15	57	72	34	11	6	0	0	0	0	38.5	42.1	180	89.6	123	61.1	16	8	
1800	0	0	0	0	11	50	53	30	10	6	0	0	0	0	37.3	43.2	149	92.2	99	61.4	16	9.8	
1900	0	0	0	1	8	33	45	21	8	4	0	0	0	0	37.4	42.9	112	92.3	79	65	12	9.8	
2000	0	0	0	0	4	19	22	15	8	3	0	0	0	0	38.1	43.6	72	93.4	52	66.8	9	11.7	
2100	0	0	0	0	5	16	19	9	5	2	0	0	0	0	37.2	43.4	51	90.5	35	61.8	8	11.5	
2200	0	0	0	1	5	12	12	5	3	1	0	0	0	0	36.2	42.7	33	85.4	21	54.6	4	10.6	
2300	0	0	0	0	3	5	7	3	1	0	0	0	0	0	35.9	41.5	18	84.8	10	58.5	1	6	

Virtual Week (Partial weeks = 1.57143)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Err
Mon	3698	42	3375	8	262	4	1	1	2	1	1	
Tue	4028	34	3526	11	440	9	1	2	2	2	1	
Wed	3579	25	3285	6	251	6	3	1	1	1	2	
Thu	3928	33	3655	8	220	11	1	2	0	0	0	
Fri	4070	32	3759	14	248	5	4	1	1	0	0	
Sat	3157	21	3034	9	117	3	1	1	1	0	1	
Sun	2756	32	2622	10	86	1	1	1	1	1	0	

Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	#PSL 30	%PSL 30	SD1 35 ACPO	%SD1 35 ACPO	SD2 45 DFT	%SD2 45 DFT	Err
Mon	8	8	6	28	311	1054	1445	849	165	36	1	0	0	0	36.5	41.6	3341	90.4	2267	61.9	194	5.2	
Tue	4	8	6	28	335	1165	1360	715	286	113	8	1	1	0	37.1	42.9	3649	90.6	2484	61.7	390	9.7	
Wed	5	5	2	28	353	1214	1469	622	129	53	1	0	0	0	36.1	41.2	3218	89.9	2274	63.6	183	4.2	
Thu	5	14	5	38	316	1207	1494	644	167	35	1	0	0	0	35.3	41.4	3548	90.4	2341	59.6	203	5.2	
Fri	6	14	12	24	352	1305	1526	661	129	25	3	0	0	0	36	40.9	3656	89.8	2350	57.7	161	4	
Sat	1	2	5	17	275	1081	1211	446	120	27	3	0	0	0	36	40.7	2828	89.6	1807	57.2	148	4.7	
Sun	2	15	12	19	211	918	1017	416	118	29	2	0	0	0	36.1	41.2	2497	90.6	1580	57.3	145	5.3	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Err
-	26205	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7	6	

Time	Vbin 0-10	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 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	#PSL 30	%PSL 30	SD1 35 ACPO	%SD1 35 ACPO	SD2 45 DFT	%SD2 45 DFT	Err
-	30	[illegible]	[illegible]	200	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	30	1	2	0	36.4	41.4	[illegible]	90.4	[illegible]	[illegible]	[illegible]	[illegible]	

traffic survey partners

Client: i-Transport LLP

Project Number: TSP13479

Project Name: Angmering, West Sussex

Survey Type: ATC

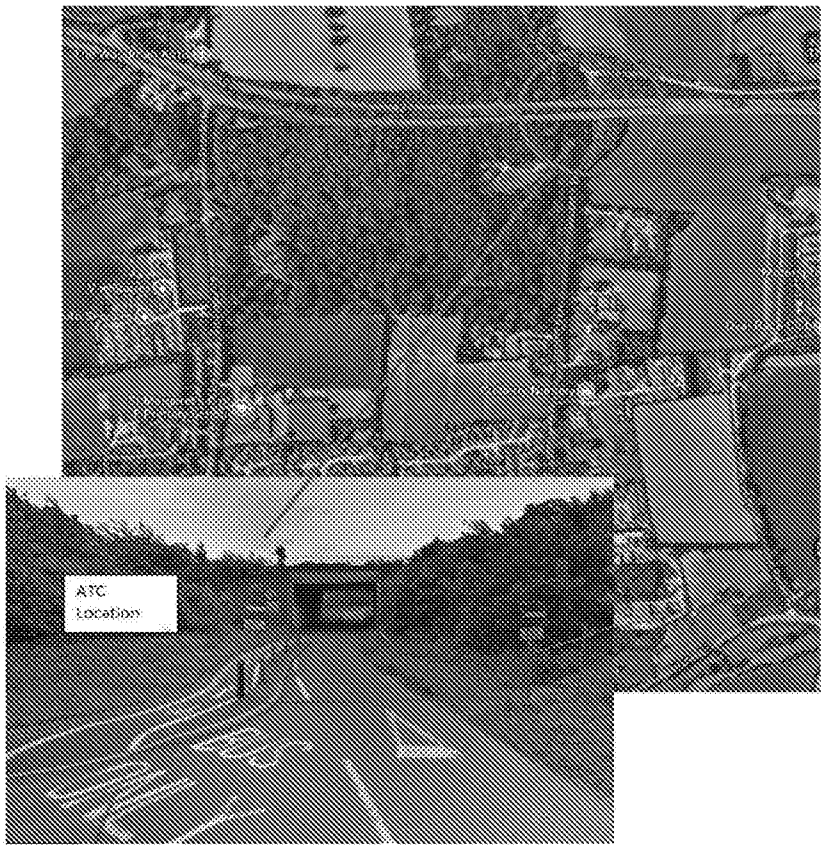
Survey Date: From 28/09/2017

Survey Time: 24 Hours x 7 Days

Weather: Dry

Comments:

ARUN DISTRICT COUNCIL A/40/18/OUT


ATC
Location

TSP Class Profile All Days 15 Mins

Report Id - CustomList-55
Site Name - WEST SUSSEX; WEST SUSSEX
Description - DAPPER'S LN (30M)
Direction - North

28 September 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	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 60-130	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
0000	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
0015	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
0030	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
0045	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
0100	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
0115	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
0130	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
0145	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
0200	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
0215	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
0230	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
0245	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
0300	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
0315	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
0330	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
0345	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
0400	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
0415	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
0430	1	0	1	0	0	0	0	0	0	0	0	0430	0	0	1	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0445	0	0	2	0	0	0	0	0	0	0	0	0	0	14.5	-	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0500	0	0	0	1	0	0	0	0	0	0	0	0	0	17.9	-	0	0	0	0	0	0
0515	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
0530	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
0545	5	0	3	0	2	0	0	0	0	0	0	0545	0	0	3	2	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0600	0	0	1	1	0	0	0	0	0	0	0	0	0	14.6	-	0	0	0	0	0	0
0615	2	1	1	0	0	0	0	0	0	0	0	0615	0	0	2	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0
0630	10	0	9	0	1	0	0	0	0	0	0	0630	0	0	9	1	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0
0645	11	0	9	0	2	0	0	0	0	0	0	0645	0	1	7	2	1	0	0	0	0	0	0	0	0	13.2	17.6	0	0	0	0	0	0
0700	10	0	9	0	1	0	0	0	0	0	0	0700	0	2	5	2	1	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0
0715	4	0	3	0	1	0	0	0	0	0	0	0715	0	1	2	1	0	0	0	0	0	0	0	0	0	13.5	-	0	0	0	0	0	0
0730	8	1	6	0	1	0	0	0	0	0	0	0730	0	0	7	1	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0
0745	4	1	3	0	0	0	0	0	0	0	0	0745	0	0	2	2	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0
0800	7	0	6	0	1	0	0	0	0	0	0	0800	0	0	6	1	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0
0815	6	0	5	0	1	0	0	0	0	0	0	0815	0	0	3	3	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0
0830	13	0	12	0	1	0	0	0	0	0	0	0830	0	1	9	3	0	0	0	0	0	0	0	0	0	13.8	18.1	0	0	0	0	0	0
0845	12	0	11	0	1	0	0	0	0	0	0	0845	0	0	9	3	0	0	0	0	0	0	0	0	0	13.5	17.4	0	0	0	0	0	0
0900	4	0	4	0	0	0	0	0	0	0	0	0900	0	0	4	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0
0915	10	0	10	0	0	0	0	0	0	0	0	0915	0	0	9	0	1	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0
0930	4	0	4	0	0	0	0	0	0	0	0	0930	0	1	3	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0
0945	5	0	5	0	0	0	0	0	0	0	0	0945	0	1	4	0	0	0	0	0	0	0	0	0	0	11	-	0	0	0	0	0	0
1000	3	0	3	0	0	0	0	0	0	0	0	1000	0	0	3	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0
1015	4	0	4	0	0	0	0	0	0	0	0	1015	0	0	4	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0	0	0	0	0
1030	7	1	5	0	1	0	0	0	0	0	0	1030	0	2	4	1	0	0	0	0	0	0	0	0	0	11.4	-	0	0	0	0	0	0
1045	8	0	8	0	0	0	0	0	0	0	0	1045	0	1	4	3	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0
1100	1	0	1	0	0	0	0	0	0	0	0	1100	0	0	1	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0	0	0	0	0
1115	6	0	6	0	0	0	0	0	0	0	0	1115	0	0	5	1	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0
1130	4	0	3	0	1	0	0	0	0	0	0	1130	0	1	3	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0	0	0	0	0
1145	6	0	6	0	0	0	0	0	0	0	0	1145	0	0	6	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	1200	0	2	4	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0
1215	6	0	6	0	0	0	0	0	0	0	0	1215	0	0	6	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0	0	0	0	0
1230	5	0	5	0	0	0	0	0	0	0	0	1230	0	1	4	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0	0	0	0	0
1245	9	0	9	0	0	0	0	0	0	0	0	1245	0	2	6	1	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0
1300	4	0	4	0	0	0	0	0	0	0	0	1300	0	0	4	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0
1315	3	0	3	0	0	0	0	0	0	0	0	1315	0	0	3	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0
1330	4	0	3	0	1	0	0	0	0	0	0	1330	0	0	3	1	0	0	0	0	0	0	0	0	0	14.4	-	0	0	0	0	0	0
1345	1	0	1	0	0	0	0	0	0	0	0	1345	0	0	0	1	0	0	0	0	0	0	0	0	0	15.9	-	0	0	0	0	0	0
1400	5	0	5	0	0	0	0	0	0	0	0	1400	0	0	2	2	1	0	0	0	0	0	0	0	0	16.3	-	0	0	0	0	0	0
1415	3	0	3	0	0	0	0	0	0	0	0	1415	0	0	1	2	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0
1430	6	1	5	0	0	0	0	0	0	0	0	1430	0	0	5	1	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0
1445	8	0	8	0	0	0	0	0	0	0	0	1445	0	0	8	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0
1500	6	0	6	0	0	0	0	0	0	0	0	1500	0	0	6	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0
1515	7	0	7	0	0	0	0	0	0	0	0	1515	0	0	7	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0
1530	6	0	6	0	0	0	0	0	0	0	0	1530	0	0	5	1	0	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0
1545	8	0	6	0	2	0	0	0	0	0	0	1545	0	1	7	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0
1600	9	0	8	1	0	0	0	0	0	0	0	1600	0	0	7	2	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0
1615	7	0	6	0	1	0	0	0	0	0	0	1615	0	0	7	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0
1630	5	0	4	0	1	0	0	0	0	0	0	1630	0	1	4	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0
1645	4	1	3	0	0	0	0	0	0	0	0	1645	1	0	3	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0	0	0	0	0
1700	4	0	4	0	0	0	0	0	0	0	0	1700	0	0	4	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0
1715	8	0	7	0	1	0	0	0	0	0	0	1715	0	0	6	1	0	1	0	0	0	0	0	0	0	14.5	-	0	0	0	0	0	0
1730	9	0	7	0	2	0	0	0	0	0	0	1730	0	0	4	4	0	1	0	0	0	0	0	0	0	16.6	-	0	0	0	0	0	0
1745	5	0	5	0	0	0	0	0	0	0	0	1745	0	0	4	1	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0	1800	0	0	6	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0
1815	5	0	3	0	2	0	0	0	0	0	0	1815	0	0	4	1	0	0	0	0	0	0	0	0	0	14.2	-	0	0	0	0	0	0
1830	4	0	3	0	1	0	0	0	0	0	0	1830	0	1	3	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0
1845	9	0	8	0	1	0	0	0	0	0	0	1845	0	1	4	3	1	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0
1900	3	0	2	0	0	1	0	0	0	0	0	1900	0	0	3	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0
1915	1	0	1	0	0	0	0	0	0	0	0	1915	0	0	1	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0
1930	3	1	2	0	0	0	0	0	0	0	0	1930	0	0	3	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0
1945	5	0	5	0	0	0	0	0	0	0	0	1945	0	0	3	2	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0
2000	3	0	2	0	0	1	0	0	0	0	0	2000	0	0	2	1	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	2015	0	0	1	2	1	0	0	0	0	0	0	0	0	16.8	-	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	2030	0	0	1	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	2045	0	0	4	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	2115	0	0	1	1	0	0	0	0	0	0	0	0	0	14.9	-	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	2145	0	0	2	1	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	2200	0	0	3	1	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	2230	0	0	0	1	0	0	0	0	0	0	0	0	0	16.3	-	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	2245	0	0	1	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	2315	0	0	1	0	0	0	0	0	0	0	0	0	0	13.3	-	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
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
07-19	[illegible]	[illegible]	[illegible]	1	23	0	0	0	0	0	0	07-19	1	[illegible]	[illegible]	42	4	2	0	0	0	0	0	0	0	[illegible]	[illegible]	0	0	0	[illegible]	[illegible]	[illegible]
06-22	341	7	307	1	24	2	0	0	0	0	0	06-22	1	[illegible]	[illegible]	54	[illegible]	2	0	0	0	0	0	0	0	13.5	13.5	0	0	0	[illegible]	[illegible]	[illegible]
06-00	348	7	314	1	24	2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	06-00	1	20	263	56	6	2	0	0	0	0	[illegible]	[illegible]	[illegible]	13.3	15.4	0	0	0	0	0	0
00-00	357	7	321	1	26	2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	00-00	1	20	269	59	6	2	0	0	0	0	[illegible]	[illegible]	[illegible]	13.3	15.4	0	0	0	0	0	0

29 September 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	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 60-130	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT
0000	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
0015	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
0030	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
0045	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
0100	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
0115	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
0130	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
0145	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
0200	1	0	1	0	0	0	0	0	0	0	0	0200	0	0	0	1	0	0	0	0	0	0	0	0	0	17.4	-	0	0	0	0	0	0
0215	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
0230	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
0245	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
0300	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
0315	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
0330	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
0345	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
0400	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
0415	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
0430	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
0445	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
0500	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
0515	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
0530	1	0	1	0	0	0	0	0	0	0	0	0530	0	0	0	1	0	0	0	0	0	0	0	0	0	15.3	-	0	0	0	0	0	0
0545	1	0	0	0	1	0	0	0	0	0	0	0545	0	0	0	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0600	0	0	0	2	0	0	0	0	0	0	0	0	0	16.3	-	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0	0615	0	0	2	1	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0	0630	0	0	4	2	0	0	0	0	0	0	0	0	0	14.4	-	0	0	0	0	0	0
0645	9	0	7	0	2	0	0	0	0	0	0	0645	0	1	7	1	0	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0
0700	7	0	7	0	0	0	0	0	0	0	0	0700	0	1	3	3	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0
0715	7	0	5	0	1	1	0	0	0	0	0	0715	0	1	3	3	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0
0730	6	2	4	0	0	0	0	0	0	0	0	0730	0	0	5	0	1	0	0	0	0	0	0	0	0	14.6	-	0	0	0	0	0	0
0745	6	0	4	0	1	1	0	0	0	0	0	0745	0	3	3	0	0	0	0	0	0	0	0	0	0	10.4	-	0	0	0	0	0	0
0800	4	0	4	0	0	0	0	0	0	0	0	0800	0	1	3	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0	0	0	0	0
0815	6	0	5	0	1	0	0	0	0	0	0	0815	0	2	4	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0	0	0	0	0
0830	9	0	7	0	2	0	0	0	0	0	0	0830	0	0	8	1	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0
0845	18	0	17	0	1	0	0	0	0	0	0	0845	0	1	15	2	0	0	0	0	0	0	0	0	0	13.3	15	0	0	0	0	0	0
0900	5	0	4	0	1	0	0	0	0	0	0	0900	0	1	3	1	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0
0915	11	0	10	0	1	0	0	0	0	0	0	0915	0	2	8	1	0	0	0	0	0	0	0	0	0	12.3	15	0	0	0	0	0	0
0930	5	0	4	0	0	1	0	0	0	0	0	0930	0	0	4	0	1	0	0	0	0	0	0	0	0	14.5	-	0	0	0	0	0	0
0945	7	0	7	0	0	0	0	0	0	0	0	0945	0	1	5	1	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0
1000	7	0	6	0	1	0	0	0	0	0	0	1000	0	2	5	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0
1015	1	0	1	0	0	0	0	0	0	0	0	1015	0	0	1	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0
1030	4	0	3	0	1	0	0	0	0	0	0	1030	0	1	3	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0
1045	5	0	5	0	0	0	0	0	0	0	0	1045	0	0	5	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0

1100	3	0	3	0	0	0	0	0	0	0	0		1100	0	0	1	2	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
1115	4	0	3	0	0	1	0	0	0	0	0		1115	0	1	3	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	0	0	0	0	
1130	4	0	4	0	0	0	0	0	0	0	0		1130	0	1	2	1	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1145	6	0	6	0	0	0	0	0	0	0	0		1145	0	1	5	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
1200	6	0	6	0	0	0	0	0	0	0	0		1200	0	1	5	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1215	3	0	3	0	0	0	0	0	0	0	0		1215	0	1	2	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0	0	0	0	0	
1230	7	0	6	0	1	0	0	0	0	0	0		1230	0	0	7	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0	
1245	6	0	5	0	1	0	0	0	0	0	0		1245	0	1	5	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1300	9	0	9	0	0	0	0	0	0	0	0		1300	0	0	7	1	1	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
1315	2	0	2	0	0	0	0	0	0	0	0		1315	0	0	2	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
1330	3	0	2	0	1	0	0	0	0	0	0		1330	0	2	0	1	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1345	7	0	7	0	0	0	0	0	0	0	0		1345	0	0	6	1	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
1400	10	1	9	0	0	0	0	0	0	0	0		1400	0	0	9	1	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
1415	2	0	2	0	0	0	0	0	0	0	0		1415	0	0	2	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
1430	5	0	5	0	0	0	0	0	0	0	0		1430	0	0	4	1	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
1445	6	0	6	0	0	0	0	0	0	0	0		1445	0	0	6	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
1500	4	0	4	0	0	0	0	0	0	0	0		1500	0	0	4	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1515	8	0	7	0	1	0	0	0	0	0	0		1515	0	0	5	3	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0	
1530	10	0	9	0	1	0	0	0	0	0	0		1530	0	0	10	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
1545	7	0	6	0	1	0	0	0	0	0	0		1545	0	2	5	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0	0	0	0	0	
1600	6	0	5	0	1	0	0	0	0	0	0		1600	0	0	5	1	0	0	0	0	0	0	0	0	0	14.2	-	0	0	0	0	0	0	
1615	4	0	4	0	0	0	0	0	0	0	0		1615	0	0	4	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0	
1630	10	0	7	1	1	1	0	0	0	0	0		1630	0	0	8	2	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	
1645	5	0	4	0	1	0	0	0	0	0	0		1645	0	0	4	1	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
1700	6	0	5	0	1	0	0	0	0	0	0		1700	0	0	6	0	0	0	0	0	0	0	0	0	0	13	-	0	0	0	0	0	0	
1715	3	0	3	0	0	0	0	0	0	0	0		1715	0	0	1	2	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0	
1730	6	0	6	0	0	0	0	0	0	0	0		1730	0	0	4	2	0	0	0	0	0	0	0	0	0	14.6	-	0	0	0	0	0	0	
1745	7	0	6	0	1	0	0	0	0	0	0		1745	0	1	5	1	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
1800	3	0	3	0	0	0	0	0	0	0	0		1800	0	0	3	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
1815	10	0	8	0	2	0	0	0	0	0	0		1815	0	0	9	1	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
1830	6	0	6	0	0	0	0	0	0	0	0		1830	0	1	3	2	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
1845	5	0	5	0	0	0	0	0	0	0	0		1845	0	0	5	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0	0	0	0	0	
1900	4	0	4	0	0	0	0	0	0	0	0		1900	0	0	4	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1915	0	0	0	0	0	0	0	0	0	0	0		1915	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1930	1	0	1	0	0	0	0	0	0	0	0		1930	0	0	0	1	0	0	0	0	0	0	0	0	0	17.4	-	0	0	0	0	0	0	
1945	3	0	3	0	0	0	0	0	0	0	0		1945	0	0	2	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
2000	5	0	5	0	0	0	0	0	0	0	0		2000	0	0	5	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
2015	1	0	1	0	0	0	0	0	0	0	0		2015	0	0	1	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
2030	1	0	1	0	0	0	0	0	0	0	0		2030	0	0	1	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
2045	2	0	2	0	0	0	0	0	0	0	0		2045	0	0	1	1	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0	
2100	1	0	1	0	0	0	0	0	0	0	0		2100	0	0	1	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	
2115	0	0	0	0	0	0	0	0	0	0	0		2115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2130	2	0	2	0	0	0	0	0	0	0	0		2130	0	0	2	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0	0	0	0	0	
2145	1	0	1	0	0	0	0	0	0	0	0		2145	0	0	0	1	0	0	0	0	0	0	0	0	0	16.2	-	0	0	0	0	0	0	
2200	1	0	1	0	0	0	0	0	0	0	0		2200	0	0	0	1	0	0	0	0	0	0	0	0	0	15.8	-	0	0	0	0	0	0	
2215	1	0	1	0	0	0	0	0	0	0	0		2215	0	0	1	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0	
2230	2	0	2	0	0	0	0	0	0	0	0		2230	0	0	1	1	0	0	0	0	0	0	0	0	0	15.7	-	0	0	0	0	0	0	
2245	1	0	1	0	0	0	0	0	0	0	0		2245	0	0	0	1	0	0	0	0	0	0	0	0	0	18.2	-	0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0		2300	0	0	0	0	1	0	0	0	0	0	0	0	0	22.2	-	0	0	0	0	0	0	
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	19.1	-	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	
2345	1	0	1	0	0	0	0	0	0	0	0		2345	0	0	1	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0	
07-19	291	3	262	1	23	2	0	0	0	0	0		07-19	0	28	225	35	3	0	0	0	0	0	0	0	0	12.8	14.9	0	0	0	0	0	0	
06-22	332	3	298	1	28	2	0	0	0	0	0		06-22	0	29	255	45	3	0	0	0	0	0	0	0	0	12.9	14.9	0	0	0	0	0	0	
06-00	340	3	306	1	28	2	0	0	0	0	0		06-00	0	29	258	49	4	0	0	0	0	0	0	0	0	13	15.1	0	0	0	0	0	0	
00-00	343	3	309	1	28	2	0	0	0	0	0		00-00	0	29	258	52	4	0	0	0	0	0	0	0	0	13	15.1	0	0	0	0	0	0	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	[illegible]	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 60 150	Mean	Vpp 85	PSL 20	PSL% 20	SL1 25 ACPO	SL1% 25 ACPO	SL2 35 DFT	SL2% 35 DFT	[illegible]
0000	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	
0015	1	0	1	0	0	0	0	0	0	0	0		0015	0	0	0	0	1	0	0	0	0	0	0	0	0	20.9	-	0	0	0	0	0	0	
0030	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	
0045	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	
0100	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	
0115	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	
0130	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	
0145	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	
0200	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	
0215	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	
0230	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	
0245	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	
0300	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	
0315	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	
0330	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	
0345	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	
0400	2	0	2	0	0	0	0	0	0	0	0		0400	0	0	2	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
0415	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	
0430	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	
0445	1	0	1	0	0	0	0	0	0	0	0		0445	0	0	1	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0		0500	0	0	1	0	0	0	0	0	0	0	0	0	0	13	-	0	0	0	0	0	0	
0515	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	
0530	1	0	1	0	0	0	0	0	0	0	0		0530	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
0545	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	
0600	1	0	1	0	0	0	0	0	0	0	0		0600	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
0615	1	0	1	0	0	0	0	0	0	0	0		0615	0	0	1	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
0630	2	0	2	0	0	0	0	0	0	0	0		0630	0	0	2	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0	0	0	0	0	
0645	4	0	2	0	2	0	0	0	0	0	0		0645	0	0	3	0	1	0	0	0	0	0	0	0	0	15.3	-	0	0	0	0	0	0	
0700	4	0	3	0	1	0	0	0	0	0	0		0700	0	0	3	0	1	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
0715	1	0	1	0	0	0	0	0	0	0	0		0715	0	0	0	1	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0	
0730	4	0	3	0	1	0	0	0	0	0	0		0730	0	1	1	2	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
0745	4	0	4	0	0	0	0	0	0	0	0		0745	0	0	4	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0	0	0	0	0	
0800	2	0	2	0	0	0	0	0	0	0	0		0800	0	0	0	2	0	0	0	0	0	0	0	0	0	17.3	-	0	0	0	0	0	0	
0815	2	0	2	0	0	0	0	0	0	0	0		0815	0	0	0	2	0	0	0	0	0	0	0	0	0	15.9	-	0	0	0	0	0	0	
0830	6	1	4	0	1	0	0	0	0	0	0		0830	0	0	5	1	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
0845	5	0	5	0	0	0	0	0	0	0	0		0845	0	0	3	1	1	0	0	0	0	0	0	0	0	15.3	-	0	0	0	0	0	0	
0900	3	0	3	0	0	0	0	0	0	0	0		0900	0	0	3	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
0915	5	0	5	0	0	0	0	0	0	0	0		0915	0	0	5	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
0930	10	0	9	0	0	1	0	0	0	0	0		0930	0	1	7	1	1	0	0	0	0	0	0	0	0	13.5	-	0	0	0	0	0	0	
0945	14	0	14	0	0	0	0	0	0	0	0		0945	0	1	13	0	0	0	0	0	0	0	0	0	0	12.3	14.2	0	0	0	0	0	0	
1000	11	0	10	0	1	0	0	0	0	0	0		1000	0	1	7	3	0	0	0	0	0	0	0	0	0	13.6	15.3	0	0	0	0	0	0	
1015	5	1	4	0	0	0	0	0	0	0	0		1015	0	0	5	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
1030	6	0	4	0	1	1	0	0	0	0	0		1030	0	0	6	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
1045	6	1	5	0	0	0	0	0	0	0	0		1045	0	0	4	1	1	0	0	0	0	0	0	0	0	15.2	-	0	0	0	0	0	0	
1100	5	1	4	0	0	0	0	0	0	0	0		1100	0	1	3	1	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
1115	6	0	5	0	1	0	0	0	0	0	0		1115	0	1	2	2	1	0	0	0	0	0	0	0	0	14.5	-	0	0	0	0	0	0	
1130	5	0	5	0	0	0	0	0	0	0	0		1130	0	0	3	2	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
1145	9	0	8	1	0	0	0	0	0	0	0		1145	0	1	7	1	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
1200	9	0	9	0	0	0	0	0	0	0	0		1200	0	2	7	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1215	6	0	4	0	2	0	0	0	0	0	0		1215	0	0	5	1	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
1230	9	0	9	0	0	0	0	0	0	0	0		1230	0	0	7	2	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
1245	8	0	8	0	0	0	0	0	0	0	0		1245	0	0	5	3	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
1300	9	0	8	0	1	0	0	0	0	0	0		1300	0	1	8	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
1315	7	0	7	0	0	0	0	0	0	0	0		1315	0	1	6	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1330	4	0	4	0	0	0	0	0	0	0	0		1330	0	0	4	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1345	2	0	2	0	0	0	0	0	0	0	0		1345	0	0	2	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
1400	8	0	7	0	1	0	0	0	0	0	0		1400	0	0	7	1	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0	
1415	8	0	8	0	0	0	0	0	0	0	0		1415	0	0	3	5	0	0	0	0	0	0	0	0	0	15.8	-	0	0	0	0	0	0	
1430	10	1	9	0	0	0	0	0	0	0	0		1430	0	1	6	3	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
1445	5	0	5	0	0	0	0	0	0	0	0		1445	0	1	4	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0	
1500	8	0	8	0	0	0	0	0	0	0	0		1500	0	1	5	2	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
1515	3	0	3	0	0	0	0	0	0	0	0		1515	0	0	2	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
1530	10	0	8	0	2	0	0	0	0	0	0		1530	0	0	10	0	0	0	0	0	0	0	0	0	0	12	-	0	0	0	0	0	0	
1545	6	1	5	0	0	0	0	0	0	0	0		1545	0	0	4	1	1	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
1600	4	0	4	0	0	0	0	0	0	0	0		1600	0	1	3	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0	0	0	0	0	
1615	6	0	6	0	0	0	0	0	0	0	0		1615	0	0	4	2	0	0	0	0	0	0	0	0	0	14.4	-	0	0	0	0	0	0	
1630	7	0	7	0	0	0	0	0	0	0	0		1630	0	0	6	1	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0	
1645	6	0	6	0	0	0	0	0	0	0	0		1645	0	0	5	1	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
1700	6	0	6	0	0	0	0	0	0	0	0		1700	0	0	5	1	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
1715	6	0	5	0	1	0	0	0	0	0	0		1715	0	0	5	1	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
1730	8	0	8	0	0	0	0	0	0	0	0		1730	0	0	6	2	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
1745	10	1	9	0	0	0	0	0	0	0	0		1745	0	1	6	3	0	0	0	0	0	0	0	0	0	13.6	-	0	0	0	0	0	0	
1800	8	0	8	0	0	0	0	0	0	0	0		1800	0	0	6	2	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0	
1815	4	0	3	0	1	0	0	0	0	0	0		1815	0	0	4	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
1830	5	0	5	0	0	0	0	0	0	0	0		1830	0	0	3	2	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
1845	4	0	4	0	0	0	0	0	0	0	0		1845	0	0	2	2	0	0	0	0	0	0	0	0	0	14.9	-	0	0	0	0	0	0	
1900	4	0	4	0	0	0	0	0	0	0	0		1900	0	0	3	1	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0	
1915	5	0	5	0	0	0	0	0	0	0	0		1915	0	0	3	2	0	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0	
1930	5	0	5	0	0	0	0	0	0	0	0		1930	0	0	5	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1945	1	0	0	0	1	0	0	0	0	0	0		1945	0	0	1	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	
2000	1	0	1	0	0	0	0	0	0	0	0		2000	0	0	1	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0	
2015	1	0	1	0	0	0	0	0	0	0	0		2015	0	0	0	1	0	0	0	0	0	0	0	0	0	17.1	-	0	0	0	0	0	0	
2030	0	0	0	0	0	0	0	0	0	0	0		2030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2045	0	0	0	0	0	0	0	0	0	0	0		2045	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0		2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2115	0	0	0	0	0	0	0	0	0	0	0		2115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2130	1	0	1	0	0	0	0	0	0	0	0		2130	0	0	1	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
2145	0	0	0	0	0	0	0	0	0	0	0		2145	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2215	0	0	0	0	0	0	0	0	0	0	0		2215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2230	2	0	2	0	0	0	0	0	0	0	0		2230	0	0	2	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
2245	2	0	2	0	0	0	0	0	0	0	0		2245	0	0	2	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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	15.5	-	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	
2345	1	0	1	0	0	0	0	0	0	0	0		2345	0	0	1	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0	0	0	0	0	
07-19	299	7	275	1	14	2	0	0	0	0	0		07-19	0	16	221	56	6	0	0	0	0	0	0	0	0	13.4	15.8	0	0	0	0	0	0	
06-22	325	7	298	1	17	2	0	0	0	0	0		06-22	0	16	242	60	7	0	0	0	0	0	0	0	0	13.4	15.6	0	0	0	0	0	0	
06-00	331	7	304	1	17	2	0	0	0	0	0		06-00	0	16	247	61	7	0	0	0	0	0	0	0	0	13.4	15.6	0	0	0	0	0	0	
00-00	337	7	310	1	17	2	0	0	0	0	0		00-00	0	16	252	61	8	0	0	0	0	0	0	0	0	13.5	15.5	0	0	0	0	0	0	

01 October 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls	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 60 150	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	Hdr
0000	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	
0015	1	0	1	0	0	0	0	0	0	0	0		0015	0	0	1	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
0030	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	
0045	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	
0100	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	
0115	1	0	1	0	0	0	0	0	0	0	0		0115	0	0	0	1	0	0	0	0	0	0	0	0	0	16.9	-	0	0	0	0	0	0	
0130	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	
0145	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	
0200	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	
0215	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	
0230	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	
0245	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	
0300	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	
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0345	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	
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0430	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	
0445	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	
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0530	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	
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0630	2	0	2	0	0	0	0	0	0	0	0		0630	0	0	1	1	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
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0700	1	0	1	0	0	0	0	0	0	0	0		0700	0	0	1	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
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0945	6	0	6	0	0	0	0	0	0	0	0		0945	0	0	2	2	2	0	0	0	0	0	0	0	0	17.1	-	0	0	0	0	0	0	
1000	4	0	4	0	0	0	0	0	0	0	0		1000	0	0	3	1	0	0	0	0	0	0	0	0	0	14.6	-	0	0	0	0	0	0	
1015	2	0	2	0	0	0	0	0	0	0	0		1015	0	0	2	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
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1045	5	0	5	0	0	0	0	0	0	0	0		1045	0	0	3	1	1	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0	
1100	6	1	5	0	0	0	0	0	0	0	0		1100	0	1	2	3	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0	
1115	5	0	5	0	0	0	0	0	0	0	0		1115	0	0	4	1	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
1130	11	0	10	0	1	0	0	0	0	0	0		1130	0	3	7	1	0	0	0	0	0	0	0	0	0	11.6	14.5	0	0	0	0	0	0	
1145	7	0	7	0	0	0	0	0	0	0	0		1145	0	1	6	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0	
1200	8	0	8	0	0	0	0	0	0	0	0		1200	0	2	4	1	1	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
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1245	5	0	5	0	0	0	0	0	0	0	0		1245	0	1	4	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
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1600	6	0	6	0	0	0	0	0	0	0	0		1600	0	0	5	0	1	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
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1630	7	0	7	0	0	0	0	0	0	0	0		1630	0	1	5	1	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0	
1645	6	0	5	0	1	0	0	0	0	0	0		1645	0	0	4	2	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
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1745	1	0	1	0	0	0	0	0	0	0	0		1745	0	0	1	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
1800	2	0	2	0	0	0	0	0	0	0	0		1800	0	1	1	0	0	0	0	0	0	0	0	0	0	9.7	-	0	0	0	0	0	0	
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1845	3	0	3	0	0	0	0	0	0	0	0		1845	0	0	2	1	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0		1900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1915	1	0	1	0	0	0	0	0	0	0	0		1915	0	0	1	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0	
1930	1	0	1	0	0	0	0	0	0	0	0		1930	0	0	1	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
1945	1	0	1	0	0	0	0	0	0	0	0		1945	0	0	0	1	0	0	0	0	0	0	0	0	0	19.3	-	0	0	0	0	0	0	
2000	1	0	0	0	1	0	0	0	0	0	0		2000	0	0	0	0	1	0	0	0	0	0	0	0	0	22.2	-	0	0	0	0	0	0	
2015	0	0	0	0	0	0	0	0	0	0	0		2015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2030	0	0	0	0	0	0	0	0	0	0	0		2030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2045	1	0	1	0	0	0	0	0	0	0	0		2045	0	0	0	1	0	0	0	0	0	0	0	0	0	19.2	-	0	0	0	0	0	0	
2100	1	0	1	0	0	0	0	0	0	0	0		2100	0	0	0	1	0	0	0	0	0	0	0	0	0	16.8	-	0	0	0	0	0	0	
2115	3	0	3	0	0	0	0	0	0	0	0		2115	0	0	2	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
2130	1	0	1	0	0	0	0	0	0	0	0		2130	0	0	1	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0	0	0	0	0	
2145	1	0	1	0	0	0	0	0	0	0	0		2145	0	0	1	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2215	0	0	0	0	0	0	0	0	0	0	0		2215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2230	0	0	0	0	0	0	0	0	0	0	0		2230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2245	0	0	0	0	0	0	0	0	0	0	0		2245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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	
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	
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	
07-19	197	1	190	0	6	0	0	0	0	0	0		07-19	0	13	140	35	6	0	0	0	0	0	0	0	0	13.4	15.4	0	0	0	0	0	0	
06-22	212	1	204	0	7	0	0	0	0	0	0		06-22	0	14	150	41	7	0	0	0	0	0	0	0	0	13.4	15.2	0	0	0	0	0	0	
06-00	212	1	204	0	7	0	0	0	0	0	0		06-00	0	14	150	41	7	0	0	0	0	0	0	0	0	13.6	15.6	0	0	0	0	0	0	
00-00	218	1	210	0	7	0	0	0	0	0	0		00-00	0	14	152	43	7	0	0	0	0	0	0	0	0	13.6	15.9	0	0	0	0	0	0	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls	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 60 150	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	Hdr
0000	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	
0015	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	
0030	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	
0045	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	
0100	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	
0115	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	
0130	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	
0145	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	
0200	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	
0215	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	
0230	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	
0245	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	
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0315	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	
0330	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	
0345	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	
0400	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	
0415	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	
0430	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	
0445	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	
0500	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	
0515	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	
0530	1	0	0	0	1	0	0	0	0	0	0		0530	0	0	1	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
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0600	3	0	1	0	2	0	0	0	0	0	0		0600	0	1	1	1	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
0615	5	0	3	0	1	1	0	0	0	0	0		0615	0	0	5	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
0630	5	0	5	0	0	0	0	0	0	0	0		0630	0	0	3	2	0	0	0	0	0	0	0	0	0	15	-	0	0	0	0	0	0	
0645	12	0	10	0	2	0	0	0	0	0	0		0645	0	0	8	4	0	0	0	0	0	0	0	0	0	14.3	18.1	0	0	0	0	0	0	
0700	6	0	5	0	1	0	0	0	0	0	0		0700	0	0	3	2	1	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	
0715	6	1	4	0	0	1	0	0	0	0	0		0715	0	0	6	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
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1000	11	1	9	0	1	0	0	0	0	0	0		1000	0	1	8	2	0	0	0	0	0	0	0	0	0	12.3	15.4	0	0	0	0	0	0	
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1045	8	0	7	0	1	0	0	0	0	0	0		1045	0	0	7	1	0	0	0	0	0	0	0	0	0	13.6	-	0	0	0	0	0	0	
1100	3	0	2	0	1	0	0	0	0	0	0		1100	0	2	1	0	0	0	0	0	0	0	0	0	0	9.5	-	0	0	0	0	0	0	
1115	3	0	3	0	0	0	0	0	0	0	0		1115	0	0	1	1	1	0	0	0	0	0	0	0	0	18	-	0	0	0	0	0	0	
1130	8	0	7	0	1	0	0	0	0	0	0		1130	0	0	6	2	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
1145	5	0	5	0	0	0	0	0	0	0	0		1145	0	0	5	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0	
1200	6	0	5	0	1	0	0	0	0	0	0		1200	0	1	5	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
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1230	7	0	7	0	0	0	0	0	0	0	0		1230	0	0	6	1	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
1245	5	0	5	0	0	0	0	0	0	0	0		1245	0	0	5	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
1300	8	0	7	0	1	0	0	0	0	0	0		1300	0	0	8	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0	

1315	4	0	4	0	0	0	0	0	0	0	0		1315	0	1	2	1	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
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1745	7	0	4	0	3	0	0	0	0	0	0		1745	0	0	1	4	2	0	0	0	0	0	0	0	0	17.5	-	0	0	0	0	0	0	
1800	6	0	6	0	0	0	0	0	0	0	0		1800	0	0	3	3	0	0	0	0	0	0	0	0	0	14.5	-	0	0	0	0	0	0	
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1900	3	0	3	0	0	0	0	0	0	0	0		1900	0	0	2	1	0	0	0	0	0	0	0	0	0	14.2	-	0	0	0	0	0	0	
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1945	5	0	4	0	1	0	0	0	0	0	0		1945	0	0	2	2	1	0	0	0	0	0	0	0	0	17.1	-	0	0	0	0	0	0	
2000	4	0	4	0	0	0	0	0	0	0	0		2000	0	0	2	2	0	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0	
2015	2	0	2	0	0	0	0	0	0	0	0		2015	0	0	0	2	0	0	0	0	0	0	0	0	0	16.4	-	0	0	0	0	0	0	
2030	0	0	0	0	0	0	0	0	0	0	0		2030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2045	9	0	7	0	1	1	0	0	0	0	0		2045	0	0	9	0	0	0	0	0	0	0	0	0	0	13	-	0	0	0	0	0	0	
2100	1	0	1	0	0	0	0	0	0	0	0		2100	0	1	0	0	0	0	0	0	0	0	0	0	0	8.1	-	0	0	0	0	0	0	
2115	2	0	2	0	0	0	0	0	0	0	0		2115	0	0	0	2	0	0	0	0	0	0	0	0	0	16.5	-	0	0	0	0	0	0	
2130	1	0	1	0	0	0	0	0	0	0	0		2130	0	0	1	0	0	0	0	0	0	0	0	0	0	13	-	0	0	0	0	0	0	
2145	1	0	1	0	0	0	0	0	0	0	0		2145	0	0	1	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
2200	2	0	2	0	0	0	0	0	0	0	0		2200	0	0	0	2	0	0	0	0	0	0	0	0	0	16	-	0	0	0	0	0	0	
2215	0	0	0	0	0	0	0	0	0	0	0		2215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2230	1	0	1	0	0	0	0	0	0	0	0		2230	0	0	0	1	0	0	0	0	0	0	0	0	0	15.8	-	0	0	0	0	0	0	
2245	0	0	0	0	0	0	0	0	0	0	0		2245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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	
2330	1	0	1	0	0	0	0	0	0	0	0		2330	0	0	0	1	0	0	0	0	0	0	0	0	0	15.2	-	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	
07-19	267	4	236	0	26	2	0	0	0	0	0		07-19	0	33	161	47	16	1	0	0	0	0	0	0	0	13.6	15.6	0	0	0	0	0	0	
06-22	303	4	266	0	32	4	0	0	0	0	0		06-22	0	19	232	65	16	1	0	0	0	0	0	0	0	13.8	15.9	0	0	0	0	0	0	
06-00	327	4	297	0	33	4	0	0	0	0	0		06-00	0	19	222	69	16	1	0	0	0	0	0	0	0	13.8	16	0	0	0	0	0	0	
00-00	336	4	297	0	35	4	0	0	0	0	0		00-00	0	19	228	69	16	1	0	0	0	0	0	0	0	13.8	15.9	0	0	0	0	0	0	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cod	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 60 120	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DfT	SL2% 45 DfT	Flat
0000	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	
0015	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	
0030	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	
0045	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	
0100	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	
0115	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	
0130	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	
0145	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	
0200	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	
0215	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	
0230	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	
0245	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	
0300	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	
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0345	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	
0400	2	0	2	0	0	0	0	0	0	0	0		0400	0	0	0	2	0	0	0	0	0	0	0	0	0	17.1	-	0	0	0	0	0	0	
0415	1	0	1	0	0	0	0	0	0	0	0		0415	0	0	0	1	0	0	0	0	0	0	0	0	0	16.4	-	0	0	0	0	0	0	
0430	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	
0445	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	
0500	2	0	2	0	0	0	0	0	0	0	0		0500	0	0	0	2	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	0	0	0	
0515	1	0	1	0	0	0	0	0	0	0	0		0515	0	0	0	1	0	0	0	0	0	0	0	0	0	15.9	-	0	0	0	0	0	0	
0530	1	0	0	0	1	0	0	0	0	0	0		0530	0	0	1	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
0545	1	0	1	0	0	0	0	0	0	0	0		0545	0	0	1	0	0	0	0	0	0	0	0	0	0	13	-	0	0	0	0	0	0	
0600	2	0	1	0	1	0	0	0	0	0	0		0600	0	0	2	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
0615	2	0	1	0	1	0	0	0	0	0	0		0615	0	0	1	1	0	0	0	0	0	0	0	0	0	15.2	-	0	0	0	0	0	0	
0630	8	0	6	0	2	0	0	0	0	0	0		0630	0	0	6	2	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
0645	11	0	8	0	2	1	0	0	0	0	0		0645	0	0	8	2	1	0	0	0	0	0	0	0	0	14.6	18.5	0	0	0	0	0	0	
0700	7	0	7	0	0	0	0	0	0	0	0		0700	0	0	5	2	0	0	0	0	0	0	0	0	0	14.9	-	0	0	0	0	0	0	
0715	4	1	3	0	0	0	0	0	0	0	0		0715	0	0	3	1	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	
0730	6	1	4	0	1	0	0	0	0	0	0		0730	0	0	6	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
0745	6	0	5	0	1	0	0	0	0	0	0		0745	0	0	5	1	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
0800	5	0	5	0	0	0	0	0	0	0	0		0800	1	0	3	0	1	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
0815	6	0	6	0	0	0	0	0	0	0	0		0815	0	0	6	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
0830	17	0	16	0	0	1	0	0	0	0	0		0830	0	1	12	4	0	0	0	0	0	0	0	0	0	13.4	15.4	0	0	0	0	0	0	
0845	13	0	12	0	1	0	0	0	0	0	0		0845	0	0	12	1	0	0	0	0	0	0	0	0	0	13.3	14.8	0	0	0	0	0	0	
0900	5	0	5	0	0	0	0	0	0	0	0		0900	0	1	4	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
0915	7	0	6	0	1	0	0	0	0	0	0		0915	0	1	5	1	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
0930	6	0	6	0	0	0	0	0	0	0	0		0930	0	1	5	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
0945	9	1	7	0	1	0	0	0	0	0	0		0945	0	2	7	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0	
1000	6	0	6	0	0	0	0	0	0	0	0		1000	0	1	4	1	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
1015	8	0	8	0	0	0	0	0	0	0	0		1015	0	5	2	1	0	0	0	0	0	0	0	0	0	10.3	-	0	0	0	0	0	0	
1030	10	1	9	0	0	0	0	0	0	0	0		1030	0	1	7	2	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
1045	4	0	4	0	0	0	0	0	0	0	0		1045	0	2	0	2	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0	
1100	3	1	2	0	0	0	0	0	0	0	0		1100	0	1	2	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0	0	0	0	0	
1115	6	0	6	0	0	0	0	0	0	0	0		1115	0	0	5	1	0	0	0	0	0	0	0	0	0	13.5	-	0	0	0	0	0	0	
1130	7	0	6	0	1	0	0	0	0	0	0		1130	0	1	3	2	1	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0	
1145	7	0	7	0	0	0	0	0	0	0	0		1145	0	0	6	1	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
1200	5	1	4	0	0	0	0	0	0	0	0		1200	0	1	3	1	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
1215	9	0	9	0	0	0	0	0	0	0	0		1215	0	1	6	2	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
1230	6	1	5	0	0	0	0	0	0	0	0		1230	0	1	5	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
1245	4	0	3	0	1	0	0	0	0	0	0		1245	0	0	4	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0	
1300	0	0	0	0	0	0	0	0	0	0	0		1300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1315	6	0	6	0	0	0	0	0	0	0	0		1315	0	1	5	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
1330	1	0	1	0	0	0	0	0	0	0	0		1330	0	0	0	1	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0	
1345	5	0	5	0	0	0	0	0	0	0	0		1345	0	0	4	1	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
1400	5	0	4	0	1	0	0	0	0	0	0		1400	0	0	5	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
1415	3	0	3	0	0	0	0	0	0	0	0		1415	0	0	3	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
1430	6	0	6	0	0	0	0	0	0	0	0		1430	0	0	4	2	0	0	0	0	0	0	0	0	0	13.6	-	0	0	0	0	0	0	
1445	8	0	7	0	1	0	0	0	0	0	0		1445	0	0	8	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
1500	2	0	1	0	1	0	0	0	0	0	0		1500	0	0	1	1	0	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0	
1515	4	0	4	0	0	0	0	0	0	0	0		1515	0	0	3	1	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
1530	10	0	10	0	0	0	0	0	0	0	0		1530	0	2	6	1	1	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
1545	6	0	6	0	0	0	0	0	0	0	0		1545	0	0	5	1	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0	
1600	4	0	3	0	1	0	0	0	0	0	0		1600	0	1	3	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	0	0	0	0	
1615	4	0	4	0	0	0	0	0	0	0	0		1615	0	0	4	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
1630	9	0	9	0	0	0	0	0	0	0	0		1630	0	1	5	2	1	0	0	0	0	0	0	0	0	14.6	-	0	0	0	0	0	0	
1645	10	0	9	0	1	0	0	0	0	0	0		1645	0	0	7	3	0	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0	
1700	5	0	5	0	0	0	0	0	0	0	0		1700	0	0	5	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
1715	7	0	6	0	1	0	0	0	0	0	0		1715	0	1	3	3	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
1730	10	1	9	0	0	0	0	0	0	0	0		1730	0	2	8	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0	
1745	5	1	4	0	0	0	0	0	0	0	0		1745	0	0	4	1	0	0	0	0	0	0	0	0	0	13.6	-	0	0	0	0	0	0	
1800	6	0	6	0	0	0	0	0	0	0	0		1800	0	0	4	1	1	0	0	0	0	0	0	0	0	14.9	-	0	0	0	0	0	0	
1815	3	0	2	0	1	0	0	0	0	0	0		1815	0	0	2	1	0	0	0	0	0	0	0	0	0	14.4	-	0	0	0	0	0	0	
1830	7	0	7	0	0	0	0	0	0	0	0		1830	0	0	7	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0	
1845	4	0	4	0	0	0	0	0	0	0	0		1845	0	0	4	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
1900	7	0	5	0	2	0	0	0	0	0	0		1900	0	0	5	2	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
1915	7	2	5	0	0	0	0	0	0	0	0		1915	0	0	4	3	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
1930	5	0	5	0	0	0	0	0	0	0	0		1930	0	0	3	2	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0	
1945	2	0	2	0	0	0	0	0	0	0	0		1945	0	0	1	1	0	0	0	0	0	0	0	0	0	16.1	-	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0		2000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2015	2	0	2	0	0	0	0	0	0	0	0		2015	0	0	1	1	0	0	0	0	0	0	0	0	0	15	-	0	0	0	0	0	0	
2030	1	0	1	0	0	0	0	0	0	0	0		2030	0	0	0	1	0	0	0	0	0	0	0	0	0	15.3	-	0	0	0	0	0	0	
2045	2	0	2	0	0	0	0	0	0	0	0		2045	0	1	0	1	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0	
2100	7	0	7	0	0	0	0	0	0	0	0		2100	0	0	6	1	0	0	0	0	0	0	0	0	0	14.2	-	0	0	0	0	0	0	
2115	0	0	0	0	0	0	0	0	0	0	0		2115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2130	2	0	2	0	0	0	0	0	0	0	0		2130	0	0	1	0	1	0	0	0	0	0	0	0	0	18.3	-	0	0	0	0	0	0	
2145	1	0	1	0	0	0	0	0	0	0	0		2145	0	0	1	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2215	1	0	1	0	0	0	0	0	0	0	0		2215	0	0	0	1	0	0	0	0	0	0	0	0	0	15.9	-	0	0	0	0	0	0	
2230	0	0	0	0	0	0	0	0	0	0	0		2230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2245	0	0	0	0	0	0	0	0	0	0	0		2245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0		2300	0	0	1	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	
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	
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	
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	
07-19	298	4	272	0	19	1	0	0	0	0	0		07-19	1	28	228	42	3	0	0	0	0	0	0	0	0	13	15.1	0	0	0	0	0	0	
06-22	355	11	320	0	22	2	0	0	0	0	0		06-22	1	35	258	58	7	0	0	0	0	0	0	0	0	13.5	15.4	0	0	0	0	0	0	
06-00	357	11	322	0	22	2	0	0	0	0	0		06-00	1	29	260	60	7	0	0	0	0	0	0	0	0	13.5	15.4	0	0	0	0	0	0	
00-00	369	11	329	0	25	2	0	0	0	0	0		00-00	1	29	262	60	7	0	0	0	0	0	0	0	0	13.3	15.3	0	0	0	0	0	0	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cod	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 60 120	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DfT	SL2% 45 DfT	Flat
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	0	0	1	0	0	0	0	0	0	0	0	0	16.3	-	0	0	0	0	0	0	
0015	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	
0030	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	
0045	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	

Time	Total	Ob 1	Ob 2	Ob 3	Ob 4	Ob 5	Ob 6	Ob 7	Ob 8	Ob 9	Ob 10	Out	Time	Vis 5	Vis 10	Vis 15	Vis 20	Vis 25	Vis 30	Vis 35	Vis 40	Vis 45	Vis 50	Vis 55	Vis 60	Mean	Std	Min	Max	10-20%	20-30%	30-40%	40-50%	50-60%	60-70%	Fail
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
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
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
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
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	1	1	0	0	0	0	0	0	0	0	14.0	-	-	0	0	0	0	0	0	0	0
0500	3	0	3	0	1	0	0	0	0	0	0	0	0500	0	0	2	1	0	0	0	0	0	0	0	0	14.0	-	-	0	0	0	0	0	0	0	0
0600	18	0	14	0	4	0	0	0	0	0	0	0	0600	0	1	13	4	1	0	0	0	0	0	0	0	14.1	15.9	9	9	6	6	0	0	0	0	0
0700	19	1	16	0	2	0	0	0	0	0	0	0	0700	0	1	14	4	1	0	0	0	0	0	0	0	13.7	15.5	9	9	6	6	0	0	0	0	0
0800	30	0	27	0	2	0	0	0	0	0	0	0	0800	0	1	23	5	1	0	0	0	0	0	0	0	13.4	15.2	9	9	6	6	0	0	0	0	0
0900	28	0	24	0	1	0	0	0	0	0	0	0	0900	0	2	21	2	1	0	0	0	0	0	0	0	13.1	14.8	9	9	6	6	0	0	0	0	0
1000	23	1	20	0	2	0	0	0	0	0	0	0	1000	0	3	16	3	1	0	0	0	0	0	0	0	12.9	15	9	9	6	6	0	0	0	0	0
1100	23	0	21	0	1	0	0	0	0	0	0	0	1100	0	3	16	3	0	0	0	0	0	0	0	0	12.6	15.2	9	9	6	6	0	0	0	0	0
1200	25	0	23	0	2	0	0	0	0	0	0	0	1200	0	3	20	2	0	0	0	0	0	0	0	0	12.8	14.4	9	9	6	6	0	0	0	0	0
1300	19	0	19	0	1	0	0	0	0	0	0	0	1300	0	1	15	3	0	0	0	0	0	0	0	0	13	15.3	9	9	6	6	0	0	0	0	0
1400	21	1	20	0	1	0	0	0	0	0	0	0	1400	0	1	16	4	0	0	0	0	0	0	0	0	13.5	15.3	9	9	6	6	0	0	0	0	0
1500	23	0	21	0	2	0	0	0	0	0	0	0	1500	0	1	19	3	1	0	0	0	0	0	0	0	13.3	14.8	9	9	6	6	0	0	0	0	0
1600	23	0	21	0	2	0	0	0	0	0	0	0	1600	0	1	18	4	1	0	0	0	0	0	0	0	13.6	15.5	9	9	6	6	0	0	0	0	0
1700	23	1	20	0	2	0	0	0	0	0	0	0	1700	0	1	15	6	1	0	0	0	0	0	0	0	13.9	16.1	9	9	6	6	0	0	0	0	0
1800	20	0	19	0	2	0	0	0	0	0	0	0	1800	0	1	15	3	1	0	0	0	0	0	0	0	13.7	16.3	9	9	6	6	0	0	0	0	0
1900	13	0	12	0	1	0	0	0	0	0	0	0	1900	0	1	9	4	0	0	0	0	0	0	0	0	14	16.3	9	9	6	6	0	0	0	0	0
2000	8	0	7	0	0	0	0	0	0	0	0	0	2000	0	0	5	3	0	0	0	0	0	0	0	0	14.8	-	9	9	6	6	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	2100	0	0	3	1	1	0	0	0	0	0	0	0	14.2	-	9	9	6	6	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	2200	0	0	1	2	0	0	0	0	0	0	0	0	14.5	-	9	9	6	6	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	2300	0	0	1	1	0	0	0	0	0	0	0	0	15.9	-	9	9	6	6	0	0	0	0	0
07-15	270	2	250	1	15	3	0	0	0	0	0	0	07-15	0	10	200	42	9	0	0	0	0	0	0	0	13.2	15.2	9	9	6	6	0	0	0	0	0
08-22	329	5	299	2	20	3	0	0	0	0	0	0	08-22	0	12	254	54	9	0	0	0	0	0	0	0	13.4	15.4	9	9	6	6	0	0	0	0	0
08-00	349	5	315	2	22	3	0	0	0	0	0	0	08-00	0	12	268	56	9	0	0	0	0	0	0	0	13.4	15.2	9	9	6	6	0	0	0	0	0
00-00	355	6	320	2	22	3	0	0	0	0	0	0	00-00	0	12	271	56	9	0	0	0	0	0	0	0	13.3	15.2	9	9	6	6	0	0	0	0	0

Virtual Day (7)

Time	Total	Ob 1	Ob 2	Ob 3	Ob 4	Ob 5	Ob 6	Ob 7	Ob 8	Ob 9	Ob 10	Out	Time	Vis 5	Vis 10	Vis 15	Vis 20	Vis 25	Vis 30	Vis 35	Vis 40	Vis 45	Vis 50	Vis 55	Vis 60	Mean	Std	Min	Max	10-20%	20-30%	30-40%	40-50%	50-60%	60-70%	Fail
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	16.6	-	9	9	6	6	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	16.9	-	9	9	6	6	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	17.4	-	9	9	6	6	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
0400	2	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	1	1	0	0	0	0	0	0	0	0	14.0	-	9	9	6	6	0	0	0	0	0
0500	3	0	2	0	1	0	0	0	0	0	0	0	0500	0	0	2	1	0	0	0	0	0	0	0	0	14.0	-	9	9	6	6	0	0	0	0	0
0600	18	0	14	0	4	0	0	0	0	0	0	0	0600	0	1	13	4	1	0	0	0	0	0	0	0	14.1	15.9	9	9	6	6	0	0	0	0	0
0700	19	1	16	0	2	0	0	0	0	0	0	0	0700	0	1	14	4	1	0	0	0	0	0	0	0	13.7	15.5	9	9	6	6	0	0	0	0	0
0800	30	0	27	0	2	0	0	0	0	0	0	0	0800	0	1	23	5	1	0	0	0	0	0	0	0	13.4	15.2	9	9	6	6	0	0	0	0	0
0900	28	0	24	0	1	0	0	0	0	0	0	0	0900	0	2	21	2	1	0	0	0	0	0	0	0	13.1	14.8	9	9	6	6	0	0	0	0	0
1000	23	1	20	0	2	0	0	0	0	0	0	0	1000	0	3	16	3	1	0	0	0	0	0	0	0	12.9	15	9	9	6	6	0	0	0	0	0
1100	23	0	21	0	1	0	0	0	0	0	0	0	1100	0	3	16	3	0	0	0	0	0	0	0	0	12.6	15.2	9	9	6	6	0	0	0	0	0
1200	25	0	23	0	2	0	0	0	0	0	0	0	1200	0	3	20	2	0	0	0	0	0	0	0	0	12.8	14.4	9	9	6	6	0	0	0	0	0
1300	19	0	19	0	1	0	0	0	0	0	0	0	1300	0	1	15	3	0	0	0	0	0	0	0	0	13	15.3	9	9	6	6	0	0	0	0	0
1400	21	1	20	0	1	0	0	0	0	0	0	0	1400	0	1	16	4	0	0	0	0	0	0	0	0	13.5	15.3	9	9	6	6	0	0	0	0	0
1500	23	0	21	0	2	0	0	0	0	0	0	0	1500	0	1	19	3	1	0	0	0	0	0	0	0	13.3	14.8	9	9	6	6	0	0	0	0	0
1600	23	0	21	0	2	0	0	0	0	0	0	0	1600	0	1	18	4	1	0	0	0	0	0	0	0	13.6	15.5	9	9	6	6	0	0	0	0	0
1700	23	1	20	0	2	0	0	0	0	0	0	0	1700	0	1	15	6	1	0	0	0	0	0	0	0	13.9	16.1	9	9	6	6	0	0	0	0	0
1800	20	0	19	0	2	0	0	0	0	0	0	0	1800	0	1	15	3	1	0	0	0	0	0	0	0	13.7	16.3	9	9	6	6	0	0	0	0	0
1900	13	0	12	0	1	0	0	0	0	0	0	0	1900	0	1	9	4	0	0	0	0	0	0	0	0	14	16.3	9	9	6	6	0	0	0	0	0
2000	8	0	7	0	0	0	0	0	0	0	0	0	2000	0	0	5	3	0	0	0	0	0	0	0	0	14.8	-	9	9	6	6	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	2100	0	0	3	1	1	0	0	0	0	0	0	0	14.2	-	9	9	6	6	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	2200	0	0	1	2	0	0	0	0	0	0	0	0	14.5	-	9	9	6	6	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	2300	0	0	1	1	0	0	0	0	0	0	0	0	15.9	-	9	9	6	6	0	0	0	0	0
07-15	270	2	250	1	15	3	0	0	0	0	0	0	07-15	0	10	200	42	9	0	0	0	0	0	0	0	13.2	15.2	9	9	6	6	0	0	0	0	0
08-22	329	5	299	2	20	3	0	0	0	0	0	0	08-22	0	12	254	54	9	0	0	0	0	0	0	0	13.4	15.4	9	9	6	6	0	0	0	0	0
08-00	349	5	315	2	22	3	0	0	0	0	0	0	08-00	0	12	268	56	9	0	0	0	0	0	0	0	13.4	15.2	9	9	6	6	0	0	0	0	0
00-00	355	6	320	2	22	3	0	0	0	0	0	0	00-00	0	12	271	56	9	0	0	0	0	0	0	0	13.3	15.2	9	9	6	6	0	0	0	0	0

Virtual Week (1)

Time	Total	Ob 1	Ob 2	Ob 3	Ob 4	Ob 5	Ob 6	Ob 7	Ob 8	Ob 9	Ob 10	Out	Time	Vis 5	Vis 10	Vis 15	Vis 20	Vis 25	Vis 30	Vis 35	Vis 40	Vis 45	Vis 50	Vis 55	Vis 60	Mean	Std	Min	Max	10-20%	20-30%	30-40%	40-50%	50-60%	60-70%	Fail
Mon	338	4	287	0	33	4	0	0	0	0	0	0	Mon	0	16	253	69	18	1	0	0	0	0	0	0	13.9	15.9	9	9	6	6	0	0	0	0	0
Tue	365	11	329	0	23	2	0	0	0	0	0	0	Tue	1	29	282	66	7	0	0	0	0	0	0	0	13.3	15.5	9	9	6	6	0	0	0	0	0
Wed	355	6	308	2	36	1	0	0	0	0	0	0	Wed	0	18	271	58	8	0	0	0	0	0	0	0	13.5	15.3	9	9	6	6	0	0	0	0	0
Thu	357	7	321	1	25	3	0	0	0	0	0	0	Thu	1	20	289	59	5	2	0	0	0	0	0	0	13.3	15.4	9	9	6	6	0	0	0	0	0
Fri	343	3	308	1	28	3	0	0	0	0	0	0	Fri	0	26	258	52	4	0	0	0	0	0	0	0	13	15.1	9	9	6	6	0	0	0	0	0
Sat	337	7	310	1	17	2	0	0	0	0	0	0	Sat	0	16	252	61	8	0	0	0	0	0	0	0	13.4	15.8	9	9	6	6	0	0	0	0	0
Sun	216	1	208	0	7	0	0	0	0	0	0	0	Sun	0	14	152	43	7	0	0	0	0	0	0	0	13.8	15.9	9	9	6	6	0	0	0	0	0
-	2311	39	2001	5	166	15	-	-	-	-	-	-	-	2	130	1807	400	56	0	0	0	0	0	0	0	13.4	15.5	9	9	6	6	0	0	0	0	0

Grand Total

Time	Total	Ob 1	Ob 2	Ob 3	Ob 4	Ob 5	Ob 6	Ob 7	Ob 8	Ob 9	Ob 10	Out	Time	Vis 5	Vis 10	Vis 15	Vis 20	Vis 25	Vis 30	Vis 35	Vis 40	Vis 45	Vis 50	Vis 55	Vis 60	Mean	Std	Min	Max	10-20%	20-30%	30-40%	40-50%	50-60%	60-70%	Fail
-	2311	39	2001	5	166	15	-	-	-	-	-	-	-	2	130	1807	400	56	0	0	0	0	0	0	0	13.4	15.5	9	9	6	6	0	0	0	0	0

TSP Class Profile All Days 15 Mins

Report Id - CustomList-55
Site Name - WEST SUSSEX WEST SUSSEX
Description - DAPPER'S LN [30M]
Direction - South

28 September 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Flt	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 60 130	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	Flat
0000	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	
0015	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	
0030	1	0	1	0	0	0	0	0	0	0	0		0030	0	1	0	0	0	0	0	0	0	0	0	0	0	9.3	-	0	0	0	0	0	0	
0045	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	
0100	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	
0115	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	
0130	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	
0145	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	
0200	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	
0215	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	
0230	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	
0245	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	
0300	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	
0315	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	
0330	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	
0345	1	0	1	0	0	0	0	0	0	0	0		0345	0	0	1	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
0400	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	
0415	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	
0430	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	
0445	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	
0500	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	
0515	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	
0530	1	0	1	0	0	0	0	0	0	0	0		0530	0	0	1	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
0545	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	
0600	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	
0615	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	
0630	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	
0645	3	0	3	0	0	0	0	0	0	0	0		0645	0	0	1	2	0	0	0	0	0	0	0	0	0	16.2	-	0	0	0	0	0	0	
0700	2	1	0	0	1	0	0	0	0	0	0		0700	0	0	1	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
0715	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	
0730	1	0	1	0	0	0	0	0	0	0	0		0730	0	0	1	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
0745	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	
0800	1	0	1	0	0	0	0	0	0	0	0		0800	0	0	1	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
0815	1	0	1	0	0	0	0	0	0	0	0		0815	0	0	1	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0	
0830	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	
0845	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	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	
0915	1	0	0	0	0	1	0	0	0	0	0		0915	0	1	0	0	0	0	0	0	0	0	0	0	0	9	-	0	0	0	0	0	0	
0930	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		0945	0	0	1	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0	
1000	1	0	1	0	0	0	0	0	0	0	0		1000	0	0	1	0	0	0	0	0	0	0	0	0	0	13	-	0	0	0	0	0	0	
1015	1	1	0	0	0	0	0	0	0	0	0		1015	1	0	0	0	0	0	0	0	0	0	0	0	0	3.8	-	0	0	0	0	0	0	
1030	2	0	2	0	0	0	0	0	0	0	0		1030	0	1	1	0	0	0	0	0	0	0	0	0	0	9.9	-	0	0	0	0	0	0	
1045	1	0	1	0	0	0	0	0	0	0	0		1045	0	1	0	0	0	0	0	0	0	0	0	0	0	9.6	-	0	0	0	0	0	0	
1100	0	0	0	0	0	0	0	0	0	0	0		1100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1115	2	0	2	0	0	0	0	0	0	0	0		1115	0	2	0	0	0	0	0	0	0	0	0	0	0	9.5	-	0	0	0	0	0	0	
1130	1	0	0	0	0	1	0	0	0	0	0		1130	0	0	1	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0	0	0	0	0	
1145	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	
1200	3	0	3	0	0	0	0	0	0	0	0		1200	0	3	0	0	0	0	0	0	0	0	0	0	0	9.9	-	0	0	0	0	0	0	
1215	3	0	3	0	0	0	0	0	0	0	0		1215	0	1	2	0	0	0	0	0	0	0	0	0	0	10.1	-	0	0	0	0	0	0	
1230	1	0	1	0	0	0	0	0	0	0	0		1230	0	0	1	0	0	0	0	0	0	0	0	0	0	10.2	-	0	0	0	0	0	0	
1245	0	0	0	0	0	0	0	0	0	0	0		1245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1300	0	0	0	0	0	0	0	0	0	0	0		1300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1315	0	0	0	0	0	0	0	0	0	0	0		1315	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1330	0	0	0	0	0	0	0	0	0	0	0		1330	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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2015	1	0	1	0	0	0	0	0	0	0	0		2015	0	0	0	0	1	0	0	0	0	0	0	0	0	20	-	0	0	0	0	0	0	
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07-19	[illegible]	[illegible]	[illegible]	[illegible]	1	2	0	0	0	0	0		07-19	1	[illegible]	34	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	0	0	0	0	12.6	18.5	0	0	0	[illegible]	[illegible]	[illegible]	
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29 September 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Flt	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 60 130	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	Flat
0000	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	
0015	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	
0030	1	0	1	0	0	0	0	0	0	0	0		0030	0	0	1	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0	0	0	0	0	
0045	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	
0100	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	
0115	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	
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0215	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	
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0315	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	
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0415	1	0	0	0	0	1	0	0	0	0	0		0415	0	0	1	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
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1115	2	0	2	0	0	0	0	0	0	0	0	1115	0	1	1	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0	0	0	0	0
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1415	0	0	0	0	0	0	0	0	0	0	0	1415	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	1430	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1445	1	0	0	0	1	0	0	0	0	0	0	1445	0	0	0	1	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0	1500	0	0	0	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	1515	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1530	1	0	1	0	0	0	0	0	0	0	0	1530	0	0	0	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	1545	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	1600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0	1615	0	0	0	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0
1630	3	0	3	0	0	0	0	0	0	0	0	1630	0	0	1	2	0	0	0	0	0	0	0	0	0	14.4	-	0	0	0	0	0	0
1645	1	1	0	0	0	0	0	0	0	0	0	1645	0	0	1	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0	1700	0	0	1	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	1715	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1730	2	1	0	0	0	1	0	0	0	0	0	1730	0	2	0	0	0	0	0	0	0	0	0	0	0	9.2	-	0	0	0	0	0	0
1745	1	0	1	0	0	0	0	0	0	0	0	1745	0	0	0	1	0	0	0	0	0	0	0	0	0	16.7	-	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	1800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0	1815	0	0	2	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	1830	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	1845	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	1900	0	0	1	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	1915	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	1930	0	0	1	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	2000	0	0	2	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	2100	0	0	2	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	2115	0	0	2	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	2130	0	0	1	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	2145	0	0	1	0	0	0	0	0	0	0	0	0	0	11	-	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	2200	0	1	0	0	0	0	0	0	0	0	0	0	0	9.7	-	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	2215	0	0	2	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	2230	0	1	0	0	0	0	0	0	0	0	0	0	0	9.8	-	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	2245	0	0	1	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	2315	0	0	1	0	0	0	0	0	0	0	0	0	0	11.3	-	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
2345	2	0	2	0	0	0	0	0	0	0	0	2345	0	1	1	0	0	0	0	0	0	0	0	0	0	9.4	-	0	0	0	0	0	0
07-19	34	3	28	0	1	2	0	0	0	0	0	07-19	0	7	20	7	0	0	0	0	0	0	0	0	0	12.1	15.1	0	0	0	0	0	0
06-22	44	3	38	0	1	2	0	0	0	0	0	06-22	0	7	30	7	0	0	0	0	0	0	0	0	0	12.1	15.1	0	0	0	0	0	0
06-00	52	3	46	0	1	2	0	0	0	0	0	06-00	0	10	35	7	0	0	0	0	0	0	0	0	0	11.9	14.7	0	0	0	0	0	0
00-00	57	3	50	0	1	3	0	0	0	0	0	00-00	0	10	38	9	0	0	0	0	0	0	0	0	0	11.8	14.8	0	0	0	0	0	0

30 September 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	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 60-150	Mean	Vpp	PSL	PSL%	PSL1 35 ACPO	PSL1% 35 ACPO	PSL2 45 DFT	PSL2% 45 DFT
0000	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
0015	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
0030	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
0045	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
0100	2	0	2	0	0	0	0	0	0	0	0	0100	0	1	1	0	0	0	0	0	0	0	0	0	0	7.9	-	0	0	0	0	0	0
0115	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
0130	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
0145	1	0	1	0	0	0	0	0	0	0	0	0145	0	1	0	0	0	0	0	0	0	0	0	0	0	7.9	-	0	0	0	0	0	0
0200	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
0215	1	0	1	0	0	0	0	0	0	0	0	0215	0	1	0	0	0	0	0	0	0	0	0	0	0	7.9	-	0	0	0	0	0	0
0230	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
0245	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
0300	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
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0345	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
0400	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
0415	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
0430	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
0445	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
0500	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
0515	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
0530	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
0545	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
0600	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
0615	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
0630	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
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0700	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
0715	1	0	1	0	0	0	0	0	0	0	0	0715	0	0	1	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0
0730	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
0745	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
0800	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
0815	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
0830	2	0	2	0	0	0	0	0	0	0	0	0830	0	0	2	0	0	0	0	0	0	0	0	0	0	12	-	0	0	0	0	0	0
0845	1	0	1	0	0	0	0	0	0	0	0	0845	0	0	1	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0	0	0	0	0
0900	4	0	3	0	0	1	0	0	0	0	0	0900	0	0	2	1	1	0	0	0	0	0	0	0	0	15.8	-	0	0	0	0	0	0
0915	3	0	1	0	1	1	0	0	0	0	0	0915	0	0	1	1	1	0	0	0	0	0	0	0	0	16.2	-	0	0	0	0	0	0
0930	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	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
1000	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	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
1030	4	0	4	0	0	0	0	0	0	0	0	1030	0	1	3	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	1045	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1100	1	0	1	0	0	0	0	0	0	0	0	1100	0	1	0	0	0	0	0	0	0	0	0	0	0	7.5	-	0	0	0	0	0	0
1115	2	0	2	0	0	0	0	0	0	0	0	1115	0	1	0	0	1	0	0	0	0	0	0	0	0	14.6	-	0	0	0	0	0	0
1130	1	0	1	0	0	0	0	0	0	0	0	1130	0	1	0	0	0	0	0	0	0	0	0	0	0	8.5	-	0	0	0	0	0	0
1145	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
1200	3	0	3	0	0	0	0	0	0	0	0	1200	0	0	3	0	0	0	0	0	0	0	0	0	0	14	-	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	1215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1230	2	0	2	0	0	0	0	0	0	0	0	1230	0	0	1	1	0	0	0	0	0	0	0	0	0	14.6	-	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	1245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	1300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1315	1	0	1	0	0	0	0	0	0	0	0	1315	0	0	1	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0	0	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	1330	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	1345	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1400	1	0	1	0	0	0	0	0	0	0	0	1400	0	0	1	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0
1415	1	0	1	0	0	0	0	0	0	0	0	1415	0	0	1	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	0	0	0	0
1430	1	0	1	0	0	0	0	0	0	0	0	1430	0	0	0	1	0	0	0	0	0	0	0	0	0	19	-	0	0	0	0	0	0
1445	1	0	1	0	0	0	0	0	0	0	0	1445	0	0	0	1	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0
1500	2	0	2	0	0	0	0	0	0	0	0	1500	0	0	0	2	0	0	0	0	0	0	0	0	0	15.5	-	0	0	0	0	0	0
1515	3	0	3	0	0	0	0	0	0	0	0	1515	0	1	1	1	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0
1530	1	0	1	0	0	0	0	0	0	0	0	1530	0	0	1	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0
1545	1	0	1	0	0	0	0	0	0	0	0	1545	0	0	1	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0
1600	2	0	2	0	0	0	0	0	0	0	0	1600	0	2	0	0	0	0	0	0	0	0	0	0	0	7.1	-	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0	1615	0	1	0	0	0	0	0	0	0	0	0	0	0	9.2	-	0	0	0	0	0	0
1630	1	1	0	0	0	0	0	0	0	0	0	1630	0	0	1	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0	0	0	0	0
1645	1	0	1	0	0	0	0	0	0	0	0	1645	0	1	0	0	0	0	0	0	0	0	0	0	0	9.9	-	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	1700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1715	2	0	2	0	0	0	0	0	0	0	0	1715	0	0	2	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0
1730	2	0	2	0	0	0	0	0	0	0	0	1730	0	0	1	1	0	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0
1745	1	0	1	0	0	0	0	0	0	0	0	1745	0	0	0	1	0	0	0	0	0	0	0	0	0	18.3	-	0	0	0	0	0	0
1800	1	1	0	0	0	0	0	0	0	0	0	1800	0	0	1	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0
1815	1	0	1	0	0	0	0	0	0	0	0	1815	0	0	1	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0	0	0	0	0
1830	1	0	1	0	0	0	0	0	0	0	0	1830	0	0	0	1	0	0	0	0	0	0	0	0	0	15.8	-	0	0	0	0	0	0
1845	3	0	2	0	1	0	0	0	0	0	0	1845	0	0	0	1	2	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	1900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0	1915	0	0	0	2	0	0	0	0	0	0	0	0	0	15.4	-	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	1930	0	0	0	1	0	0	0	0	0	0	0	0	0	15.4	-	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	2000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	2100	0	2	1	0	0	0	0	0	0	0	0	0	0	8.4	-	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
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
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
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
07-19	52	2	46	0	2	2	0	0	0	0	0	07-19	0	9	26	12	5	0	0	0	0	0	0	0	0	13.7	18.4	0	0	0	0	0	0
06-22	58	2	52	0	2	2	0	0	0	0	0	06-22	0	11	27	15	5	0	0	0	0	0	0	0	0	13.5	18.3	0	0	0	0	0	0
06-00	58	2	52	0	2	2	0	0	0	0	0	06-00	0	11	27	15	5	0	0	0	0	0	0	0	0	13.5	18.3	0	0	0	0	0	0
00-00	62	2	56	0	2	2	0	0	0	0	0	00-00	0	14	28	15	5	0	0	0	0	0	0	0	0	13.2	18.2	0	0	0	0	0	0

01 October 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10		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 60 150	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	
0000	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	
0015	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	
0030	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	
0045	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	
0100	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	
0115	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	
0130	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	
0145	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	
0200	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	
0215	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	
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0315	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	
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0345	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	
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0415	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	
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0445	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	
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0800	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	
0815	1	0	1	0	0	0	0	0	0	0	0		0815	1	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		0830	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		0845	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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0915	1	0	1	0	0	0	0	0	0	0	0		0915	0	1	0	0	0	0	0	0	0	0	0	0	0	9.8	-	0	0	0	0	0	0	
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0945	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	
1000	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	1	0	1	0	0	0	0	0	0	0	0		1015	0	0	1	0	0	0	0	0	0	0	0	0	0	15	-	0	0	0	0	0	0	
1030	4	0	3	0	1	0	0	0	0	0	0		1030	0	0	3	1	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
1045	2	0	2	0	0	0	0	0	0	0	0		1045	0	0	1	0	1	0	0	0	0	0	0	0	0	17.7	-	0	0	0	0	0	0	
1100	2	0	2	0	0	0	0	0	0	0	0		1100	0	1	0	1	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		1115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1130	1	0	1	0	0	0	0	0	0	0	0		1130	0	0	1	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0	
1145	3	0	3	0	0	0	0	0	0	0	0		1145	0	0	2	1	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
1200	1	0	1	0	0	0	0	0	0	0	0		1200	0	1	0	0	0	0	0	0	0	0	0	0	0	7.5	-	0	0	0	0	0	0	
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1330	0	0	0	0	0	0	0	0	0	0	0		1330	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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1400	1	0	1	0	0	0	0	0	0	0	0		1400	0	0	1	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	
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1445	2	0	2	0	0	0	0	0	0	0	0		1445	0	0	1	1	0	0	0	0	0	0	0	0	0	15.8	-	0	0	0	0	0	0	
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1515	2	0	2	0	0	0	0	0	0	0	0		1515	0	0	2	0	0	0	0	0	0	0	0	0	0	11	-	0	0	0	0	0	0	
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1545	0	0	0	0	0	0	0	0	0	0	0		1545	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1600	1	0	1	0	0	0	0	0	0	0	0		1600	0	0	1	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0	0	0	0	0	
1615	3	0	3	0	0	0	0	0	0	0	0		1615	0	0	3	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1630	1	0	1	0	0	0	0	0	0	0	0		1630	0	0	1	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1645	2	0	2	0	0	0	0	0	0	0	0		1645	0	0	2	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
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1745	2	0	2	0	0	0	0	0	0	0	0		1745	0	0	2	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0		1800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1815	2	0	1	0	1	0	0	0	0	0	0		1815	0	0	0	1	1	0	0	0	0	0	0	0	0	21.6	-	0	0	0	0	0	0	
1830	0	0	0	0	0	0	0	0	0	0	0		1830	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1845	0	0	0	0	0	0	0	0	0	0	0		1845	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0		1900	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1915	0	0	0	0	0	0	0	0	0	0	0		1915	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1930	0	0	0	0	0	0	0	0	0	0	0		1930	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1945	0	0	0	0	0	0	0	0	0	0	0		1945	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0		2000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2015	1	0	1	0	0	0	0	0	0	0	0		2015	0	0	0	0	1	0	0	0	0	0	0	0	0	20.1	-	0	0	0	0	0	0	
2030	0	0	0	0	0	0	0	0	0	0	0		2030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2045	1	0	1	0	0	0	0	0	0	0	0		2045	0	1	0	0	0	0	0	0	0	0	0	0	0	7.6	-	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0		2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2115	0	0	0	0	0	0	0	0	0	0	0		2115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2130	0	0	0	0	0	0	0	0	0	0	0		2130	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2145	0	0	0	0	0	0	0	0	0	0	0		2145	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2215	0	0	0	0	0	0	0	0	0	0	0		2215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2230	1	0	1	0	0	0	0	0	0	0	0		2230	0	0	1	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0	
2245	0	0	0	0	0	0	0	0	0	0	0		2245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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	
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	
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	
07-19	42	0	40	0	2	0	0	0	0	0	0		07-19	2	6	25	7	2	0	0	0	0	0	0	0	0	12.5	16.8	0	0	0	0	0	0	
06-22	44	0	42	0	2	0	0	0	0	0	0		06-22	2	7	25	7	3	0	0	0	0	0	0	0	0	12.8	16.8	0	0	0	0	0	0	
06-00	45	0	43	0	2	0	0	0	0	0	0		06-00	2	7	26	7	3	0	0	0	0	0	0	0	0	12.6	16.6	0	0	0	0	0	0	
00-00	45	0	43	0	2	0	0	0	0	0	0		00-00	2	7	26	7	3	0	0	0	0	0	0	0	0	12.6	16.5	0	0	0	0	0	0	

02 October 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10		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 60 150	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	
0000	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	
0015	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	
0030	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	
0045	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	
0100	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	
0115	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	
0130	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	
0145	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	
0200	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	
0215	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	
0230	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	
0245	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	
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	1	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0	0	0	0	0	
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0330	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	
0345	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	
0400	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	
0415	1	0	0	0	0	1	0	0	0	0	0		0415	0	0	1	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
0430	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	
0445	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	
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0515	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	
0530	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	
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0600	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	
0615	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	
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0645	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	
0700	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	
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0730	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	
0745	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	
0800	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	
0815	2	0	1	0	0	1	0	0	0	0	0		0815	0	0	1	1	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
0830	3	0	3	0	0	0	0	0	0	0	0		0830	0	0	3	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0	0	0	0	0	
0845	1	0	1	0	0	0	0	0	0	0	0		0845	0	0	1	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0	0	0	0	0	
0900	3	0	2	0	1	0	0	0	0	0	0		0900	0	0	3	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
0915	1	0	1	0	0	0	0	0	0	0	0		0915	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
0930	1	0	1	0	0	0	0	0	0	0	0		0930	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
0945	1	0	1	0	0	0	0	0	0	0	0		0945	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
1000	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	1	0	1	0	0	0	0	0	0	0	0		1015	0	0	0	1	0	0	0	0	0	0	0	0	0	16.6	-	0	0	0	0	0	0	
1030	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	
1045	1	0	1	0	0	0	0	0	0	0	0		1045	0	0	1	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	
1100	1	0	1	0	0	0	0	0	0	0	0		1100	0	0	1	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	
1115	1	0	1	0	0	0	0	0	0	0	0		1115	0	0	0	1	0	0	0	0	0	0	0	0	0	15.8	-	0	0	0	0	0	0	
1130	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	
1145	1	0	1	0	0	0	0	0	0	0	0		1145	0	0	1	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0	0	0	0	0	
1200	2	0	1	0	1	0	0	0	0	0	0		1200	0	0	1	0	1	0	0	0	0	0	0	0	0	15.7	-	0	0	0	0	0	0	
1215	0	0	0	0	0	0	0	0	0	0	0		1215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1230	1	0	1	0	0	0	0	0	0	0	0		1230	0	0	1	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	0	0	0	0	
1245	0	0	0	0	0	0	0	0	0	0	0		1245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1300	0	0	0	0	0	0	0	0	0	0	0		1300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	

1315	2	0	2	0	0	0	0	0	0	0	0		1315	0	0	1	1	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
1330	0	0	0	0	0	0	0	0	0	0	0		1330	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1345	0	0	0	0	0	0	0	0	0	0	0		1345	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1400	0	0	0	0	0	0	0	0	0	0	0		1400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1415	1	0	1	0	0	0	0	0	0	0	0		1415	0	0	1	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0	0	0	0	0	
1430	1	0	1	0	0	0	0	0	0	0	0		1430	0	0	1	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0	
1445	1	0	1	0	0	0	0	0	0	0	0		1445	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
1500	0	0	0	0	0	0	0	0	0	0	0		1500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1515	0	0	0	0	0	0	0	0	0	0	0		1515	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1530	2	0	2	0	0	0	0	0	0	0	0		1530	0	0	2	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
1545	0	0	0	0	0	0	0	0	0	0	0		1545	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1600	2	0	2	0	0	0	0	0	0	0	0		1600	0	0	2	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
1615	0	0	0	0	0	0	0	0	0	0	0		1615	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1630	3	1	2	0	0	0	0	0	0	0	0		1630	0	0	3	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
1645	2	0	2	0	0	0	0	0	0	0	0		1645	0	0	2	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
1700	4	1	2	0	1	0	0	0	0	0	0		1700	0	0	3	0	1	0	0	0	0	0	0	0	0	15.6	-	0	0	0	0	0	0	
1715	1	0	1	0	0	0	0	0	0	0	0		1715	0	0	1	0	0	0	0	0	0	0	0	0	0	14.4	-	0	0	0	0	0	0	
1730	0	0	0	0	0	0	0	0	0	0	0		1730	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1745	6	0	6	0	0	0	0	0	0	0	0		1745	0	0	6	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
1800	1	0	1	0	0	0	0	0	0	0	0		1800	0	0	1	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0	0	0	0	0	
1815	0	0	0	0	0	0	0	0	0	0	0		1815	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1830	0	0	0	0	0	0	0	0	0	0	0		1830	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1845	0	0	0	0	0	0	0	0	0	0	0		1845	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1900	1	0	1	0	0	0	0	0	0	0	0		1900	0	0	1	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
1915	1	0	1	0	0	0	0	0	0	0	0		1915	0	0	1	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0	0	0	0	0	
1930	1	0	1	0	0	0	0	0	0	0	0		1930	0	0	1	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
1945	3	0	3	0	0	0	0	0	0	0	0		1945	0	0	1	0	1	1	0	0	0	0	0	0	0	20.1	-	0	0	0	0	0	0	
2000	1	0	0	0	1	0	0	0	0	0	0		2000	0	0	0	0	1	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	0	0	
2015	0	0	0	0	0	0	0	0	0	0	0		2015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2030	0	0	0	0	0	0	0	0	0	0	0		2030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2045	1	0	1	0	0	0	0	0	0	0	0		2045	0	0	1	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0		2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2115	1	0	1	0	0	0	0	0	0	0	0		2115	0	0	0	1	0	0	0	0	0	0	0	0	0	18.2	-	0	0	0	0	0	0	
2130	0	0	0	0	0	0	0	0	0	0	0		2130	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2145	0	0	0	0	0	0	0	0	0	0	0		2145	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2200	1	0	1	0	0	0	0	0	0	0	0		2200	0	0	1	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
2215	0	0	0	0	0	0	0	0	0	0	0		2215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2230	0	0	0	0	0	0	0	0	0	0	0		2230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2245	0	0	0	0	0	0	0	0	0	0	0		2245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2315	2	0	2	0	0	0	0	0	0	0	0		2315	0	0	2	0	0	0	0	0	0	0	0	0	0	11.5	-	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	
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	
07-19	47	2	41	0	2	1	0	0	0	0	0		07-19	0	0	40	5	2	0	0	0	0	0	0	0	0	13.3	15.3	0	0	0	0	0	0	
06-22	50	2	[illegible]	0	4	1	0	0	0	0	0		06-22	0	0	45	0	4	1	0	0	0	0	0	0	0	13.3	15.3	0	0	0	0	0	0	
06-00	[illegible]	2	[illegible]	0	4	1	0	0	0	0	0		06-00	0	0	[illegible]	[illegible]	4	1	0	0	0	0	0	0	0	13.2	15.8	0	0	0	0	0	0	
00-00	[illegible]	2	[illegible]	0	4	2	0	0	0	0	0		00-00	0	0	[illegible]	7	4	1	0	0	0	0	0	0	0	[illegible]	15.6	0	0	0	0	0	0	

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	[illegible]	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 60 120	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	[illegible]
0000	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	
0015	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	
0030	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	
0045	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	
0100	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	
0115	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	
0130	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	
0145	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	
0200	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	
0215	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	
0230	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	
0245	1	0	0	0	0	1	0	0	0	0	0		0245	0	0	1	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0	0	0	0	0	
0300	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	
0315	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	
0330	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	
0345	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	
0400	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	
0415	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	
0430	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	
0445	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	
0500	1	0	1	0	0	0	0	0	0	0	0		0500	0	0	1	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0	0	0	0	0	
0515	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	
0530	1	0	1	0	0	0	0	0	0	0	0		0530	0	0	0	1	0	0	0	0	0	0	0	0	0	15.3	-	0	0	0	0	0	0	
0545	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	
0600	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	
0615	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	
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0700	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	
0715	2	1	1	0	0	0	0	0	0	0	0		0715	0	0	2	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
0730	1	0	1	0	0	0	0	0	0	0	0		0730	0	1	0	0	0	0	0	0	0	0	0	0	0	9.9	-	0	0	0	0	0	0	
0745	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	
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0815	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	
0830	1	0	1	0	0	0	0	0	0	0	0		0830	0	0	1	0	0	0	0	0	0	0	0	0	0	11	-	0	0	0	0	0	0	
0845	1	0	1	0	0	0	0	0	0	0	0		0845	0	0	1	0	0	0	0	0	0	0	0	0	0	11	-	0	0	0	0	0	0	
0900	3	0	3	0	0	0	0	0	0	0	0		0900	0	1	2	0	0	0	0	0	0	0	0	0	0	10.4	-	0	0	0	0	0	0	
0915	0	0	0	0	0	0	0	0	0	0	0		0915	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0930	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	0	0	0	1	0	0	0	0	0		0945	0	0	1	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0	0	0	0	0	
1000	2	0	2	0	0	0	0	0	0	0	0		1000	0	0	2	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
1015	1	0	0	0	1	0	0	0	0	0	0		1015	0	1	0	0	0	0	0	0	0	0	0	0	0	9.1	-	0	0	0	0	0	0	
1030	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	
1045	0	0	0	0	0	0	0	0	0	0	0		1045	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1100	0	0	0	0	0	0	0	0	0	0	0		1100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1115	2	0	2	0	0	0	0	0	0	0	0		1115	0	1	1	0	0	0	0	0	0	0	0	0	0	10.1	-	0	0	0	0	0	0	
1130	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	
1145	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	
1200	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	
1215	1	0	1	0	0	0	0	0	0	0	0		1215	0	0	1	0	0	0	0	0	0	0	0	0	0	10.1	-	0	0	0	0	0	0	
1230	2	0	2	0	0	0	0	0	0	0	0		1230	0	0	2	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
1245	1	0	1	0	0	0	0	0	0	0	0		1245	0	0	1	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
1300	1	0	1	0	0	0	0	0	0	0	0		1300	0	0	1	0	0	0	0	0	0	0	0	0	0	10.4	-	0	0	0	0	0	0	
1315	0	0	0	0	0	0	0	0	0	0	0		1315	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1330	0	0	0	0	0	0	0	0	0	0	0		1330	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1345	4	0	4	0	0	0	0	0	0	0	0		1345	0	0	4	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1400	0	0	0	0	0	0	0	0	0	0	0		1400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1415	0	0	0	0	0	0	0	0	0	0	0		1415	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1430	0	0	0	0	0	0	0	0	0	0	0		1430	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1445	1	0	1	0	0	0	0	0	0	0	0		1445	0	1	0	0	0	0	0	0	0	0	0	0	0	9.8	-	0	0	0	0	0	0	
1500	0	0	0	0	0	0	0	0	0	0	0		1500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1515	0	0	0	0	0	0	0	0	0	0	0		1515	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1530	1	0	1	0	0	0	0	0	0	0	0		1530	0	0	0	1	0	0	0	0	0	0	0	0	0	16.4	-	0	0	0	0	0	0	
1545	1	0	1	0	0	0	0	0	0	0	0		1545	0	0	1	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
1600	0	0	0	0	0	0	0	0	0	0	0		1600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1615	1	0	1	0	0	0	0	0	0	0	0		1615	0	0	0	1	0	0	0	0	0	0	0	0	0	16	-	0	0	0	0	0	0	
1630	2	0	2	0	0	0	0	0	0	0	0		1630	0	0	2	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0	
1645	1	0	1	0	0	0	0	0	0	0	0		1645	0	0	1	0	0	0	0	0	0	0	0	0	0	10.1	-	0	0	0	0	0	0	
1700	3	0	3	0	0	0	0	0	0	0	0		1700	0	0	3	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0	0	0	0	0	
1715	2	1	1	0	0	0	0	0	0	0	0		1715	0	0	1	1	0	0	0	0	0	0	0	0	0	14.5	-	0	0	0	0	0	0	
1730	0	0	0	0	0	0	0	0	0	0	0		1730	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1745	2	0	2	0	0	0	0	0	0	0	0		1745	0	0	2	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0		1800	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1815	3	1	2	0	0	0	0	0	0	0	0		1815	0	0	1	2	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
1830	1	0	1	0	0	0	0	0	0	0	0		1830	0	0	0	1	0	0	0	0	0	0	0	0	0	16.5	-	0	0	0	0	0	0	
1845	3	0	2	0	1	0	0	0	0	0	0		1845	0	1	2	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
1900	1	0	1	0	0	0	0	0	0	0	0		1900	0	0	0	0	1	0	0	0	0	0	0	0	0	20.2	-	0	0	0	0	0	0	
1915	2	0	2	0	0	0	0	0	0	0	0		1915	0	1	1	0	0	0	0	0	0	0	0	0	0	11	-	0	0	0	0	0	0	
1930	1	0	1	0	0	0	0	0	0	0	0		1930	0	0	1	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
1945	0	0	0	0	0	0	0	0	0	0	0		1945	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0		2000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2015	0	0	0	0	0	0	0	0	0	0	0		2015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2030	1	0	1	0	0	0	0	0	0	0	0		2030	0	0	1	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
2045	3	0	3	0	0	0	0	0	0	0	0		2045	0	1	2	0	0	0	0	0	0	0	0	0	0	12	-	0	0	0	0	0	0	
2100	1	0	1	0	0	0	0	0	0	0	0		2100	0	0	1	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0	
2115	0	0	0	0	0	0	0	0	0	0	0		2115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2130	1	0	1	0	0	0	0	0	0	0	0		2130	0	1	0	0	0	0	0	0	0	0	0	0	0	7.5	-	0	0	0	0	0	0	
2145	1	0	1	0	0	0	0	0	0	0	0		2145	0	0	1	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2215	0	0	0	0	0	0	0	0	0	0	0		2215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2230	0	0	0	0	0	0	0	0	0	0	0		2230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2245	0	0	0	0	0	0	0	0	0	0	0		2245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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	
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	
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	
07-19	44	3	38	0	2	1	0	0	0	0	0		07-19	0	3	32	3	3	3	0	0	0	0	0	0	0	12.6	14.7	0	0	0	0	0	0	
06-22	55	3	48	0	2	1	0	0	0	0	0		06-22	0	5	35	8	1	0	0	0	0	0	0	0	0	12.5	14.7	0	0	0	0	0	0	
06-00	55	3	40	0	2	1	0	0	0	0	0		06-00	0	5	35	6	1	0	0	0	0	0	0	0	0	12.5	14.7	0	0	0	0	0	0	
00-00	59	3	51	0	3	3	0	0	0	0	0		00-00	0	0	41	7	1	0	0	0	0	0	0	0	0	12.3	14.5	0	0	0	0	0	0	

04 October 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	[illegible]	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 60 120	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	[illegible]
0000	1	0	1	0	0	0	0	0	0	0	0		0000	0	1	0	0	0	0	0	0	0	0	0	0	0	8	-	0	0	0	0	0	0	
0015	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	
0030	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	
0045	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	

0100	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	
0115	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	
0130	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	
0145	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	
0200	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	
0215	1	0	1	0	0	0	0	0	0	0	0		0215	0	1	0	0	0	0	0	0	0	0	0	0	0	10	-	0	0	0	0	0	0	
0230	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	
0245	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	
0300	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	
0315	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	
0330	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	
0345	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	
0400	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	
0415	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	
0430	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	
0445	1	0	0	0	0	1	0	0	0	0	0		0445	0	0	1	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
0500	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	
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0530	1	0	1	0	0	0	0	0	0	0	0		0530	0	0	0	1	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	0	0	0	
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0600	1	0	1	0	0	0	0	0	0	0	0		0600	0	0	1	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0	
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0630	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	
0645	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	
0700	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	
0715	1	0	1	0	0	0	0	0	0	0	0		0715	0	0	1	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
0730	1	0	1	0	0	0	0	0	0	0	0		0730	0	0	1	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
0745	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	
0800	1	0	1	0	0	0	0	0	0	0	0		0800	0	0	1	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0	
0815	1	0	0	0	0	1	0	0	0	0	0		0815	0	0	1	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0	0	0	0	0	
0830	4	0	4	0	0	0	0	0	0	0	0		0830	0	0	2	2	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
0845	1	1	0	0	0	0	0	0	0	0	0		0845	0	1	0	0	0	0	0	0	0	0	0	0	0	10	-	0	0	0	0	0	0	
0900	2	0	2	0	0	0	0	0	0	0	0		0900	0	0	1	1	0	0	0	0	0	0	0	0	0	13.8	-	0	0	0	0	0	0	
0915	0	0	0	0	0	0	0	0	0	0	0		0915	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0930	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		0945	0	0	1	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
1000	1	0	1	0	0	0	0	0	0	0	0		1000	0	0	1	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0	
1015	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	
1030	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	
1045	4	0	4	0	0	0	0	0	0	0	0		1045	0	0	4	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1100	1	0	1	0	0	0	0	0	0	0	0		1100	0	0	1	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0	0	0	0	0	
1115	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	
1130	1	0	1	0	0	0	0	0	0	0	0		1130	0	0	1	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0	
1145	1	0	1	0	0	0	0	0	0	0	0		1145	0	0	1	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0	
1200	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	
1215	0	0	0	0	0	0	0	0	0	0	0		1215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1230	1	0	1	0	0	0	0	0	0	0	0		1230	0	0	1	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0	
1245	1	0	1	0	0	0	0	0	0	0	0		1245	0	0	1	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0	0	0	0	0	
1300	3	0	3	0	0	0	0	0	0	0	0		1300	0	0	3	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0	
1315	1	0	1	0	0	0	0	0	0	0	0		1315	0	0	1	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0	0	0	0	0	
1330	1	0	1	0	0	0	0	0	0	0	0		1330	0	0	1	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0	
1345	2	0	2	0	0	0	0	0	0	0	0		1345	0	0	1	1	0	0	0	0	0	0	0	0	0	13.6	-	0	0	0	0	0	0	
1400	1	0	1	0	0	0	0	0	0	0	0		1400	0	1	0	0	0	0	0	0	0	0	0	0	0	9.1	-	0	0	0	0	0	0	
1415	1	0	1	0	0	0	0	0	0	0	0		1415	0	0	1	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	0	0	0	0	
1430	3	0	3	0	0	0	0	0	0	0	0		1430	0	0	3	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
1445	2	0	2	0	0	0	0	0	0	0	0		1445	0	0	2	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1500	1	0	1	0	0	0	0	0	0	0	0		1500	0	0	1	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1515	1	0	1	0	0	0	0	0	0	0	0		1515	0	0	1	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0	0	0	0	0	
1530	2	0	2	0	0	0	0	0	0	0	0		1530	0	0	2	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0	0	0	0	0	
1545	0	0	0	0	0	0	0	0	0	0	0		1545	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1600	0	0	0	0	0	0	0	0	0	0	0		1600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1615	0	0	0	0	0	0	0	0	0	0	0		1615	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
1630	2	0	2	0	0	0	0	0	0	0	0		1630	0	0	2	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0	0	0	0	0	
1645	7	1	6	0	0	0	0	0	0	0	0		1645	0	0	6	1	0	0	0	0	0	0	0	0	0	13.5	-	0	0	0	0	0	0	
1700	1	0	1	0	0	0	0	0	0	0	0		1700	0	0	1	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0	
1715	2	0	2	0	0	0	0	0	0	0	0		1715	0	0	1	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
1730	2	0	2	0	0	0	0	0	0	0	0		1730	0	0	2	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	0	0	0	0	
1745	2	0	2	0	0	0	0	0	0	0	0		1745	0	0	2	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
1800	1	0	1	0	0	0	0	0	0	0	0		1800	0	0	1	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
1815	1	0	0	0	0	1	0	0	0	0	0		1815	0	1	0	0	0	0	0	0	0	0	0	0	0	9.6	-	0	0	0	0	0	0	
1830	2	0	2	0	0	0	0	0	0	0	0		1830	0	0	0	2	0	0	0	0	0	0	0	0	0	16.5	-	0	0	0	0	0	0	
1845	1	0	1	0	0	0	0	0	0	0	0		1845	0	0	0	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
1900	1	0	1	0	0	0	0	0	0	0	0		1900	0	0	0	1	0	0	0	0	0	0	0	0	0	15.1	-	0	0	0	0	0	0	
1915	2	0	2	0	0	0	0	0	0	0	0		1915	0	0	0	2	0	0	0	0	0	0	0	0	0	16.8	-	0	0	0	0	0	0	
1930	1	1	0	0	0	0	0	0	0	0	0		1930	0	0	1	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0	0	0	0	0	
1945	1	0	1	0	0	0	0	0	0	0	0		1945	0	0	1	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0	0	0	0	0	
2000	2	0	2	0	0	0	0	0	0	0	0		2000	0	0	2	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0	0	0	0	0	
2015	0	0	0	0	0	0	0	0	0	0	0		2015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2030	0	0	0	0	0	0	0	0	0	0	0		2030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2045	0	0	0	0	0	0	0	0	0	0	0		2045	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0		2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2115	2	0	2	0	0	0	0	0	0	0	0		2115	0	0	2	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
2130	1	0	1	0	0	0	0	0	0	0	0		2130	0	0	1	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0	0	0	0	0	
2145	0	0	0	0	0	0	0	0	0	0	0		2145	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0		2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2215	0	0	0	0	0	0	0	0	0	0	0		2215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2230	0	0	0	0	0	0	0	0	0	0	0		2230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2245	0	0	0	0	0	0	0	0	0	0	0		2245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0		2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
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	
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	
2345	2	1	1	0	0	0	0	0	0	0	0		2345	0	0	2	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
07-19	61	2	57	0	0	2	0	0	0	0	0		07-19	0	3	49	9	0	0	0	0	0	0	0	0	0	12.8	15.3	0	0	0	0	0	0	
06-22	72	3	67	0	0	2	0	0	0	0	0		06-22	0	3	57	12	0	0	0	0	0	0	0	0	0	13	15.2	0	0	0	0	0	0	
06-00	74	4	68	0	0	2	0	0	0	0	0		06-00	0	3	59	12	0	0	0	0	0	0	0	0	0	13	15.2	0	0	0	0	0	0	
00-00	78	4	71	0	0	3	0	0	0	0	0		00-00	0	5	60	13	0	0	0	0	0	0	0	0	0	13	15.2	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	Fict	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 60 150	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	Flat
0000	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	9.3	-	0	0	0	0	0	0	
0100	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	7.9	-	0	0	0	0	0	0	
0200	1	0	0	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	0	0	0	0	0	0	
0300	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	12.3	-	0	0	0	0	0	0	
0400	1	0	0	0	0	0	0	0	0	0	0		0400	0	0	1	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0		0500	0	0	0	1	0	0	0	0	0	0	0	0	0	15.9	-	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0		0600	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0	0	0	0	0	
0700	2	0	1	0	0	0	0	0	0	0	0		0700	0	0	1	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0	0	0	0	0	
0800	4	0	3	0	0	0	0	0	0	0	0		0800	0	0	3	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0	0	0	0	0	
0900	4	0	3	0	0	1	0	0	0	0	0		0900	0	0	2	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0	0	0	0	0	
1000	4	0	3	0	0	0	0	0	0	0	0		1000	0	1	3	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0	0	0	0	0	
1100	3	0	3	0	0	0	0	0	0	0	0		1100	0	1	2	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
1200	4	0	4	0	0	0	0	0	0	0	0		1200	0	1	3	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0	0	0	0	0	
1300	3	0	3	0	0	0	0	0	0	0	0		1300	0	0	2	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
1400	3	0	3	0	0	0	0	0	0	0	0		1400	0	0	2	1	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
1500	4	0	3	0	0	0	0	0	0	0	0		1500	0	0	2	1	0	0	0	0	0	0	0	0	0	13.3	-	0	0	0	0	0	0	
1600	7	1	6	0	0	0	0	0	0	0	0		1600	0	1	5	1	0	0	0	0	0	0	0	0	0	12.5	-	0	0	0	0	0	0	
1700	7	1	6	0	0	0	0	0	0	0	0		1700	0	0	5	2	0	0	0	0	0	0	0	0	0	14.3	-	0	0	0	0	0	0	
1800	4	0	3	0	0	0	0	0	0	0	0		1800	0	0	2	1	0	0	0	0	0	0	0	0	0	14.8	-	0	0	0	0	0	0	
1900	3	0	3	0	0	0	0	0	0	0	0		1900	0	0	2	1	0	0	0	0	0	0	0	0	0	14.7	-	0	0	0	0	0	0	
2000	3	0	2	0	0	0	0	0	0	0	0		2000	0	0	1	0	1	0	0	0	0	0	0	0	0	15.7	-	0	0	0	0	0	0	
2100	2	0	2	0	0	0	0	0	0	0	0		2100	0	0	2	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	0	0	0	0	
2200	1	0	1	0	0	0	0	0	0	0	0		2200	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0		2300	0	0	1	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0	0	0	0	0	
07-19	49	2	42	0	2	1	0	0	0	0	0		07-19	0	6	32	9	1	0	0	0	0	0	0	0	0	12.8	15.3	0	0	0	0	0	0	
06-22	56	3	50	0	2	1	0	0	0	0	0		06-22	0	7	38	9	2	0	0	0	0	0	0	0	0	13	15.6	0	0	0	0	0	0	
06-00	58	3	53	0	2	1	0	0	0	0	0		06-00	0	7	39	9	2	0	0	0	0	0	0	0	0	13	15.5	0	0	0	0	0	0	
00-00	62	3	55	0	2	2	0	0	0	0	0		00-00	0	8	41	10	2	0	0	0	0	0	0	0	0	12.9	15.5	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	Fict	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 60 150	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	Flat
Mon	62	2	54	0	4	2	0	0	0	0	0		Mon	0	0	50	7	4	1	0	0	0	0	0	0	0	13.8	15.5	0	0	0	0	0	0	
Tue	58	3	51	0	2	2	0	0	0	0	0		Tue	0	9	41	7	1	0	0	0	0	0	0	0	0	12.3	14.9	0	0	0	0	0	0	
Wed	78	4	71	0	0	3	0	0	0	0	0		Wed	0	5	60	13	0	0	0	0	0	0	0	0	0	13	15.2	0	0	0	0	0	0	
Thu	72	7	61	0	2	2	0	0	0	0	0		Thu	1	11	43	13	3	1	0	0	0	0	0	0	0	13.4	17.1	0	0	0	0	0	0	
Fri	57	3	50	0	1	3	0	0	0	0	0		Fri	0	10	39	8	0	0	0	0	0	0	0	0	0	11.9	14.6	0	0	0	0	0	0	
Sat	62	2	56	0	2	2	0	0	0	0	0		Sat	0	14	28	15	5	0	0	0	0	0	0	0	0	13.2	18.2	0	0	0	0	0	0	
Sun	45	0	43	0	2	0	0	0	0	0	0		Sun	2	7	26	7	3	0	0	0	0	0	0	0	0	12.6	16.5	0	0	0	0	0	0	
-	434	21	386	0	13	14	0	0	0	0	0		-	3	56	287	70	16	2	0	0	0	0	0	0	0	12.9	15.5	0	0	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	Fict	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 60 150	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 DFT	SL2% 45 DFT	Flat
-	434	21	386	0	13	14	0	0	0	0	0		-	3	56	287	70	16	2	0	0	0	0	0	0	0	12.9	15.5	0	0	0	0	0	0	

APPENDIX E PERSONAL INJURY ACCIDENT DATA

Angmering – West Sussex – i-Transport

Collision report 01/08/2012 – 31/07/2017

Date produced
29 August 2017

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

ARUN DISTRICT COUNCIL A/40/18/OUT

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

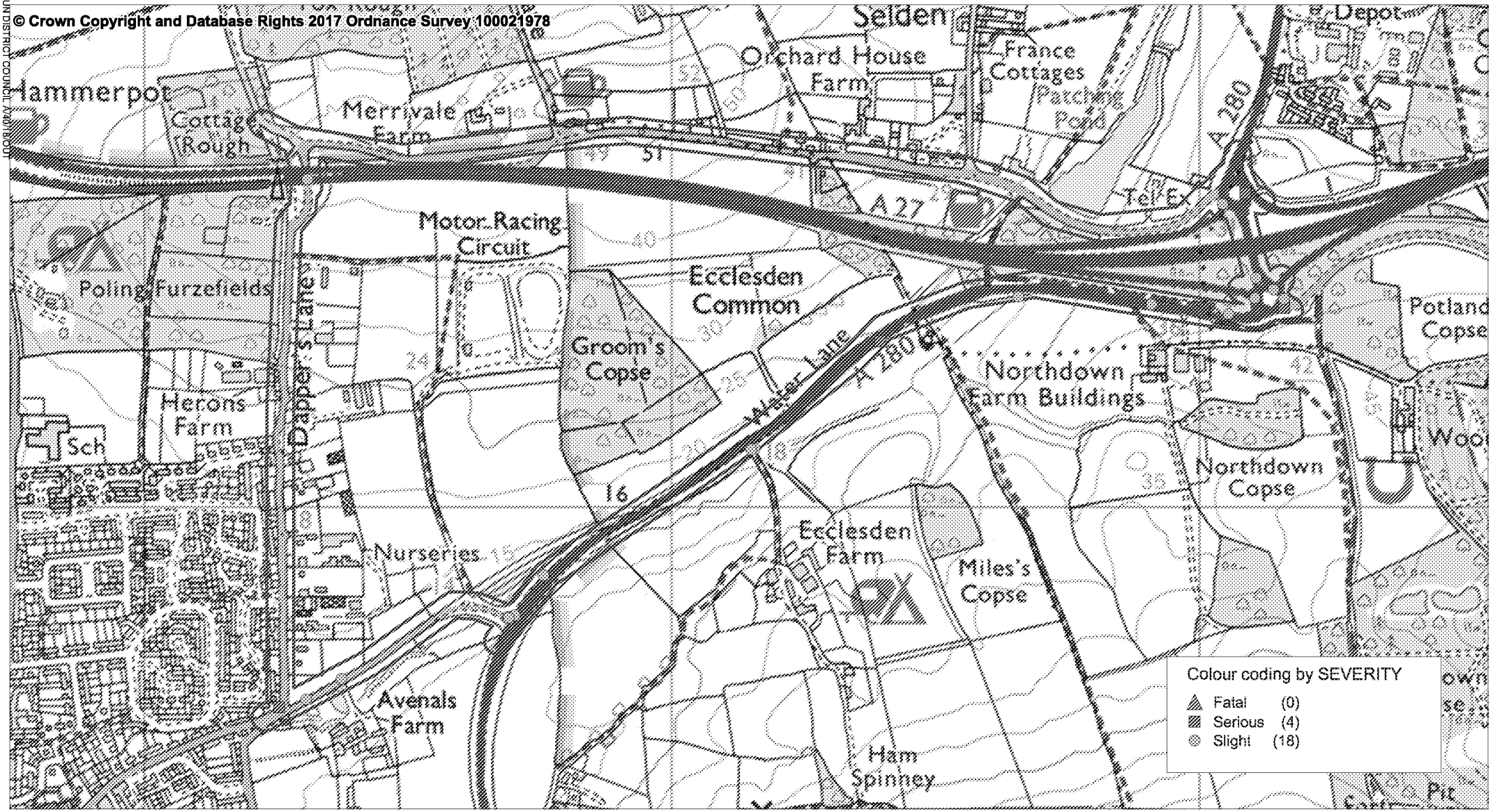
Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

[redacted]

ARUN DISTRICT COUNCIL A0011800

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Sussex Safer Roads
PARTNERSHIP

Angmering, West Sussex
Collision data: 01/08/2012 - 31/07/2017

SCALE	1 : 10000
DATE	29/08/2017
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/08/2012** **to** **31/07/2017** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1204031	Tuesday 07/08/2012	A280 CLAPHAM CLAPHAM At Junction of A280 CLAPHAM	Veh 1	Car	67	Go/head	S to N		Dri	F	67	Slight
R1: A 280	2120 hrs											
R2: A 280	Darkness: street lights present a											
E 509,110	Wet/Damp											
N 105,435	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 001	Very Likely

VEHICLE ONE TRAVELLING NORTH FOR UNKNOWN REASON FAILED TO NEGOTIATE TURN COLLIDED WITH STREET FURNATURE AND CAME TO REST AT RAILINGS OVER THE A27

1300498	Sunday 27/01/2013	A27 ARUNDEL ROAD ANGMERING 570m West of U ARUNDEL ROAD outside OPPOSITE SPEED CAMERA	Veh 1	Car	30	Go/ahead LH bend	E to SW		Dri	M	30	Slight
R1: A 27	0342 hrs											
	Darkness: no street lighting											
E 507,310	Wet/Damp											
N 105,623	Raining without high winds											
	70 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Animal or object in carriageway	Vehicle 001	Possible
2nd:	Loss of control	Vehicle 001	Possible

V1 DRIVING WEST ALONG DUAL CARRIAGE WAY, FOX ENTERS CARRIAGE WAY FROM NEARSIDE AND DRIVER STEERS RIGHT TO AVOID. V1 COLLIDES WITH CENTRAL RESERVATION CAUSING DAMAGE TO BARRIER AND HEAVY DAMAGE TO VEHICLE.

1302080	Monday 22/04/2013	A280 WATER LANE CLAPHAM AT JUNCTION OF A27 ARUNDEL ROAD	Veh 1	Goods < 3.5t	26	Go/head	S to N					
R1: A 280	0755 hrs		Veh 2	Car	49	Wait go ahead held	S to N		Dri	F	49	Slight
R2: A 27	Daylight:street lights present		Veh 2	Car	49	Wait go ahead held	S to N		RSP	F	47	Slight
E 509,108	Dry											
N 105,397	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible

V2 TRAV NORTH. STOPPED AT RBT GIVEWAY LINES DUE TO VEHICLE ALREADY ON RBT. V1 ALSO TRAV NORTH DROVE INTO REAR OF V2. BOTH PARTIES GOT OUT EXCHANGED DETAILS. DRIVER AND PASSENGER OF V2 SUBSEQUENTLY SUFFERED WITH WHIPLASH INJURIES.

ARUN DISTRICT COUNCIL A/40/18/OUT

Details of Personal Injury Accidents for Period - **01/08/2012** **to** **31/07/2017** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1302137	Monday 29/04/2013	A280 WATER LANE ANGMERING 42m West of C37 TITNORE LANE	Veh 2	Goods < 3.5t	31	Turning right	E	to N	Dri	F	31	Slight
R1: A 280	0850 hrs		Veh 1	Car	60	O/take m/veh o/side	E	to W	Dri	F	60	Slight
E 509,058	Dry											
N 105,367	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

VEHICLE 2 WEST ON WATER LANE FROM ABOVE ROUNDABOUT. DRIVER INDICATES AND SLOWS WITH THE INTENTION OF TURNING ON TO UNMADE AREA ON NORTHERN SIDE OF WATER LANE. VEHICLE 1 TRAVELLING WEST BEHIND VEHICLE 2 WHEN VEHICLE 1 STARTS TO OVERTAKE VEHICLE 2 AS V
EHICLE 2 IS TURNING

1302415	Saturday 11/05/2013	C618 WATER LANE ANGMERING At Junction of A280 ANGMERING BY PASS	Veh 2	Car	50	Wait to turn left	W	to NE	FSP	F	47	Slight
R1: C 618	1410 hrs		Veh 1	Car	44	Go/head	W	to E				
R2: A 280												
E 507,691	Dry											
N 104,792	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely

VEHICLE 2 EASTBOUND WATER LANE TOWARDS ABOVE JUNCTION SLOWS AND STOPS AT GIVE WAY. VEHICLE 1 TRAVELLING EAST BEHIND VEHICLE 2. DRIVER OF VEHICLE 1 LOOKS RIGHT AND BELIEVING ROAD IS CLEAR IN FRONT PULLS FORWARD, COLLIDING WITH THE REAR OF VEHICLE 2 WH
ICH IS YET TO PULL AWAY.

1303184	Friday 21/06/2013	A280 WATER LANE ANGMERING 50m South of A27	Veh 2	Car	48	Go/head	E	to W	Dri	M	48	Slight
R1: A 280	1205 hrs		Veh 2	Car	48	Go/head	E	to W	FSP	F	41	Slight
			Veh 1	Car	54	U turn	W	to W	Dri	M	54	Slight
E 508,912	Dry											
N 105,385	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely

VEH 1 SAT STATIONARY AT SIDE OF CARRIAGEWAY. VEH 2 TRAVELLING SOUTH FROM THE A27 CLAPHAM OVERPASS. AS VEH 2 DREW LEVEL WITH VEH 1, DRIVER OF SAME PULLED OUT ACROSS PATH OF VEH 2.

Details of Personal Injury Accidents for Period - **01/08/2012** **to** **31/07/2017** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1304136	Thursday 08/08/2013	A280 ANGMERING 118M NORTH OF U WATER LANE	Veh 1	Car	45	Stopping	S	to N				
R1: A 280	1530 hrs		Veh 2	Car	36	Stopping	S	to N	Dri	M	36	Slight
	Daylight:street lights present											
E 507,758	Dry											
N 104,871	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible

VEHICLE 2 TRAVELLING NORTHBOUND ON A280, SLOWED DOWN DUE TO TRAFFIC AHEAD. VEHICLE 1 TRAVELLING BEHIND VEHICLE 2, DID NOT SLOW DOWN AND COLLIDED WITH THE REAR OF VEHICLE 2.

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1304827	Friday 13/09/2013	A280 WATER LANE ANGMERING 500M SOUTH OF A27	Veh 1	M/C < 125 cc	59	Go/ahead LH bend	NE	to S	Dri	M	59	Serious
R1: A 280	1316 hrs											
	Daylight:street lights present											
E 508,397	Wet/Damp											
N 105,315	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely

SINGLE VEHICLE MOPED TRAVELLING SOUTHBOUND ON A280 ANGMERING BY PASS AND APPEARS TO OF SLID ON DIESEL RESIDUE ON ROAD SURFACE CAUSING MOPED TO FALL OVER INJURING RIDER. SERIOUS INJURIES SUSTAINED TO RIDER.

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1306000	Friday 08/11/2013	A27 ARUNDEL ROAD WORTHING AT JUNCTION OF A280 ANGMERING BY PASS OUTSIDE AT JUNCTION AS	Veh 1	Car	21	Go/head	E	to SW	Dri	M	21	Slight
R1: A 27	0152 hrs		Veh 1	Car	21	Go/head	E	to SW	FSP	F	29	Slight
R2: A 280	Darkness: street lights present a		Veh 2	Car		Go/head	E	to SW				
E 509,143	Dry		Veh 3	Car		Go/head	E	to SW				
N 105,413	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Vehicle in course of crime	Vehicle 1	Very Likely

V1 FAILED TO STOP FOR POLICE. V1 WAS FOLLOWED BY V2 AND V3 ON A27 WESTBOUND OUT OF WORTHING, AND THEN TOOK OFF-SLIP FOR A280. AS V1 APPROACHED END OF OFF-SLIP WITH EXCESS SPEED, V1 LOST CONTROL, GOING STRAIGHT AHEAD ANI ONTO ROUNDBOUNT, IMPACTING WITH T
REES/BUSHES, BEFORE COMING TO A REST. V1 DRIVER AND PASSENGER ARRESTED AT THE SCENE.

Details of Personal Injury Accidents for Period - **01/08/2012** **to** **31/07/2017** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1400632	Wednesday 29/01/2014	A280 WATER LANE ANGMERING 567M NORTH OF U WATER LANE OUTSIDE O/S ECCLESDEN FARM	Veh 1	Car	28	Go/head	N to S	Dri	M	28	Slight
R1: A 280	2146 hrs		Veh 2	Car	39	Go/head	N to S	Dri	M	39	Slight
	Darkness: no street lighting										
E 508,159	Wet/Damp										
N 105,111	Fine without high winds										
	60 mph										

Causation Factor:		Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:	Animal or object in carriageway	Vehicle 2	Very Likely

A HERD OF COWS WERE LOOSE ON THE CARRIAGEWAY. BOTH V1 AND V2 HIT LIVESTOCK ON THE CARRAIGEWAY.

1405110	Wednesday 03/09/2014	A2700 TITNORE LANE WORTHING AT JUNCTION OF A280 WATER LANE	Veh 1	Goods < 3.5t	49	Go/head	E to W				
R1: A 2700	1644 hrs		Veh 2	M/C > 500 cc	48	Wait to turn left	E to SW	Dri	M	48	Slight
R2: A 280	Daylight:street lights present										
E 509,164	Dry										
N 105,390	Fine without high winds										
	60 mph										

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible

V2 WAS IN LANE 1, INDICATING TO TURN LEFT INTO WATER LANE. V1 HAS COLLIDED WITH REAR OF V2, CAUSING RIDER OF V2 TO COME OFF. DETAILS WERE EXCHANGED AT SCENE OF ACCIDENT.

1405296	Sunday 14/09/2014	A2700 TITNORE LANE PATCHING AT JUNCTION OF A280 WATER LANE	Veh 1	M/C > 500 cc	25	Go/ahead RH bend	NE to W	Dri	M	25	Serious
R1: A 2700	1553 hrs		Veh 1	M/C > 500 cc	25	Go/ahead RH bend	NE to W		F	25	Serious
R2: A 280	Daylight:street lights present										
E 509,163	Dry										
N 105,378	Fine without high winds										
	60 mph										

Causation Factor:		Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely

VEHICLE 1 HAS BEEN TRAVELING WEST ON TITNORE LANE IN THE DIRECTION OF THE A280. VEHICLE 1 HAS HIT THE NEARSIDE PAVEMENT CAUSING A LOSS OF CONTROL AND THE RIDER AND PILLION TO FALL OFF.

Details of Personal Injury Accidents for Period - **01/08/2012** **to** **31/07/2017** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1406241	Friday 24/10/2014	A280 ANGMERING AT JUNCTION OF U WATER LANE	Veh 1	Car	70	Turning left	N	to E				
R1: A 280	1014 hrs		Veh 2	Car	28	Go/head	W	to E	Dri	M	28	Slight
R2: U	Daylight:street lights present											
E 507,703	Wet/Damp											
N 104,795	Fine without high winds											
	60 mph											

Causation Factor:		Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely

VEHICLE TWO HEADING NORTH ALONG MAIN ROAD. VEHICLE ONE TURNING LEFT CAME OUT OF JUNCTION INFRONT OF VEHICLE TWO CAUSING IT TO SWERVE TO AVOID VEHICLE ONE MAKING NO CONTACT. VEHICLE TWO LOST CONTROL AND ROLLED ONTO ROOF. MINOR INJURIES.

1406289	Sunday 26/10/2014	A280 LONG FURLONG ARUNDEL AT JUNCTION OF A27 WORTHING ROAD	Veh 1	M/C > 500 cc	59	Go/ahead RH bend	W	to S	Dri	M	59	Serious
R1: A 280	2141 hrs											
R2: A 27	Darkness: street lights present a											
E 509,090	Dry											
N 105,596	Fine without high winds											
	40 mph											

Causation Factor:		Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely

MOTORCYCLIST TRAVELLING AT LOW SPEED ON ROUNDABOUT HIT PAATCH OF DIESEL OIL ON ROAD SURFACE AND DROPPED MOTORCYCLE CAUSING ANKLE FRACTURE.

1407544	Monday 22/12/2014	U WATER LANE ANGMERING AT JUNCTION OF U0 DAPPERS LANE	Veh 1	Car	24	Go/head	E	to W	FSP	F	21	Serious
R1: U	1254 hrs		Veh 2	Car	32	Go/head	W	to E				
R2: U	Daylight:street lights present											
E 507,257	Wet/Damp											
N 104,620	Raining with high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible

VEHICLE 1 TRAVELLING EAST TO WEST,DROVE THROUGH GIVE WAY TRAFFIC ISLAND. DRIVER BELIEVING HE HAD ENOUGH TIM TO PASS THROUGH SAFELY. VEHICLE 2 TRAVELLING IN OPPOSITE DIRCETION PASSED THROUGH SAME LOCATION COLLIDED WITH VEHICLE 1.

Details of Personal Injury Accidents for Period - **01/08/2012** **to** **31/07/2017** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1503611	Friday 26/06/2015	A27 POLING AT JUNCTION OF A280	Veh 1	Car	40	Go/head	W	to E				
R1: A 27	0810 hrs		Veh 2	Car	25	Go/head	E	to S	Dri	F	25	Slight
R2: A 280	Daylight:street lights present											
E 509,047	Dry											
N 105,576	Fine without high winds											
	60 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 1 — Very Likely

VEHICLE 2 WAS STATIONARY AT THE ROUNDABOUT AFTER COMING OFF THE SLIP ROAD FROM ARUNDEL. VEHICLE 1 FAILED TO STOP HITTING VEHICLE 2 CAUSING SLIGHT INJURY AND SLIGHT DAMAGE.

1505063	Wednesday 02/09/2015	U WATER LANE LITTLEHAMPTON AT JUNCTION OF A280	Veh 1	Car	45	Go/head	W	to E				
R1: U	0725 hrs		Veh 2	Car	47	Wait go ahead held	W	to E	Dri	M	47	Slight
R2: A 280	Daylight:street lights present											
E 507,692	Dry											
N 104,790	Fine without high winds											
	40 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 1 — Very Likely

VEHICLE 1 APPROACHING VEHICLE 2 STATIONARY WAITING AT JUNCTION. VEHICLE 1 FAILS TO STOP IN TIME AND COLLIDES WITH REAR OF VEHICLE 2 CAUSING INJURY TO DRIVER OF V2.

1600597	Friday 29/01/2016	A280 WATER LANE ANGMERING 506M WEST OF U TITNORE LANE	Veh 1	Car	19	Go/head	E	to W	Dri	F	19	Slight
R1: A 280	1142 hrs		Veh 2	Car	66	Stopping	E	to W				
	Daylight:street lights present		Veh 3	Agric. veh	30	Go/head	E	to W				
E 508,659	Dry		Veh 4	Car	30	Go/head	W	to E				
N 105,400	Fine without high winds											
	50 mph											

Causation Factor: **Participant:** **Confidence:**

1st: Sudden braking — Vehicle 1 — Possible

VEHICLE 1 BEHIND VEHICLE 2 TRAVELLING WEST ALONG A280. AS VEHICLE 2 HAS APPROACHED VEHICLE 3, SLOW MOVING TRACTOR, POSITIONED ON GRASS VERGE, CUTTING HEDGES, VEHICLE 1 HAS FAILED TO SEE VEHICLE 2 BRAKING IN ORDER TO ALLOW AN ONCOMING VEHICLE, VEHICLE
4 TO PASS, CAUSING VEHICLE 1 TO COLLIDE WITH THE REAR OF VEHICLE 2. DETAILS OF VEHICLE 4 NOT KNOWN ' `

Details of Personal Injury Accidents for Period - **01/08/2012** **to** **31/07/2017** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class	Casualties: Sex / Age / Sev
1602228	Saturday 16/04/2016	A280 WATER LANE ANGMERING AT JUNCTION OF U ECCLESDEN FARM	Veh 1 Car 44 Go/head S to N Dri F 44 Slight	
R1: A 280	1618 hrs		Veh 1 Car 44 Go/head S to N FSP F 4 Slight	
R2: U	Daylight:street lights present		Veh 1 Car 44 Go/head S to N RSP F 7 Slight	
E 508,152	Dry		Veh 1 Car 44 Go/head S to N RSP M 6 Slight	
N 105,110	Fine without high winds		Veh 1 Car 44 Go/head S to N RSP M 10 Slight	
	60 mph		Veh 1 Car 44 Go/head S to N RSP M 8 Slight	
			Veh 2 Car 26 U turn S to S Dri M 26 Slight	
			Veh 2 Car 26 U turn S to S FSP F 28 Slight	

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 2	

V1 AND V2 TRAVELLING NORTH ALONG RURAL NATIOANL SPEED LIMIT STRETCH OF SINGLE CARRIAGEWAY ROAD. V2 REALISEI THEY WERE TRAVELLING IN THE WRONG DIRECTION AND SLOWED BEFORE COMMENCING A TURN INTO THE DRIVEWAY OF ECCLESDEN FARM. V1 FOLLOWING ATTEMPTED TO OVE
RTAKE V2 AND STRUCK V2 TO THE CENTRE OFFSIDE ON THE OPPOSING CARRIAGEWAY CAUSING DAMAGE TO BOTH VEHICLES AND MINOR INJURY TO ALL OCCUPANTS OF BOTH VEHICLES.

1602377	Saturday 23/04/2016	A280 PATCHING AT JUNCTION OF A2700 TITNORE LANE	Veh 1	Car	26	Turning left	N	to SE				
R1: A 280	1520 hrs		Veh 2	Pedal cycle	43	Go/head	N	to SW	Dri	M	43	Slight
R2: A 2700	Daylight:street lights present											
E 509,163	Dry											
N 105,396	Fine without high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

VEHICLE TRAVELLING SOUTH ON A280, OVERTOOK CYCLIST, AND TURNED LEFT ONTO TITNORE LANE, CUTTING ACROSS THE CYCLISTS PATH

1606658	Saturday 05/11/2016	U WATER LANE ANGMERING 30M EAST OF U DAPPERS LANE	Veh 1	Car	24	Go/head	E	to W				
R1: U	1042 hrs		Veh 2	Car	44	Go/head	E	to W	Dri	F	44	Slight
	Daylight:street lights present		Veh 3	Car	28	Stopping	W	to E				
E 507,308	Dry											
N 104,635	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely

VEH2 HEADING WEST ON WATER LANE AND HELD AT TRAFFIC CALMING SYSTEM DUE TO ONCOMING V3. V1 HAS FAILED TO SEE V2 AND COLLIDED INTO REAR CAUSING DAMAGE. V1 THEN DROVE OFF AT SPEED MOUNTING GRASS BANK AND PASSING DOWN NEARSIDE OF V3 CLIPPING WING MIRROR CAUS

Details of Personal Injury Accidents for Period - **01/08/2012** **to** **31/07/2017** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Age / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No.	Time										
2nd Road No.	D/L										
Grid Ref.	R.S.C										
	Weather										
	Speed										
	Account of Accident										

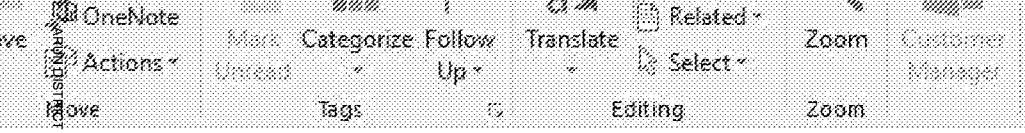
Causation Factor:

ING DAMAGE. DRIVER OF V1 FAILED TO STOP. R/O LATER TRACED AT H/A AND ADMITTED OFFENCE - REPORTED FOR DUE CARE AND FTS.

1700019	Friday	U WATER LANE ANGMERING AT										
	30/12/2016	JUNCTION OF U AVENALS FARM	Veh 1	Car	27	Turning right	S	to E				
R1: U	1439 hrs	OUTSIDE TRAFFIC CALMING SITE	Veh 2	Car	45	Go/head	E	to W	Dri	F	45	Slight
R2: U	Daylight:street lights present											
E 507,375	Wet/Damp											
N 104,674	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely

VEH1 EXITING DRIVEWAY OF H/A, FACING NORTH, PREPARING TO TURN RIGHT / TRAVEL EAST. VEH2 WESTBOUND, HAVING CLEARED PRIORITISED TRAFFIC CALMING MEASURE FOR OPPOSING TRAFFIC, PASSING DRIVEWAY ON N/S. VEH1 EMERGED INTO PATH OF VEH2 & COLLIDED.



ANGMERING PARISH COUNCIL

westsussex.gov.uk> on behalf of Sussex Safer Roads Data <data@sussexsaferroads.gov.uk>

nering

g that time period in your area of interest within the data we currently hold.

se there is a time delay in the time taken for the attending officers to complete the paperwork, then submit this to Sussex Police collisions unit where it ads. This process ensures consistency and integrity within the data set. As such, we currently only hold near complete data for up to the end of October into November, possibly December.

ent (PIA) data for an area of Angmering, West Sussex. Please see the attached plan for the area we are interested in.

the last 6 months so any accidents that have occurred between 1 August 2017 to 29 January 2018.

dvise if VAT is included that would be greatly appreciated.

APPENDIX F PIA DATA ANALYSIS

Personal Injury Accident Analysis

1.1 Introduction

1.1.1 Personal Injury Accident (PIA) data has been obtained from Sussex Safer Roads Partnership for the most recent five-year period between 1 August 2012 and 31 October 2017. The study area includes:

- Dappers Lane including the junction with Water Lane and up to and including the junction with Arundel Road;
- Water Lane between Dappers Lane junction and A280;
- The junction of Water Lane with the A280; and
- The A280 north from Water Lane up to the A27 inclusive of the two roundabouts at the A27.

1.1.2 A summary of each recorded accident at the locations summarised above is provided in the following paragraphs.

Dappers Lane

1.1.3 No accidents havw been recorded on Dappers Lane between Waters Lane and Arundal Road junctions in the last five year period.

Dappers Lane/Water Lane Junction

1.1.4 One accident has occurred at the junction of Dappers Lane/Water Lane in the last five-year period as follows:

- A serious collision occurred when two drivers attempted to pass through the give way traffic island in opposing directions simultaneously.

Water Lane between Dappers Lane and A280 junction

1.1.5 Two accidents have occurred along Water Lane in the last five-year period as follows:

- A vehicle travelling west failed to see a vehicle slowing at the traffic calming island and collided with the rear of another vehicle resulting in slight injury; and

- A vehicle turning right from a driveway collided with a vehicle travelling westbound on the main carriageway resulting in slight injury.

A280/Water Lane Junction

1.1.6 Three accidents have been recorded at the A280/Water Lane junction in the last five-year period as follows:

- Two accidents occurred as a result of a rear end shunt between two vehicles at approach to the junction resulting in slight injury; and
- A vehicle travelling eastbound from the junction caused another vehicle to swerve and lost control resulting in slight injury.

A280 between Water Lane and A27 roundabouts

1.1.7 Seven accidents have occurred along the A280 between water Lane and the A27 roundabouts as follows:

- A rear end shunt occurred between two vehicles as it slowed due to traffic resulting in slight injury;
- Two vehicles travelling southbound collided with livestock in the carriageway resulting in slight injury;
- One slight accident occurred from a vehicle travelling in the opposing direction and collided with other vehicles;
- A serious accident occurred when a moped rode over diesel causing it to lose control and the rider to come off
- A vehicle waiting to pass a tractor was struck from behind resulting in slight injury; and
- A slight accident occurred when a car pulled onto the road colliding with a passing vehicle; and
- A slight accident occurred with a vehicle travelling west overtook another vehicle in the carriageway and collided with the nearside of the vehicle.

A27 Southern Roundabout

1.1.8 Six accidents have been recorded on the A27 Southern roundabout in the last five-year period as follows:

- A slight injury occurred when a car travelling South collided with a cyclist in the carriageway;
- A slight injury occurred when a car travelling north lost control and collided with street furniture;
- A car travelling north was rear ended by another car when it stopped for the roundabout resulting in slight injury;
- A slight accident occurred when a car collided with a motorcycle on the roundabout;
- A car being pursued by police exited A27 onto A280 with excessive speed and collided with the roundabout leading to slight injury; and
- A serious accident occurred when a motorbike travelling west on Titnore lane towards the A280 roundabout collided with the nearside kerb losing control.

A27 Northern Roundabout

1.1.9 Two injury accidents occurred at this junction in the most recent five- year period as follows:

- A motorcyclist travelling at low speed hit a patch of diesel causing them to fall off leading to serious injury.
- A stationary car was rear ended by another following eastbound from the A27 leading to slight injury.

ARUN DISTRICT COUNCIL A/40/18/OUT

APPENDIX G ROAD SAFETY AUDITS

GM

TRAFFIC CONSULTANTS

LAND NORTH OF WATER LANE

ANGMERING

PROPOSED VEHICULAR ACCESS TO THE SITE

STAGE 1 ROAD SAFETY AUDIT

JANUARY 2018

[redacted]

ARUN DISTRICT COUNCIL A/40/18/OUT

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	**Mark Barrett**	**Ian Medd**	[redacted]	**31 January 2018**
Designer's Response				
Authority's Response				
Audit Response				

Client:
i-Transport

Engineer:
GM
Traffic Consultants Ltd

Date: 31 January 2018

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3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT 5
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APPENDIX A Location Plan

APPENDIX B Designers Response

APPENDIX C Highway Authority Response

1.0 INTRODUCTION

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the site access associated with a residential development on land north of Water Lane in Angmering. The development proposal is for up to 525 residential dwellings and 6,000sqm of employment use on land to the north of Water Lane, Angmering.

1.1.2 The access will take the form of a ghost right turn lane on Water Lane west of its junction with the A280. A footway/cycleway connection is proposed via the main vehicular access along the northern side of Water Lane and would continue up to Dappers Lane and provide a connection between the development and the village centre. An uncontrolled crossing point is also proposed on Water Lane opposite the access to the Land South of Water Lane development site.

1.1.3 The RSA was carried out at the request of i-Transport.

1.1.4 GM Traffic Consultants Ltd carried out the Audit on 31st January 2018. The Auditors were:

Mark Barrett Highways England Cert. of Comp.

Ian Medd MCIHT FSoRSA

1.1.5 The Audit Team is independent of the project design team and has undertaken RSA, on alternative designs relating to the development. They have had no involvement with the design of the project.

1.1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.

1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

1.1.8 The Audit consisted of a desk top study and site visit, which was carried out on Wednesday 31st January 2018 between 10:30 and 11:30. Traffic flows were light, weather cloudy and the road surface was damp.

1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
TW/MC/ITB9105-022 TN	A	Road Safety Audit Brief
Figure T1	-	Site Location Plan
ITB9105-GA-102	D	Overview Plan
ITB9105-GA-101	-	Proposed Site Access – Land North of Water Lane
ITB9105-GA-115	-	Vehicle Swept Path Analysis

2.2 The Audit Team have been notified of a Departure from Standards (DfS). Visibility requirements on Water Lane are below DMRB standard which requires 215m for derestricted approach (60mph). Recorded speeds on Water Lane in the location at the change in speed limit 30mph are significantly lower than the national speed limit, with eastbound wet weather speeds measured at 38.6mph and westbound wet weather speeds measured at .36.0mph. A visibility splay of 2.4m x 120m is achievable to the west, which is in line with the guidance set out in 'Design Manual for Roads and Bridges (DMRB)' for a design speed of 70kph. Visibility to the east is available to the junction of the A280 with Water Lane (i.e. 2.4m x 84m).

2.3 The Audit Team raises no issues with the DfS.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT

3.1 PROBLEM

LOCATION: Shared facilities

SUMMARY: No hazard paving

The absence of hazard paving may lead to cyclists continuing to cycle on the footways not designated as shared and pedestrians being unaware they are entering a shared facility. This may lead to pedestrian/cycle collisions.

RECOMMENDATION

Provide hazard paving.

3.2 PROBLEM

LOCATION: Water Lane and development access road

SUMMARY: No barriers at end of shared facilities

The absence of staggered barriers may increase the risk of pedestrians riding straight into the carriageway increasing risk of being struck by passing traffic.

RECOMMENDATION

Provide barriers.

ARUN DISTRICT COUNCIL A/40/18/OUT

4.0 AUDITOR STATEMENT

4.1 We certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Mark Barrett

GM Traffic Consultants Ltd

[redacted]

Signed: [redacted]

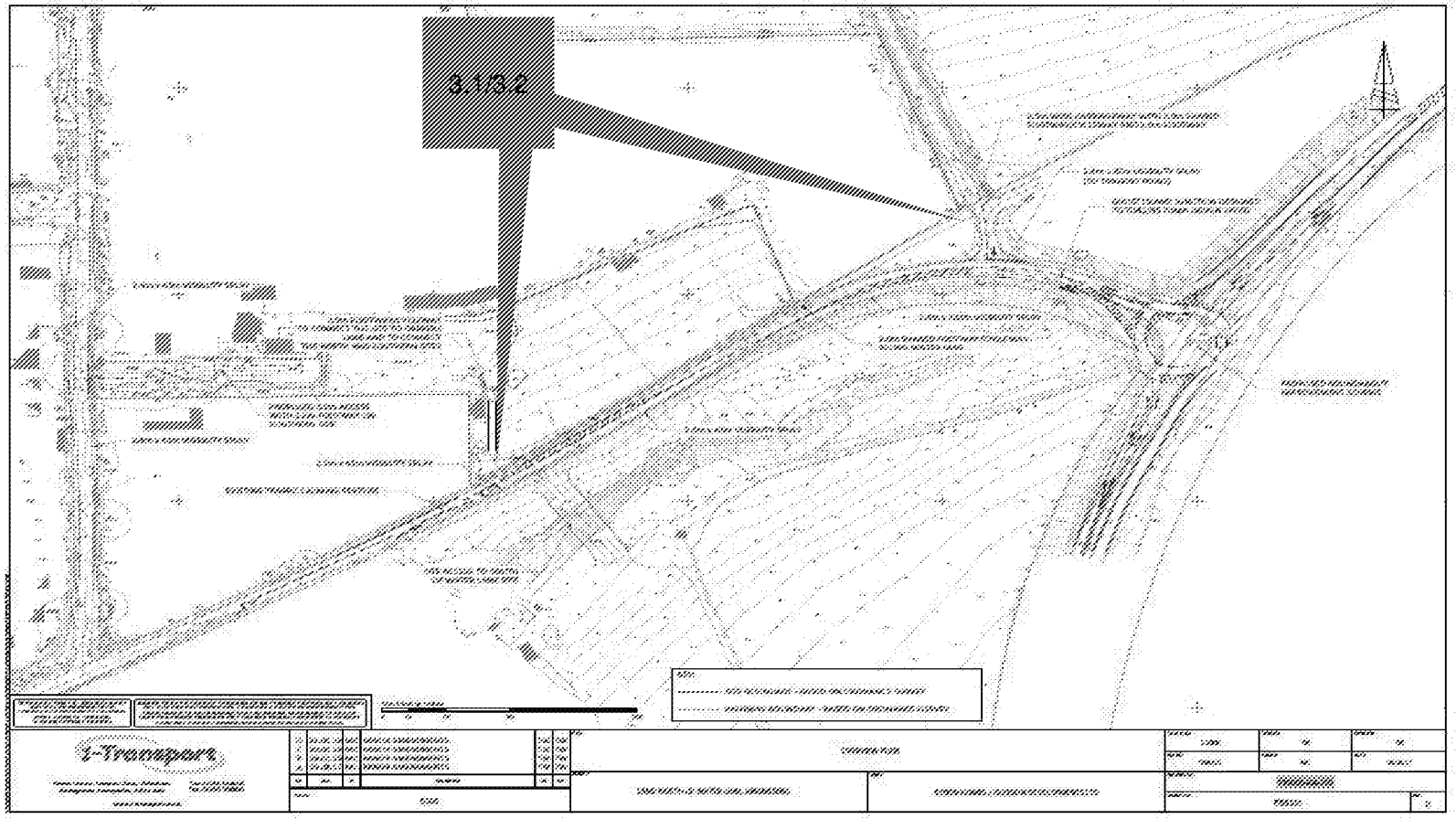
AUDIT TEAM MEMBER

Ian Medd MCIHT FSoRSA

Signed: [redacted]

Date: 31 January 2018

APPENDIX A: LOCATION PLAN



ARUN DISTRICT COUNCIL A/40/18/OUT

APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member)

Scheme: Land North of Water Lane, Angmering - Proposed Vehicular Access to the Site

Date Audit Completed: 31 January 2018

This response is to an Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	**YES**	**YES**	
3.2	**YES**	**YES**	

ARUN DISTRICT COUNCIL A/40/18/OUT

APPENDIX C: HIGHWAY AUTHORITY RESPONSE

Principal Engineer's Statement:

Addendum Road Safety Audit for Land North of Water Lane, Angmering

Proposed Vehicular Access to the Site

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

ARUN DISTRICT COUNCIL A/40/18/OUT

Land South of Water Lane, Angmering – Site Access– RSA 1 Designer's Response			
Item	**Problem**	**Recommendation**	**Designers Response**
A1.1	*(Location: Shared facilities)* Summary: No hazard paving The absence of hazard paving may lead to cyclists continuing to cycle on the footways not designated as shared and pedestrians being unaware they are entering a shared facility. This may lead to pedestrian/cycle collisions.	Provide hazard paving	Hazard paving to be provided to alert pedestrians/cyclists they are entering a shared use facility
A1.2	*Location: Water Lane and development access road)* Summary: No barriers at end of shared facilities The absence of staggered barriers may increase the risk of pedestrians riding straight into the carriageway increasing risk of being struck by passing traffic.	Provide barriers	Staggered barriers/bollards to be provided on the approach to reduce the risk of cyclists/pedestrians riding straight into the carriageway. Details and exact location to be agreed with WSCC at detailed design stage.

GM

TRAFFIC CONSULTANTS

LAND NORTH OF WATER LANE

ANGMERING

PROPOSED VEHICULAR ACCESS ON DAPPERS LANE &

BUS GATE TO NORTH OF DAPPERS LANE

STAGE 1 ROAD SAFETY AUDIT

JANUARY 2018

[redacted]

ARUN DISTRICT COUNCIL A/40/18/OUT

GM
TRAFFIC CONSULTANTS

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	**Mark Barrett**	**Ian Medd**	[redacted]	**31 January 2018**
Designer's Response				
Authority's Response				
Audit Response				

Client:
i-Transport

Engineer:
GM
Traffic Consultants Ltd

Date: 31 January 2018

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ARUN DISTRICT COUNCIL A/40/18/OUT

1.0 INTRODUCTION

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the off-site improvements associated with a residential development on land north of Water Lane in Angmering.

1.1.2 This report focuses on the Construction of a priority junction on Dappers Lane approximately 100m north of the junction with Water Lane and shared surface pedestrian/cycle connection to include bus access. The shared surface pedestrian/cycle connection would provide access for bus services into the site with no access for general vehicular traffic.

1.1.3 The RSA was carried out at the request of i-Transport.

1.1.4 GM Traffic Consultants Ltd carried out the Audit on 31st January 2018. The Auditors were:

Mark Barrett Highways England Cert. of Comp.

Ian Medd MCIHT FSoRSA

1.1.5 The Audit Team is independent of the project design team and has undertaken RSA, on alternative designs relating to the development. They have had no involvement with the design of the project.

1.1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.

1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

1.1.8 The Audit consisted of a desk top study and site visit, which was carried out on Wednesday 31st January 2018 between 10:30 and 11:30. Traffic flows were light, weather cloudy and the road surface was damp.

1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
TW/MC/ITB9105-023 TN	A	Road Safety Audit Brief
Figure T1	-	Site Location Plan
ITB9105-GA-102	D	Overview Plan
TB9105-GA-106	C	Proposed Pedestrian Access
TB9105-GA-116	-	Strategy via Dappers Lane Vehicle Swept Path Analysis
ITB9105-GA-118	-	Potential Bus / Cycle / Pedestrian Access Link

2.2 The Audit Team have not been notified of any Departure from Standards.

ARUN DISTRICT COUNCIL A/40/18/OUT

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT

3.1 PROBLEM

LOCATION: Merryfield Crescent

SUMMARY: Restricted pedestrian visibility

The visibility for pedestrians to vehicles turning left from Dappers Lane is restricted by vegetation and could lead to pedestrians stepping into the carriageway unaware of a vehicle starting to turn resulting in collision.

RECOMMENDATION

Locate crossing point where appropriate visibility splays can be achieved.

3.2 PROBLEM

LOCATION: Bus access/shared access

SUMMARY: Risk of misuse

It is unclear if any measures will be provided to prevent use by general traffic. The absence of physical measures will increase risk of misuse which may lead to collisions with legitimate users.

RECOMMENDATION

Provide measures to prevent use by unauthorised traffic.

ARUN DISTRICT COUNCIL A/40/18/OUT

4.0 AUDITOR STATEMENT

4.1 We certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Mark Barrett

GM Traffic Consultants Ltd

[redacted]

Signed: [redacted]

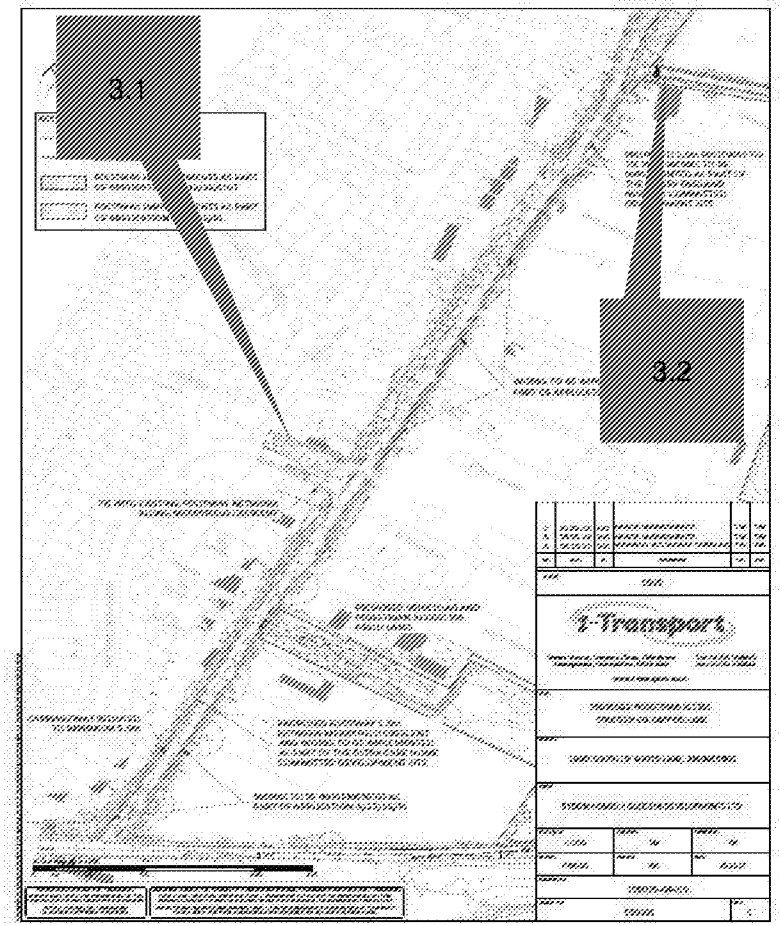
AUDIT TEAM MEMBER

Ian Medd MCIHT FSoRSA

Signed: [redacted]

Date: 31 January 2018

APPENDIX A: LOCATION PLAN



ARUN DISTRICT COUNCIL A/40/18/OUT

APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member).

Scheme: Land North of Water Lane, Angmering - Proposed Vehicular Access on Dappers Lane &
Bus Gate to North of Dappers Lane

Date Audit Completed: 31 January 2018

This response is to an Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	**YES**	**YES**	
3.2	**YES**	**YES**	

ARUN DISTRICT COUNCIL A/40/18/OUT

APPENDIX C: HIGHWAY AUTHORITY RESPONSE

Principal Engineer's Statement:

Addendum Road Safety Audit for Land North of Water Lane, Angmering

Proposed Vehicular Access on Dappers Lane & Bus Gate to North of Dappers Lane

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

ARUN DISTRICT COUNCIL A/40/18/OUT

Land South of Water Lane, Angmering – Dappers Lane Access– RSA 1 Designer's Response			
Item	**Problem**	**Recommendation**	**Designers Response**
A1.1	*(Location: Merryfield Crescent)* Summary: Restricted pedestrian visibility The visibility for pedestrians to vehicles turning left from Dappers Lane is restricted by vegetation and could lead to pedestrians stepping into the carriageway unaware of a vehicle starting to turn resulting in collision.	Locate crossing point where appropriate visibility splays can be achieved	Crossing point located further east, which provides pedestrian visibility of 0.8m x 22m in line with Table 7.1 of MfS for a speed of 20mph.
A1.2	*Location: Bus access/shared access)* Summary: Risk of misuse It is unclear if any measures will be provided to prevent use by general traffic. The absence of physical measures will increase risk of misuse which may lead to collisions with legitimate users.	Provide measures to prevent use by unauthorised traffic	Mechanism for control of bus gate to be agreed at detailed design stage.

GM

TRAFFIC CONSULTANTS

LAND NORTH OF WATER LANE
ANGMERING

A280/WATER LANE
PROPOSED IMPROVEMENTS

STAGE 1 ROAD SAFETY AUDIT

JANUARY 2018

[redacted]

ARUN DISTRICT COUNCIL A/40/18/OUT

GM
TRAFFIC CONSULTANTS

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	**Mark Barrett**	**Ian Medd**	[redacted]	**31 January 2018**
Designer's Response				
Authority's Response				
Audit Response				

Client:
i-Transport

Engineer:
GM
Traffic Consultants Ltd

Date: 31 January 2018

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