PROPOSED CARE HOME DEVELOPMENT, LAND AT LONGFORD PARK ROAD & CANAL LANE, BODICOTE

Mercian Group
Transport Statement

November 2022

Proposed Care Home Development

Land at Longford Park Road and Canal Lane, Bodicote

Transport Statement

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Mercian Group in relation to their proposed care home development on land west of Longford Park Road, Bodicote.

1.2 Site Location

1.2.1 The proposal site is located west of Longford Park Road and south of Canal Lane, Bodicote. The site is undeveloped and has no valid, historic planning permission.

1.2.2 The proposal site is rectangular in shape and is bound to the north by a path called Canal Lane, to the east by Longford Park Road and to the south and west by residential dwellings.

1.2.3 The site as a whole falls within what is generally referred to as the Longford Park development: a 78 acre site comprising over 1,000 dwellings, primary school and Community Centre. Longford Park primary school is located directly opposite the site, to the sites eastern side. The development site is an undeveloped green field.

1.2.4 The location of the proposal site, in the context of the urban area, is presented at Figure 1.1 below.

Figure 1.1 – Site Location Plan

Source: Bing Maps/Ordnance Survey. Site is denoted by a blue star

1.2.5 The site is located in a largely built-up urban area, within the Longford Park residential development.

1.2.6 As noted, Longford Park primary school is located to the east of the site. Figure 1.2 below identifies the context of the site in relation to the local area.

Figure 1.2 – Site in its Local Context

Source: Google Earth. Site boundary is indicative

1.3 Development Proposals

1.3.1 The development proposals are shown on the plan provided at Appendix 1. The proposals include the development of a care home, comprising the following;

- A care home with 128 beds.
- A car park with 42 spaces of which, two will be reserved for disabled users, one for deliveries, and one for ambulance use.
- Parking for 10 cycles

1.3.2 The proposed site access arrangements are shown on the site layout plan at Appendix 1. Appendix 2 shows the access in more detail. The access comprises a simple priority T-junction formed with Longford Park Road. Sightlines of 2.4m x 43m are provided to the left and to the right.

1.4 National Planning Policy Framework

1.4.1 This report section provides a brief overview of the national planning policy context and objectives.

National Planning Policy Framework (NPPF), July 2021

1.4.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 20th July 2021. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.4.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.4.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.4.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,

> *"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,…"*

1.4.6 Paragraph 110 addresses how development proposals are to be considered. It sets out that,

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users; and*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
>
> *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

1.4.7 Paragraph 111 states,

> *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

Local Planning Policy

1.4.8 At a local level, Cherwell District Council acts as local planning authority and the Adopted Cherwell Local Plan 2011-2031 and the saved policies from the Cherwell Local Plan 1996 are relevant.

1.4.9 Transport is considered within the saved policies from chapter 5 of the 1996 Cherwell Local Plan. The relevant policies to the development site are TR1, TR7, and TR10.

1.4.10 Policy TR1 seeks to ensure that development proposals are only permitted when the car and non-car infrastructure that exists is suitable to serve those developments, and if not that suitable infrastructure or improvement works are provided.

1.4.11 Policy TR7 reads as follows;

"Development that would regularly attract large commercial vehicles or large numbers of cars onto unsuitable minor roads will not normally be permitted."

1.4.12 Policy TR10 seeks to ensure that developments that may generate frequent heavy goods vehicle movements are restricted to areas where they will not create traffic problems nor will they have effect residential areas or villages.

1.4.13 Oxfordshire County Council act as highways authority. They provide advice on parking within *'Parking Standards for New Developments'*

1.4.14 Table 5 of *Parking Standards for New Developments'* outlines car parking requirements for care homes, indicating that provision should be justified on a site-by-site basis. Cycle parking provision is given as 0.5 spaces ped bedroom. Disabled parking provision is indicated, at paragraph 8.9 as being 6% of overall provision.

1.5 Report Overview

1.5.1 The remainder of this report is divided into five further sections, which are as follows:-

Section 2.0 Site Transport Context

1.5.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

1.5.3 The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

1.5.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Junction Capacity and Collision Analysis

1.5.5 The results of the traffic assessment have been used to inform junction capacity and collision analysis, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary & Conclusions

1.5.6 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

> *"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".*

2.2.2 The CIHT document 'Planning for Walking' (April 2015) has been consulted with reference to pedestrian catchments. Reiterating the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

> *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."*

2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.

2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.

2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment.

2.2.6 Based on a maximum walk distance of 2km for employees, the approximate walk catchments are shown at Figure 2.1.

Figure 2.1 – 2km Walk Catchment

Source: Bing Maps/Ordnance Survey. N.B. Site is denoted by a blue star

2.2.7 The walk catchment above indicates that there is a substantial staff pool residing within the 2km walk catchment. The catchment covers all of Bodicote, including Longford Park which would lie well within a 1.2km walk from the site. To the northwest, the residential/built-up areas of Calthorpe and Easington lie within the 2km walk distance.

2.2.8 Immediately adjoining the site to the west is Longford Park Road, which has a footway on both sides. To the northeast of the site is a path called Canal Road, which is an east-west connection that can only be used by those on foot. Being a modern development, Longford Park Road has a comprehensive footway provision throughout, with extensive use of dropped kerbs and tactile paving.

2.2.9 In light of the local pedestrian facilities, the site is well connected to the local pedestrian network with good opportunities for future staff members to walk to work.

2.3 Cycling

2.3.1 The 2021 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.8km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5km.

2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length.

2.3.3 Based on a maximum cycle distance of 5km, the approximate cycle catchment is shown at Figure 2.2 below.

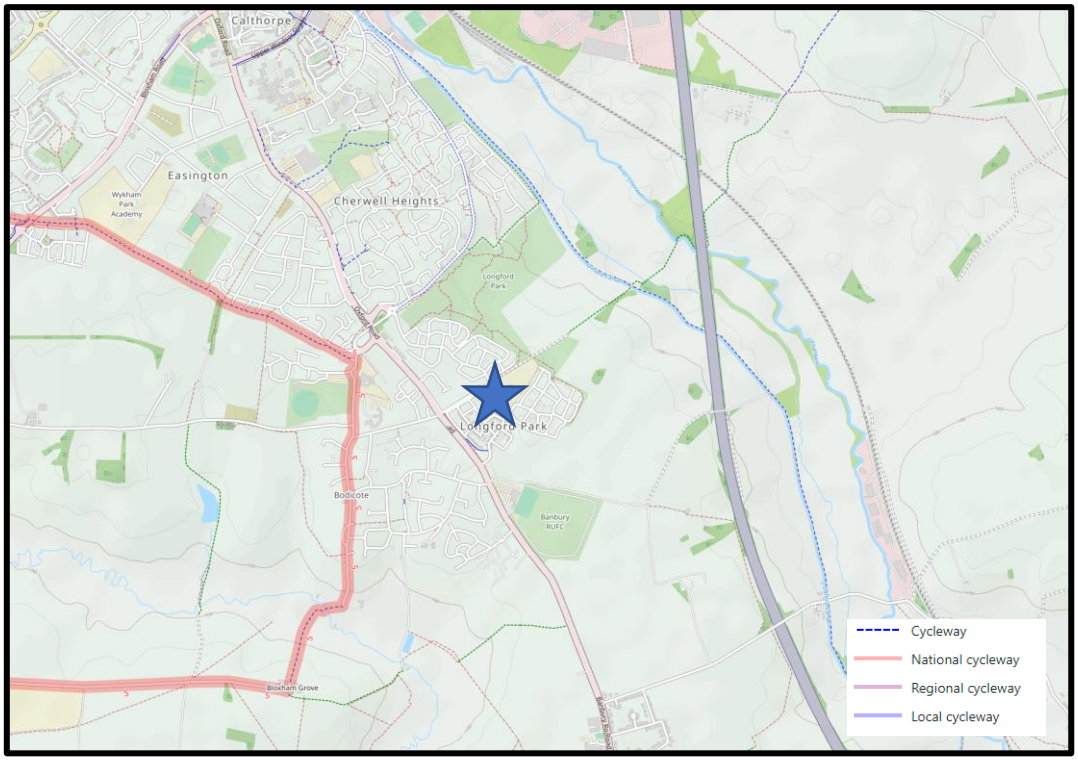
Figure 2.2 – Cycle Catchment Area

Source: Bing Maps/Ordnance Survey.

2.3.4 The 5km cycle catchment includes all of the main built-up areas Bodicote and the vast majority of Banbury. The villages of Kings Sutton (to the southeast) and Bloxham (to the southwest) are also covered by the notional 5km cycle distance. This provides a significant local population within cycle distance of the site.

2.3.5 Figure 2.3 below, shows a cycle map covering Bodicote and the surrounding areas taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.3 – Bodicote Cycle Map



Source: OpenStreetMap. N.B. The proposal site is indicated by a blue star.

2.3.6 Regional Cycle Route 5 runs to the west of the site along quiet and lightly trafficked roads. This long distance route connects Reading and Holyhead via Oxford, Stratford-upon-Avon, Bromsgrove, Birmingham, Stoke-on-Trent, Chester, Colwyn Bay and Bangor.

2.3.7 Locally, there are cycle routes to the north, through the residential areas of Cherwell Heights.

2.3.8 Considering that the roads local to the site are urban in character, and that the local topography is generally gentle, cycling provides an opportunity to access the store by a sustainable mode of transport for those visiting the site locally and for staff.

2.4 Bus Access

2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.

2.4.2 The nearest bus stop to the site is directly to the site frontage on Longford Park Road. The stop gives access to bus service B3 operated by Stagecoach. The service operates six days a week with a typical service frequency of every 30 minutes. The service is a circular loop service running from Banbury via Cherwell Heights, Bodicote and Longford Park Primary school.

2.4.3 There are additional bus service on the A4260, to the southwest. The bus stops on this road would be an approximate 450m walk from the site. The bus stops give access to service H4 and S4 Gold.

2.4.4 Service H4 and S4 operate seven days a week, between Banbury Town Centre and Oxford City Centre. Typical service frequency is hourly.

2.4.5 The above bus stops and their recommended walk routes are shown at Figure 2.4 below.

Figure 2.4 – Bus Stop Locations

Source: Google. N.B All Distances, Locations and Areas approximate.

2.4.6 The services identified above provide access to a variety of destinations, notably Banbury and Oxford.

2.4.7 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by public transport.

2.5 Highways Access

2.5.1 The proposal site will be served from the existing simple priority T-junction formed with Longford Park Road.

2.5.2 Longford Park Road serves as the principal point of access to the Longford Park development. Longford Park Road is subject to a 30mph speed limit and runs in a broad northwest to southeast orientation.

2.5.3 To the northwest, Longford Park Road joins the A4260 via a roundabout which in turn leads to the A4260 via a series of northbound and southbound on and off-slips.

2.5.4 Access to the A4260 is also possible form the southeast by way of a 3-arm signalised junction. The A4260 forms the north and south through arms, with Longford Park Road merging in to the junction form the east.

2.5.5 To the north, the A4240 heads into the centre of Banbury, which is approximately 2.5km distant. To the southeast, the A4240 leads to the villages of Addington and Dedbury.

2.5.6 Figure 2.5 shows the site in its local highway context.

Figure 2.5 – Highway Network

Image Source: Google Maps | Site is denoted by a blue star

2.5.7 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.6 Section Conclusion

2.6.1 The proposal site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance of the site. The area surrounding the site is conducive to cycling and the bus stops local to the site are served by frequent bus services, which provide access to / from a variety of destinations. The proposal site also has a prominent location relative to the local highway network. Overall, the site has a good level of accessibility by all relevant transport modes.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 This report is based on a scheme comprising a 128 bed new care home. The development includes a total of 42 parking spaces, inclusive of one ambulance and one delivery space. 40 car parking spaces are thus provided.

3.1.2 The proposed site layout is identified on the plan provided at Appendix 1.

3.2 Proposed Site Access Arrangements

3.2.1 The site will be accessed via the existing simple priority T-junction formed with Longford Park Road. All vehicles will access the site via this access.

3.2.2 The site access arrangement is shown at Appendix 2.

3.2.3 The access junction features sightlines of 2.4m x 43m to the left and right. 43m is considered suitable for a 30mph road speed, as indicated by Table 7.1 of Manual for Streets.

3.3 Servicing

3.3.1 The proposed site layout has been assessed for an 11.2m refuse collection vehicle. Details of the swept path assessment are provided at Appendix 3. The track plots show that the service route through the car park is satisfactory and that service vehicles would be able to manoeuvre within the site, enabling service vehicles to enter and exit the site in forward gear.

3.4 Car Parking Policy

3.4.1 Paragraph 107 of the National Planning Policy Framework NPPF, July 2021 states: -

> *"If setting local parking standards for residential and non-residential development, policies should take into account: -*
>
> - *The accessibility of the development;*
> - *The type, mix and use of the development;*
> - *The availability of and opportunities for public transport;*
> - *Local car ownership levels; and*
> - *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

3.4.2 Paragraph 108 of the NPPF 2021 states: -

> *"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

3.4.3 Oxfordshire County Council has previously indicated to Connect Consultants that the level of car parking for care homes should be assessed on a case-by-case basis and that a figure in the region of 1 car parking space per 3 residencies/beds would be of the correct order.

3.4.4 The 128-bed unit would be served by 40 car parking spaces. This equates to a parking ratio of 1 space per 3.2 beds which is of the correct order relative to the level indicated by Oxfordshire County Council as being suitable.

3.5 Disabled Car Parking Provision

3.5.1 It is typical for disabled car parking provision to be provided for at a rate of between 5%-6%. A figure of 6% is given at paragraph 8.9 of the Oxfordshire County Council document '*Parking Standards for New Developments*'.

3.5.2 A total of two disabled car parking spaces have been provided for the site which based on a car parking provision of 40 spaces equates to a provision of 5%.

3.5.3 Disabled parking provision is therefore aligned with policy.

3.6 Cycle Parking Provision

3.6.1 A total of five 'Sheffield' style cycle stands are provided allowing for up to ten cycles to be parked. The stands are located in covered shelter. This level of parking is considered appropriate to accommodate anticipated future demand.

3.7 Section Conclusion

3.7.1 Swept path analysis has shown that access arrangements of the proposed development are suitable for their intended use.

3.7.2 Parking provision is aligned with policy.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report outlines the level of trips that the development could generate.

4.1.2 The report also summarises the results of a traffic survey undertaken on Longford Park Road in September 2022.

4.2 Proposed Trip Attraction

4.2.1 To assess the level of trips that could be attracted to the proposed care home, the TRICS database has been queried under the *Health-> Care Home* category. The remainder of the selection criteria are as set out in Table 4.1. The TRICS outputs are provided at Appendix 4.

Table 4.1 – TRICS Database Key Selection Criteria

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	05 – Health
Sub Land Use:	F – Care Home
Calculation Options:	Multimodal Trip Rates
Regions:	England, Excl Greater London
Primary filtering	
Trip Rate Parameters:	Per bed/resident
Selected Dates:	01/01/14 – 02/05/19 (default)
Week days to include:	Weekdays only
Location Types to include:	Suburban Area & Edge of Town

4.2.2 The resultant trips rates and trips, during the traditional weekday peak hours of 08:00-09:00, 17:00-18:00, are set out at Table 4.2.

Table 4.2 – TRICS Data

	Average Trip Rates (per bed)			**Trips (128 bed)**		
Peak	**Arrivals**	**Departures**	**Total**	**Arrivals**	**Departures**	**Total**
AM	0.076	0.052	0.128	10	7	16
PM	0.04	0.056	0.096	5	7	12

4.2.3 The results given at table Table 4.2 indicates the traffic effect of the development would be minimal as it results in the addition of only 16, two-way trips in the AM and 12, two-way trips in the PM.

4.3 Traffic Survey

4.3.1 In order to ascertain traffic flow on Longford Park Road, an automatic traffic count (ATC) tube was installed on Longford Park Road over the seven-day period Thursday 8th to Wednesday 14th September 2022. The ATC results can be seen at Appendix 5.

4.3.2 The average 5-day flow, in vehicles, recorded on Longford Park Road can be seen at Table 4.3.

Table 4.3 – Average Weekday Traffic Flow on Longford Park Road

Movement	08:00 – 09:00	17:00 – 18:00
Northbound (average 5-day)	99	78
Southbound (average 5-day)	116	89
2-Way Flow (combined)	214	167

4.3.3 The results at Table 4.3 shows that Longford Park Road is subject to a low level of vehicle flow. Table 4.2 has shown that the vehicle trips attributable to the development are low. In unison, this suggests that the effect of development upon the operation of Longford Park Road would be small.

4.4 Section Conclusions

4.4.1 The potential increase to traffic due to the proposed development has been shown to be minimal due to the very modest level of trips attracted by the proposal.

5.0 JUNCTION CAPACITY AND COLLISION ANALYSIS

5.1 Introduction

5.1.1 The assessment in Section 4.0 identifies that the net traffic effect of the proposed development is small.

5.2 Collision Analysis

5.2.1 No collision analysis of the development is considered necessary as the level of traffic generated by the development is very small.

5.3 Computer Modelling Software

5.3.1 The operation of the proposed site access junction will be assessed using PICADY

5.3.2 The PICADY9 module of the Junctions9 package is an industry standard computer package for modelling the operation of priority (give-way) junctions. PICADY uses the geometry of the junction combined with traffic flow information to predict capacity. The software provides a number of results in its output, the most meaningful of which is the Ratio of Flow to Capacity (RFC), where an RFC of 1.00 on any approach to the junction reflects a traffic demand equal to the theoretical capacity of that approach.

5.3.3 PICADY is typically operated using 'One Hour' mode which estimates the traffic profile for an hour-long period based a bell-shaped curve with a 15-minute 'Warm Up' period before, and a 15-minute 'Cool Down' period either side of the 60-minute peak-hour. This simulates the robust scenario of a peak within the peak hour.

5.4 Capacity Analysis

Site Access.

5.4.1 The PICADY9 computer program has been used to assess the operation of the site access junction.

5.4.2 Junction geometries are as per the site access arrangement given at Appendix 2.

5.4.3 With regards the distribution of the development traffic at the site access, a simple assessment methodology has been employed by distributing 50% trips 50/50 at the site access.

5.4.4 The operation of the junction has been assessed for the AM and PM weekday peak periods.

5.4.5 The results of the PICADY tests are set out at Table 5.1. and can be seen in full at Appendix 6.

Table 5.1 – PICADY Summary – Proposed Site Access Junction

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Survey + Development					
Stream B-AC	0.0	6.98	0.02	**0.0**	**6.86**	**0.02**
Stream C-AB	0.0	5.41	0.01	**0.0**	**5.47**	**0.01**

5.4.6 Table 5.1 shows how the site access junction will operate with a significant degree of reserve capacity, to the point whereby changes to development traffic levels or distribution would have no significant effect upon the operation of the junction.

5.5 Section Conclusions

5.5.1 The capacity assessment shows that the site access junction will operate within capacity for the assessed peak periods.

5.5.2 Overall therefore, the traffic effect of the proposed development is acceptable.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Mercian Group in relation to their proposed 128-bed care home development on land west of Longford Park Road, Bodicote.

6.1.2 The report is summarised as follows:-

- The site is accessible by a choice of travel modes and will reduce reliance on the private car consistent with national and local planning policy.
- The proposed development is well conceived in terms of its access arrangements, composition and layout.
- Parking is aligned with Oxfordshire County Councils requirement and there is no reason to presume that on-road parking will occur.
- It has been demonstrated that the service arrangements will be able to accommodate delivery traffic.
- The traffic assessment included in this report is based on a realistic traffic impact scenario and demonstrates the development traffic effects will be negligible; vehicle movements on Longford Park Road are low and the traffic effect of the development is minimal.
- The site access junction has been assessed as operating within capacity and thus the traffic effect of the development is acceptable.

6.2 Conclusions

6.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.

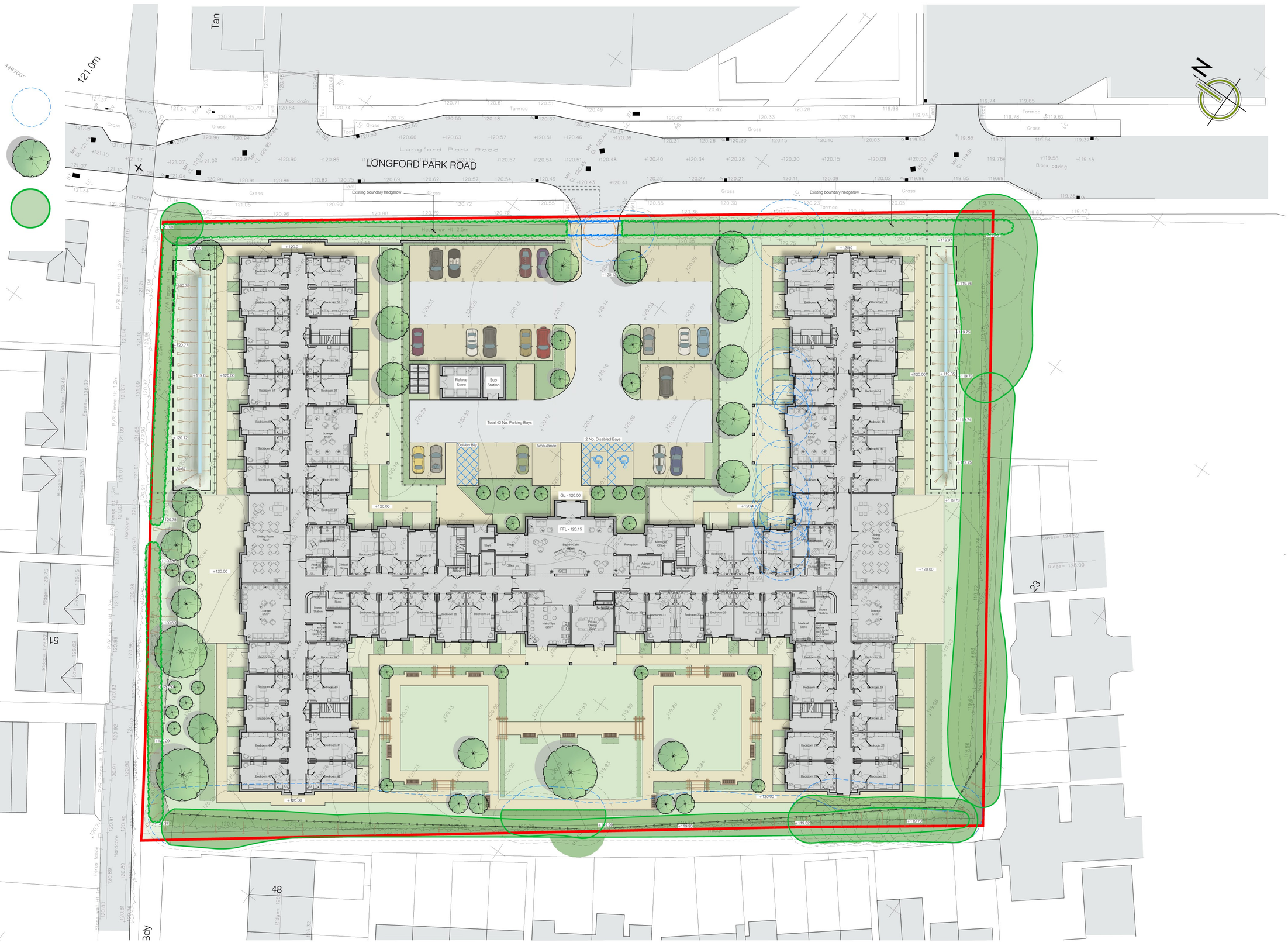
Appendix 1

Key:

Trees to be Removed -

Proposed Trees -

Tree to be Retained -



Schedule

Site Area - 9707.2m² / 2.40 Acres / 0.97 Ha

G.I.A

Ground Floor - 3127m²
First Floor - 3035m²
Second Floor - 475m²

Total - 6637m²

Bedrooms

Ground Floor - 64 Bedrooms
First Floor - 64 Bedrooms
Second Floor - N/A
Total - 128 Bedrooms

0 1 5 10 20M

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Revision	Date	Description	Drawn
Rev A	09.11.22	Minor alterations to entrance and delivery bay	ZK

Client
MERCIAN GROUP

Project
CARE HOME DEVELOPMENT AT LONGFORD PARK ROAD, BODICOTE, OX15 4AD

Drawing
PROPOSED SITE PLAN

Scale	Date	Drawn	Checked
1:250 @ A1	01.11.2022	ZK	MP

Job No.	Dwg No.	Revision	Status
5196	PL02	A	PLANNING

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Appendix 2

A3

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client
MERCIAN

project
BODICOTE
LONGFORD PARK

title
PROPOSED SITE ACCESS

date	drawn by	checked by
NOVEMBER 2022	T.A.S	J.C

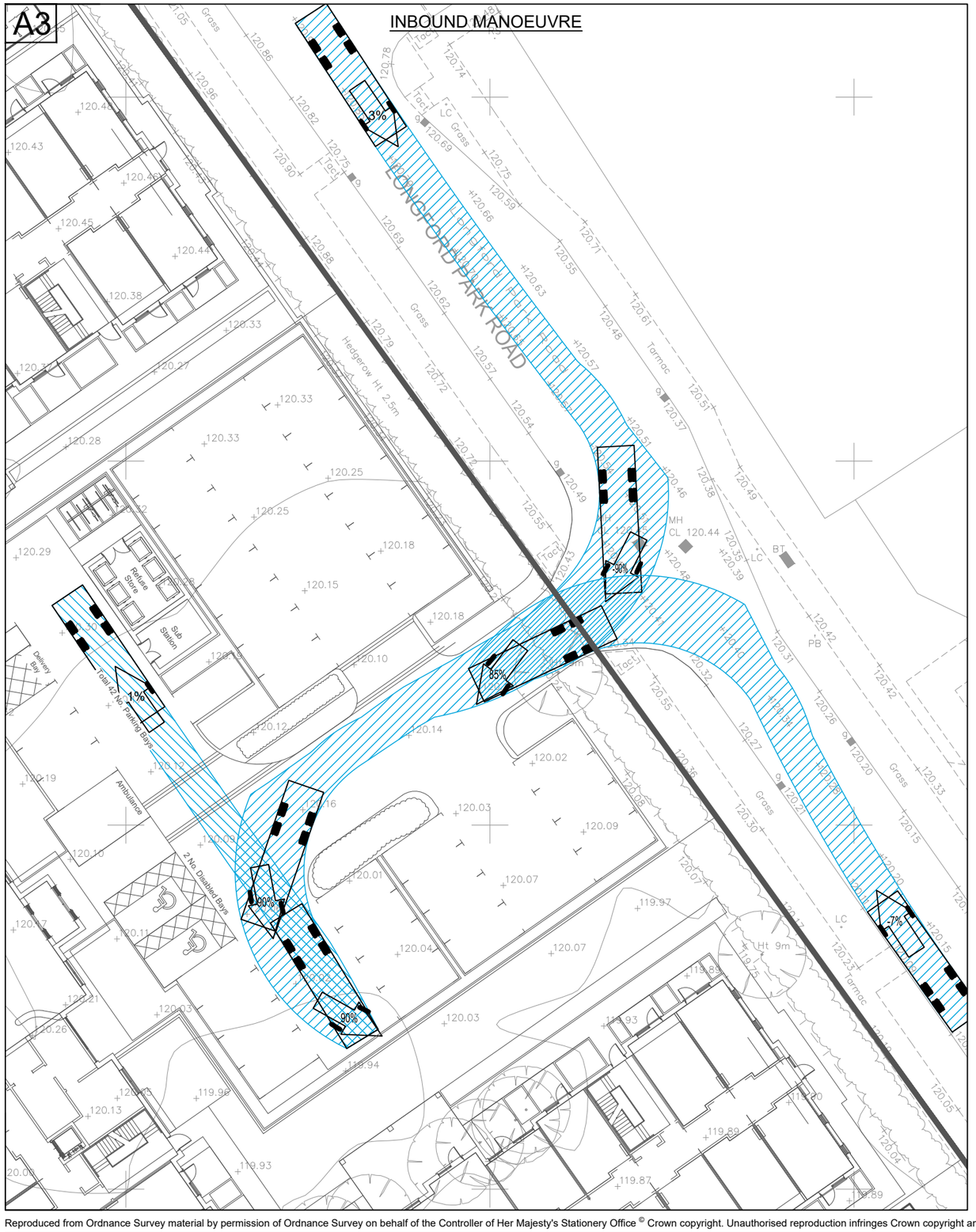
scale	status
1:250	PLANNING

drawing number	rev.
22071 - 010	A

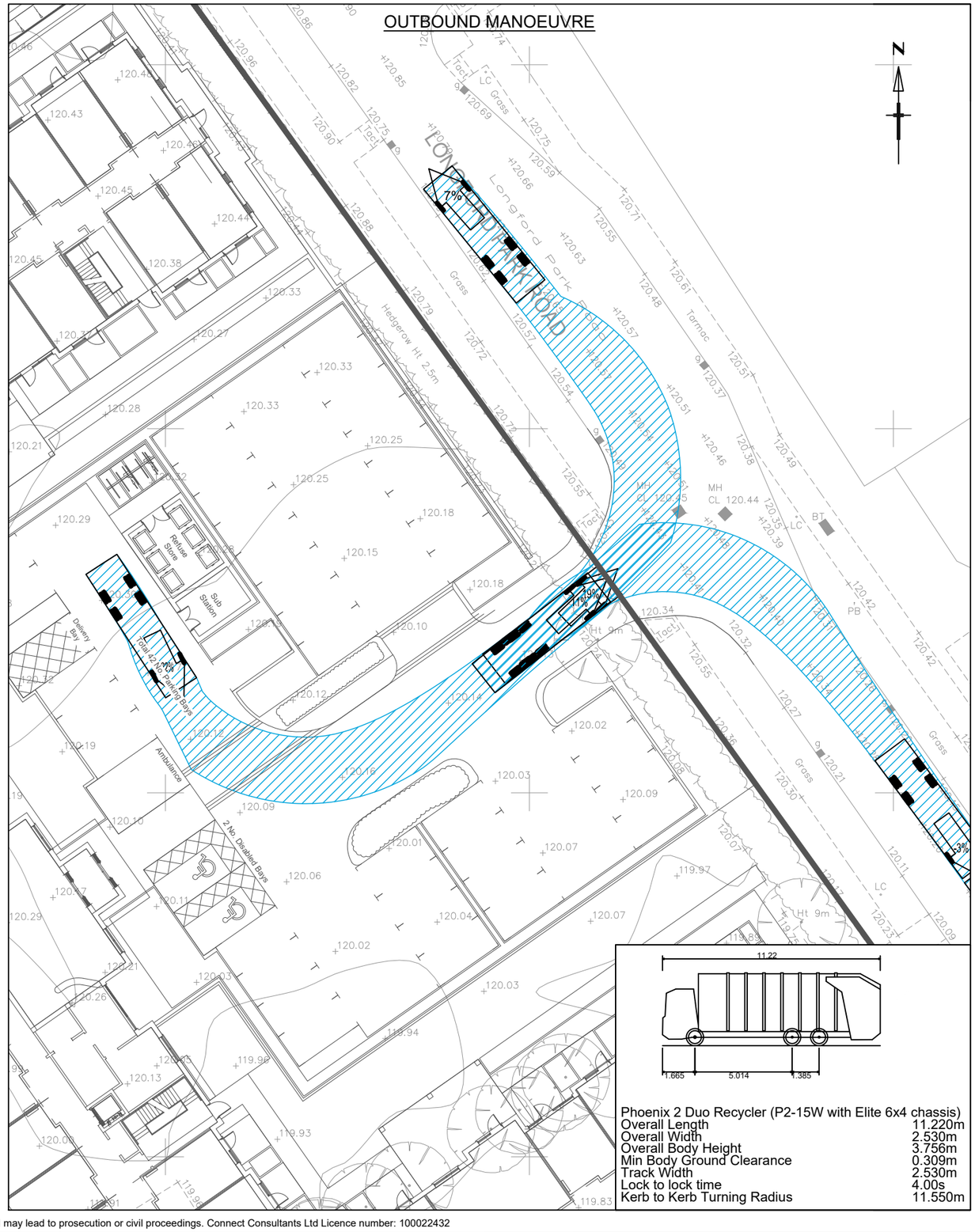
Appendix 3

A3

INBOUND MANOEUVRE



OUTBOUND MANOEUVRE



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

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LONGFORD PARK

title
SWEPT PATH ANALYSIS
LARGE REFUSE

date	drawn by	checked by
NOVEMBER 2022	T.A.S	N.P.B

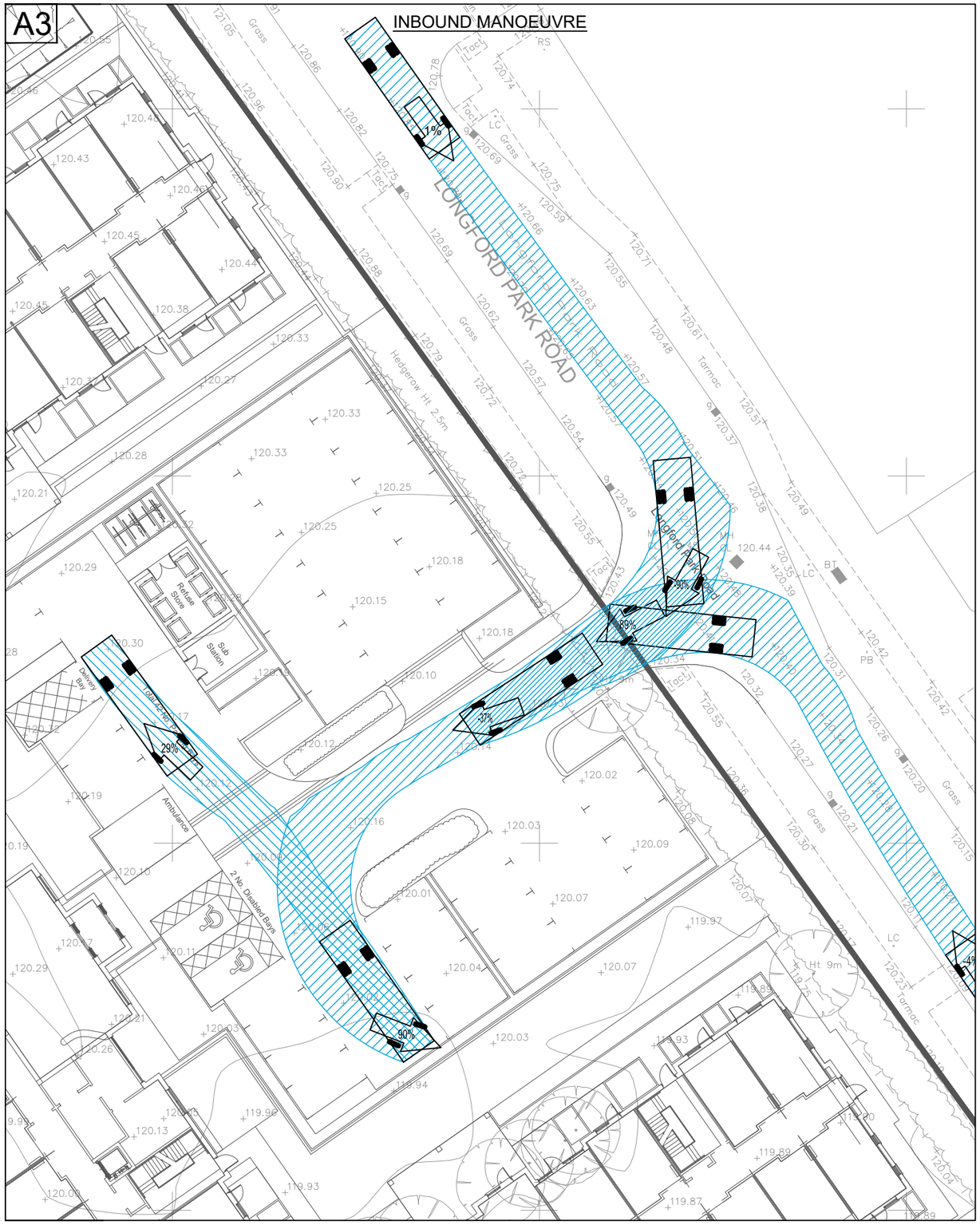
scale	status
N.T.S	PLANNING

drawing number: 22071 - TR001
rev.: A

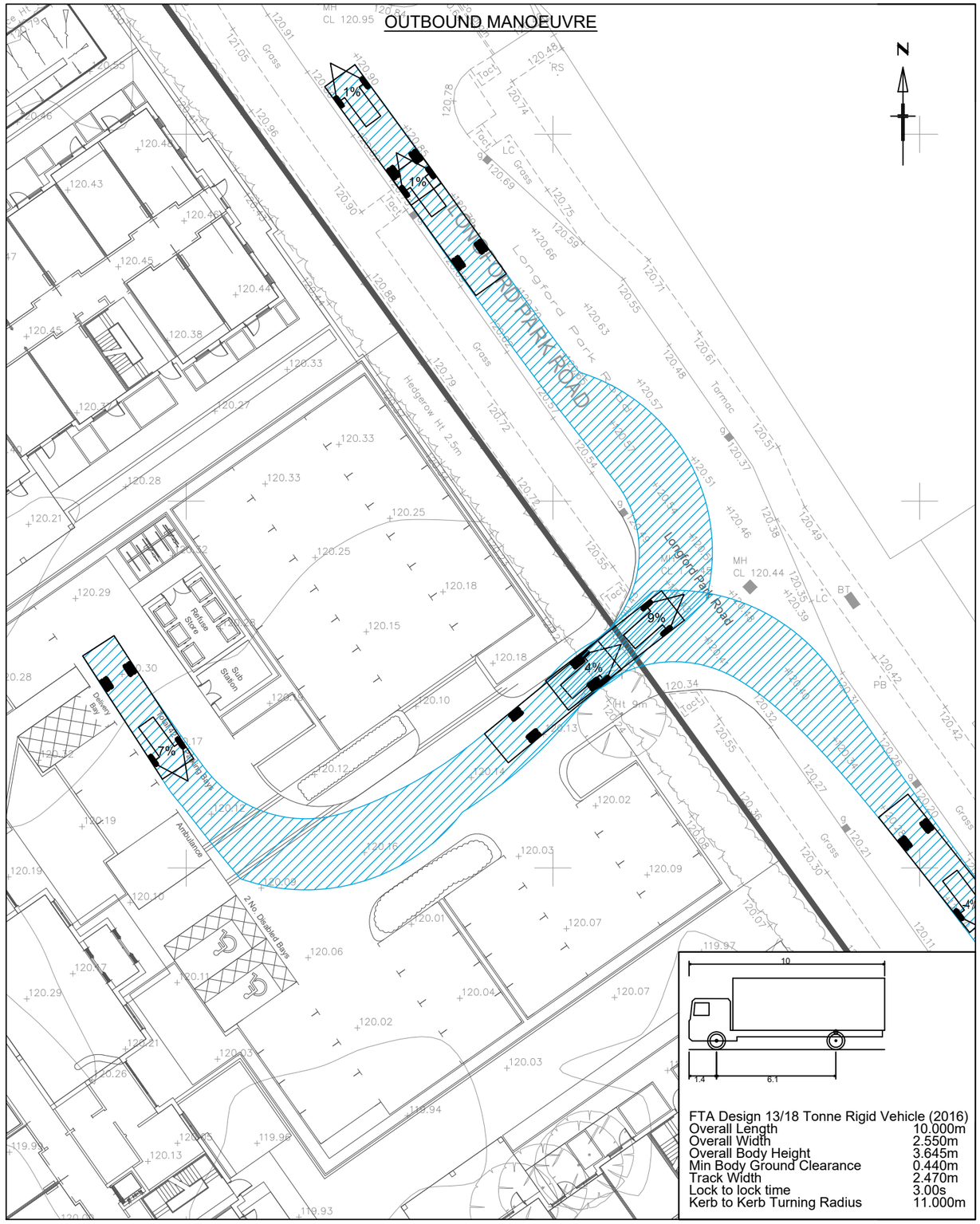
Appendix 4

A3

INBOUND MANOEUVRE



OUTBOUND MANOEUVRE



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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project
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LONGFORD PARK

title
SWEPT PATH ANALYSIS
FTA DESIGN 10M RIGID VEHICLE

date	drawn by	checked by
NOVEMBER 2022	T.A.S	N.P.B

scale	status
N.T.S	PLANNING

drawing number: 22071 - TR002
rev.: A

Calculation Reference: AUDIT-142301-221021-1032

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SP	SOUTHAMPTON	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 17 to 70 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 02/05/19

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C2	6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 BP-05-F-01 NURSING HOME BLACKPOOL
LYTHAM ROAD
BLACKPOOL
SQUIRES GATE
Edge of Town
Residential Zone
Total Number of residents: 31
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

2 DY-05-F-01 NURSING HOME DERBY
29 VILLAGE STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 70
Survey date: TUESDAY *21/10/14* *Survey Type: MANUAL*

3 NY-05-F-05 NURSING HOME NORTH YORKSHIRE
SEAGRIM CRESCENT
RICHMOND

Edge of Town
Residential Zone
Total Number of residents: 37
Survey date: MONDAY *04/03/19* *Survey Type: MANUAL*

4 SF-05-F-01 CARE HOME SUFFOLK
COLCHESTER ROAD
IPSWICH

Edge of Town
Residential Zone
Total Number of residents: 17
Survey date: FRIDAY *18/09/15* *Survey Type: MANUAL*

5 SP-05-F-01 CARE HOME SOUTHAMPTON
BOTLEY ROAD
SOUTHAMPTON

Edge of Town
No Sub Category
Total Number of residents: 42
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

6 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 52
Survey date: THURSDAY *02/05/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	42	0.072	6	42	0.024	6	42	0.096
08:00 - 09:00	6	42	0.076	6	42	0.052	6	42	0.128
09:00 - 10:00	6	42	0.072	6	42	0.032	6	42	0.104
10:00 - 11:00	6	42	0.064	6	42	0.052	6	42	0.116
11:00 - 12:00	6	42	0.064	6	42	0.072	6	42	0.136
12:00 - 13:00	6	42	0.072	6	42	0.076	6	42	0.148
13:00 - 14:00	6	42	0.092	6	42	0.052	6	42	0.144
14:00 - 15:00	6	42	0.084	6	42	0.129	6	42	0.213
15:00 - 16:00	6	42	0.108	6	42	0.161	6	42	0.269
16:00 - 17:00	6	42	0.060	6	42	0.112	6	42	0.172
17:00 - 18:00	6	42	0.040	6	42	0.056	6	42	0.096
18:00 - 19:00	6	42	0.032	6	42	0.028	6	42	0.060
19:00 - 20:00	6	42	0.060	6	42	0.044	6	42	0.104
20:00 - 21:00	6	42	0.048	6	42	0.068	6	42	0.116
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.944			0.958			1.902

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

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

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Parameter summary

Trip rate parameter range selected:	17 - 70 (units:)
Survey date date range:	01/01/14 - 02/05/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix 5

Untitled Map
Write a description for your map.
Legend
Longford Park Road, Banbury - 1 ATC
Longford Park Road, Banbury - 1 ATC - 52° 2'24.75"N 1°19'11.18"W
N
S
Canal Ln
Linnet Rd
Stonechat Rd
Robins Wy
Songthrush Rd
Hobby Rd
Chaffinch Way
Google Earth
70 m
N

TSP Class Profile All Days 15 mins 2020

Report Id - CustomList-234
Site Name - TSP15172-01
Description - LONGFORD PARK RD [30M]
Direction - North

08 September 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
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	1	0	1	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	3	1	2	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0
0530	2	1	1	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0
0615	8	0	8	0	0	0	0	0	0	0	0
0630	6	2	4	0	0	0	0	0	0	0	0
0645	9	1	6	0	2	0	0	0	0	0	0
0700	9	0	9	0	0	0	0	0	0	0	0
0715	11	0	10	0	1	0	0	0	0	0	0
0730	9	1	7	0	1	0	0	0	0	0	0
0745	30	0	30	0	0	0	0	0	0	0	0
0800	26	0	24	0	2	0	0	0	0	0	0
0815	29	0	28	0	1	0	0	0	0	0	0
0830	30	0	29	0	1	0	0	0	0	0	0
0845	13	0	13	0	0	0	0	0	0	0	0
0900	12	0	11	0	1	0	0	0	0	0	0
0915	7	0	5	0	2	0	0	0	0	0	0
0930	9	1	8	0	0	0	0	0	0	0	0
0945	6	0	6	0	0	0	0	0	0	0	0
1000	8	0	8	0	0	0	0	0	0	0	0
1015	8	0	6	0	1	0	1	0	0	0	0
1030	8	1	5	0	2	0	0	0	0	0	0
1045	7	1	6	0	0	0	0	0	0	0	0
1100	4	0	2	0	2	0	0	0	0	0	0
1115	7	0	5	0	2	0	0	0	0	0	0
1130	9	0	9	0	0	0	0	0	0	0	0
1145	9	0	7	0	2	0	0	0	0	0	0
1200	8	0	8	0	0	0	0	0	0	0	0
1215	5	0	4	0	1	0	0	0	0	0	0
1230	8	0	8	0	0	0	0	0	0	0	0
1245	10	0	9	0	1	0	0	0	0	0	0
1300	7	0	7	0	0	0	0	0	0	0	0
1315	9	0	8	0	1	0	0	0	0	0	0
1330	11	0	10	0	1	0	0	0	0	0	0
1345	7	0	7	0	0	0	0	0	0	0	0
1400	12	1	10	0	1	0	0	0	0	0	0
1415	8	0	6	0	0	0	2	0	0	0	0
1430	16	0	16	0	0	0	0	0	0	0	0
1445	8	0	8	0	0	0	0	0	0	0	0
1500	30	0	30	0	0	0	0	0	0	0	0
1515	34	0	33	0	1	0	0	0	0	0	0
1530	22	0	22	0	0	0	0	0	0	0	0
1545	13	0	12	0	1	0	0	0	0	0	0
1600	10	0	9	0	1	0	0	0	0	0	0
1615	7	0	6	0	1	0	0	0	0	0	0
1630	18	0	16	0	2	0	0	0	0	0	0
1645	16	0	15	0	1	0	0	0	0	0	0
1700	13	0	12	0	1	0	0	0	0	0	0
1715	20	0	20	0	0	0	0	0	0	0	0
1730	21	0	20	0	1	0	0	0	0	0	0
1745	16	0	15	0	1	0	0	0	0	0	0
1800	16	0	16	0	0	0	0	0	0	0	0
1815	16	0	16	0	0	0	0	0	0	0	0
1830	21	0	20	0	1	0	0	0	0	0	0
1845	9	1	7	0	1	0	0	0	0	0	0
1900	11	1	10	0	0	0	0	0	0	0	0
1915	9	0	9	0	0	0	0	0	0	0	0
1930	14	0	12	0	2	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0
2030	6	1	5	0	0	0	0	0	0	0	0
2045	8	0	8	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0
2145	2	1	1	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0
2245	2	0	2	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	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	**642**	**6**	**598**	**0**	**35**	**0**	**3**	**0**	**0**	**0**	**0**
06-22	**749**	**12**	**695**	**0**	**39**	**0**	**3**	**0**	**0**	**0**	**0**
06-00	**762**	**12**	**708**	**0**	**39**	**0**	**3**	**0**	**0**	**0**	**0**
00-00	**781**	**14**	**724**	**0**	**40**	**0**	**3**	**0**	**0**	**0**	**0**

09 September 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
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	2	0	2	0	0	0	0	0	0	0	0
0100	2	1	1	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	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0
0530	5	1	4	0	0	0	0	0	0	0	0
0545	1	0	0	0	1	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0
0645	6	1	4	0	1	0	0	0	0	0	0
0700	11	0	10	0	1	0	0	0	0	0	0
0715	11	0	10	0	1	0	0	0	0	0	0
0730	12	1	10	0	1	0	0	0	0	0	0
0745	23	0	22	0	1	0	0	0	0	0	0
0800	17	0	15	0	2	0	0	0	0	0	0
0815	26	0	24	0	2	0	0	0	0	0	0
0830	45	0	44	0	1	0	0	0	0	0	0
0845	14	0	12	0	2	0	0	0	0	0	0
0900	7	0	7	0	0	0	0	0	0	0	0
0915	10	2	8	0	0	0	0	0	0	0	0
0930	10	0	10	0	0	0	0	0	0	0	0
0945	9	0	9	0	0	0	0	0	0	0	0
1000	7	0	7	0	0	0	0	0	0	0	0
1015	11	0	9	0	2	0	0	0	0	0	0
1030	8	1	6	1	0	0	0	0	0	0	0
1045	8	0	8	0	0	0	0	0	0	0	0
1100	11	0	11	0	0	0	0	0	0	0	0
1115	14	0	11	0	3	0	0	0	0	0	0
1130	13	0	13	0	0	0	0	0	0	0	0
1145	11	0	11	0	0	0	0	0	0	0	0
1200	3	0	3	0	0	0	0	0	0	0	0
1215	11	1	8	0	2	0	0	0	0	0	0
1230	12	0	9	0	3	0	0	0	0	0	0
1245	14	0	13	0	1	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0
1315	10	1	8	0	1	0	0	0	0	0	0
1330	12	0	11	0	1	0	0	0	0	0	0
1345	9	0	8	0	1	0	0	0	0	0	0
1400	8	0	6	0	1	1	0	0	0	0	0
1415	16	0	14	0	2	0	0	0	0	0	0
1430	16	0	16	0	0	0	0	0	0	0	0
1445	16	0	16	0	0	0	0	0	0	0	0
1500	18	0	17	0	1	0	0	0	0	0	0
1515	40	0	40	0	0	0	0	0	0	0	0
1530	21	0	20	0	1	0	0	0	0	0	0
1545	19	0	17	0	2	0	0	0	0	0	0
1600	13	0	12	0	1	0	0	0	0	0	0
1615	13	0	13	0	0	0	0	0	0	0	0
1630	13	0	13	0	0	0	0	0	0	0	0
1645	21	0	18	0	3	0	0	0	0	0	0
1700	20	0	19	0	1	0	0	0	0	0	0
1715	20	0	20	0	0	0	0	0	0	0	0
1730	17	0	17	0	0	0	0	0	0	0	0
1745	18	0	18	0	0	0	0	0	0	0	0
1800	14	0	13	0	1	0	0	0	0	0	0
1815	17	0	17	0	0	0	0	0	0	0	0
1830	9	0	7	0	2	0	0	0	0	0	0
1845	20	0	20	0	0	0	0	0	0	0	0
1900	8	0	7	0	1	0	0	0	0	0	0
1915	8	0	8	0	0	0	0	0	0	0	0
1930	8	0	8	0	0	0	0	0	0	0	0
1945	5	0	5	0	0	0	0	0	0	0	0
2000	10	0	10	0	0	0	0	0	0	0	0
2015	9	0	9	0	0	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0
2145	8	0	8	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**710**	**6**	**662**	**1**	**40**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**803**	**7**	**752**	**1**	**42**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**822**	**7**	**771**	**1**	**42**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**840**	**10**	**785**	**1**	**43**	**1**	**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
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	2	0	2	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	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	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	2	0	2	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	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	1	0	1	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0
0615	1	0	1	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0
0715	7	0	6	0	1	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0
0745	4	0	3	0	1	0	0	0	0	0	0
0800	3	0	2	0	1	0	0	0	0	0	0
0815	7	0	7	0	0	0	0	0	0	0	0
0830	6	0	5	0	1	0	0	0	0	0	0
0845	7	0	6	0	1	0	0	0	0	0	0
0900	11	0	11	0	0	0	0	0	0	0	0
0915	12	0	12	0	0	0	0	0	0	0	0
0930	6	0	6	0	0	0	0	0	0	0	0
0945	8	0	7	0	1	0	0	0	0	0	0
1000	11	0	11	0	0	0	0	0	0	0	0
1015	12	0	12	0	0	0	0	0	0	0	0
1030	5	0	5	0	0	0	0	0	0	0	0
1045	12	0	12	0	0	0	0	0	0	0	0
1100	16	0	16	0	0	0	0	0	0	0	0
1115	6	0	6	0	0	0	0	0	0	0	0
1130	9	0	8	0	1	0	0	0	0	0	0
1145	16	0	16	0	0	0	0	0	0	0	0
1200	16	0	14	0	2	0	0	0	0	0	0
1215	11	0	11	0	0	0	0	0	0	0	0
1230	13	0	13	0	0	0	0	0	0	0	0
1245	17	0	15	0	2	0	0	0	0	0	0
1300	14	0	14	0	0	0	0	0	0	0	0
1315	12	0	10	0	2	0	0	0	0	0	0
1330	6	0	6	0	0	0	0	0	0	0	0
1345	14	0	13	0	1	0	0	0	0	0	0
1400	12	0	12	0	0	0	0	0	0	0	0
1415	10	0	9	0	1	0	0	0	0	0	0
1430	11	0	11	0	0	0	0	0	0	0	0
1445	15	0	15	0	0	0	0	0	0	0	0
1500	9	0	9	0	0	0	0	0	0	0	0
1515	11	0	11	0	0	0	0	0	0	0	0
1530	11	0	10	0	1	0	0	0	0	0	0
1545	6	0	5	0	1	0	0	0	0	0	0
1600	23	0	22	0	1	0	0	0	0	0	0
1615	15	0	15	0	0	0	0	0	0	0	0
1630	17	0	15	0	2	0	0	0	0	0	0
1645	12	0	12	0	0	0	0	0	0	0	0
1700	20	0	19	0	1	0	0	0	0	0	0
1715	13	0	13	0	0	0	0	0	0	0	0
1730	9	1	8	0	0	0	0	0	0	0	0
1745	16	0	16	0	0	0	0	0	0	0	0
1800	7	0	6	0	1	0	0	0	0	0	0
1815	10	0	10	0	0	0	0	0	0	0	0
1830	9	0	9	0	0	0	0	0	0	0	0
1845	10	0	9	0	1	0	0	0	0	0	0
1900	11	1	10	0	0	0	0	0	0	0	0
1915	7	0	6	0	1	0	0	0	0	0	0
1930	15	1	14	0	0	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0
2000	8	1	6	0	1	0	0	0	0	0	0
2015	7	0	6	0	1	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	3	0	2	0	1	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**511**	**1**	**487**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**585**	**4**	**555**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**607**	**4**	**576**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**626**	**4**	**595**	**0**	**27**	**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
0000	0	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	2	0	2	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	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	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	0	1	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	1	0	1	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0
0615	1	0	0	0	1	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0
0715	5	0	4	0	1	0	0	0	0	0	0
0730	1	0	1	0	0	0	0	0	0	0	0
0745	3	0	3	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0
0815	2	0	1	0	1	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0
0845	5	0	4	0	1	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0
0915	2	0	2	0	0	0	0	0	0	0	0
0930	5	0	5	0	0	0	0	0	0	0	0
0945	8	0	8	0	0	0	0	0	0	0	0
1000	6	0	6	0	0	0	0	0	0	0	0
1015	3	0	3	0	0	0	0	0	0	0	0
1030	9	0	9	0	0	0	0	0	0	0	0
1045	15	0	14	0	1	0	0	0	0	0	0
1100	8	0	8	0	0	0	0	0	0	0	0
1115	12	0	12	0	0	0	0	0	0	0	0
1130	10	0	10	0	0	0	0	0	0	0	0
1145	10	0	9	0	1	0	0	0	0	0	0
1200	11	0	11	0	0	0	0	0	0	0	0
1215	10	0	10	0	0	0	0	0	0	0	0
1230	8	0	8	0	0	0	0	0	0	0	0
1245	9	0	9	0	0	0	0	0	0	0	0
1300	12	0	11	0	1	0	0	0	0	0	0
1315	9	0	9	0	0	0	0	0	0	0	0
1330	15	2	13	0	0	0	0	0	0	0	0
1345	13	0	12	0	1	0	0	0	0	0	0
1400	10	0	10	0	0	0	0	0	0	0	0
1415	10	0	10	0	0	0	0	0	0	0	0
1430	13	0	13	0	0	0	0	0	0	0	0
1445	14	1	13	0	0	0	0	0	0	0	0
1500	6	0	6	0	0	0	0	0	0	0	0
1515	11	0	10	0	1	0	0	0	0	0	0
1530	10	0	10	0	0	0	0	0	0	0	0
1545	10	0	10	0	0	0	0	0	0	0	0
1600	15	0	14	0	1	0	0	0	0	0	0
1615	5	0	5	0	0	0	0	0	0	0	0
1630	12	0	10	0	2	0	0	0	0	0	0
1645	13	0	12	0	1	0	0	0	0	0	0
1700	9	0	9	0	0	0	0	0	0	0	0
1715	7	0	7	0	0	0	0	0	0	0	0
1730	8	0	8	0	0	0	0	0	0	0	0
1745	12	1	11	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0
1815	9	0	9	0	0	0	0	0	0	0	0
1830	10	0	10	0	0	0	0	0	0	0	0
1845	8	1	7	0	0	0	0	0	0	0	0
1900	14	0	13	0	1	0	0	0	0	0	0
1915	5	0	5	0	0	0	0	0	0	0	0
1930	9	1	8	0	0	0	0	0	0	0	0
1945	9	0	9	0	0	0	0	0	0	0	0
2000	8	1	7	0	0	0	0	0	0	0	0
2015	3	0	2	0	1	0	0	0	0	0	0
2030	4	0	4	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0
2330	3	0	2	0	1	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0
07-19	**395**	**5**	**378**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**461**	**7**	**439**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**471**	**7**	**448**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**488**	**7**	**464**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**

12 September 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
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	1	0	1	0	0	0	0	0	0	0	0
0100	1	0	1	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	1	0	1	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0
0530	2	1	1	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0
0630	5	2	3	0	0	0	0	0	0	0	0
0645	7	1	6	0	0	0	0	0	0	0	0
0700	10	0	8	1	1	0	0	0	0	0	0
0715	13	0	13	0	0	0	0	0	0	0	0
0730	11	1	9	0	1	0	0	0	0	0	0
0745	18	1	17	0	0	0	0	0	0	0	0
0800	22	1	20	1	0	0	0	0	0	0	0
0815	18	0	17	0	1	0	0	0	0	0	0
0830	42	0	40	0	1	0	1	0	0	0	0
0845	19	1	18	0	0	0	0	0	0	0	0
0900	15	0	13	0	2	0	0	0	0	0	0
0915	9	1	7	0	1	0	0	0	0	0	0
0930	6	1	2	0	3	0	0	0	0	0	0
0945	12	0	10	0	2	0	0	0	0	0	0
1000	3	0	3	0	0	0	0	0	0	0	0
1015	6	0	5	0	1	0	0	0	0	0	0
1030	10	1	7	0	2	0	0	0	0	0	0
1045	3	0	3	0	0	0	0	0	0	0	0
1100	11	0	10	0	1	0	0	0	0	0	0
1115	9	0	7	0	2	0	0	0	0	0	0
1130	11	0	11	0	0	0	0	0	0	0	0
1145	12	0	11	0	1	0	0	0	0	0	0
1200	4	0	4	0	0	0	0	0	0	0	0
1215	9	0	9	0	0	0	0	0	0	0	0
1230	7	0	5	0	2	0	0	0	0	0	0
1245	18	0	16	0	2	0	0	0	0	0	0
1300	9	0	7	0	2	0	0	0	0	0	0
1315	11	0	9	0	2	0	0	0	0	0	0
1330	6	0	6	0	0	0	0	0	0	0	0
1345	13	0	13	0	0	0	0	0	0	0	0
1400	9	1	7	0	1	0	0	0	0	0	0
1415	11	0	10	0	1	0	0	0	0	0	0
1430	15	0	15	0	0	0	0	0	0	0	0
1445	10	0	10	0	0	0	0	0	0	0	0
1500	15	0	15	0	0	0	0	0	0	0	0
1515	26	1	24	0	1	0	0	0	0	0	0
1530	24	0	23	0	1	0	0	0	0	0	0
1545	10	0	9	0	1	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0
1615	12	0	11	0	1	0	0	0	0	0	0
1630	18	0	18	0	0	0	0	0	0	0	0
1645	16	0	14	0	2	0	0	0	0	0	0
1700	11	0	11	0	0	0	0	0	0	0	0
1715	12	0	12	0	0	0	0	0	0	0	0
1730	16	0	16	0	0	0	0	0	0	0	0
1745	22	0	21	0	1	0	0	0	0	0	0
1800	18	0	18	0	0	0	0	0	0	0	0
1815	15	0	15	0	0	0	0	0	0	0	0
1830	14	0	14	0	0	0	0	0	0	0	0
1845	13	0	13	0	0	0	0	0	0	0	0
1900	7	0	7	0	0	0	0	0	0	0	0
1915	15	0	14	0	1	0	0	0	0	0	0
1930	13	0	12	0	1	0	0	0	0	0	0
1945	10	0	10	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0
2015	3	0	2	0	1	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	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	2	0	2	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	1	0	1	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	2	0	1	0	1	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**636**	**9**	**588**	**2**	**36**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**724**	**13**	**669**	**2**	**39**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**737**	**13**	**680**	**2**	**41**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**753**	**14**	**695**	**2**	**41**	**0**	**1**	**0**	**0**	**0**	**0**

13 September 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
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	2	0	2	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0
0530	4	1	3	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0
0630	4	1	3	0	0	0	0	0	0	0	0
0645	9	1	6	0	2	0	0	0	0	0	0
0700	11	0	10	0	1	0	0	0	0	0	0
0715	17	0	16	0	1	0	0	0	0	0	0
0730	17	0	17	0	0	0	0	0	0	0	0
0745	19	1	18	0	0	0	0	0	0	0	0
0800	11	0	10	0	1	0	0	0	0	0	0
0815	29	0	25	1	3	0	0	0	0	0	0
0830	33	0	32	0	1	0	0	0	0	0	0
0845	21	1	20	0	0	0	0	0	0	0	0
0900	14	1	13	0	0	0	0	0	0	0	0
0915	5	0	4	0	1	0	0	0	0	0	0
0930	12	1	10	0	1	0	0	0	0	0	0
0945	13	0	12	0	1	0	0	0	0	0	0
1000	7	0	7	0	0	0	0	0	0	0	0
1015	6	1	4	0	1	0	0	0	0	0	0
1030	6	0	5	0	1	0	0	0	0	0	0
1045	11	0	9	0	2	0	0	0	0	0	0
1100	7	0	7	0	0	0	0	0	0	0	0
1115	8	0	6	0	2	0	0	0	0	0	0
1130	6	0	6	0	0	0	0	0	0	0	0
1145	16	0	16	0	0	0	0	0	0	0	0
1200	8	0	7	0	1	0	0	0	0	0	0
1215	10	0	9	0	1	0	0	0	0	0	0
1230	9	0	9	0	0	0	0	0	0	0	0
1245	10	0	10	0	0	0	0	0	0	0	0
1300	7	0	6	0	1	0	0	0	0	0	0
1315	8	0	6	0	2	0	0	0	0	0	0
1330	7	0	7	0	0	0	0	0	0	0	0
1345	11	0	9	0	2	0	0	0	0	0	0
1400	9	0	9	0	0	0	0	0	0	0	0
1415	9	0	9	0	0	0	0	0	0	0	0
1430	17	0	15	0	2	0	0	0	0	0	0
1445	14	0	14	0	0	0	0	0	0	0	0
1500	16	1	15	0	0	0	0	0	0	0	0
1515	35	1	34	0	0	0	0	0	0	0	0
1530	15	0	14	0	1	0	0	0	0	0	0
1545	14	1	12	0	1	0	0	0	0	0	0
1600	13	1	11	0	1	0	0	0	0	0	0
1615	13	0	12	0	0	0	1	0	0	0	0
1630	16	0	16	0	0	0	0	0	0	0	0
1645	13	1	11	0	1	0	0	0	0	0	0
1700	33	3	28	0	1	0	1	0	0	0	0
1715	16	1	14	0	1	0	0	0	0	0	0
1730	19	0	18	0	1	0	0	0	0	0	0
1745	30	0	27	0	3	0	0	0	0	0	0
1800	23	0	23	0	0	0	0	0	0	0	0
1815	15	0	15	0	0	0	0	0	0	0	0
1830	10	0	10	0	0	0	0	0	0	0	0
1845	17	0	16	0	0	1	0	0	0	0	0
1900	19	0	18	0	1	0	0	0	0	0	0
1915	12	0	12	0	0	0	0	0	0	0	0
1930	11	0	8	0	3	0	0	0	0	0	0
1945	5	1	4	0	0	0	0	0	0	0	0
2000	9	0	9	0	0	0	0	0	0	0	0
2015	8	0	8	0	0	0	0	0	0	0	0
2030	8	0	8	0	0	0	0	0	0	0	0
2045	9	1	8	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0
2230	4	0	4	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	0	0	1	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**686**	**14**	**633**	**1**	**35**	**1**	**2**	**0**	**0**	**0**	**0**
06-22	**798**	**18**	**735**	**1**	**41**	**1**	**2**	**0**	**0**	**0**	**0**
06-00	**809**	**18**	**745**	**1**	**42**	**1**	**2**	**0**	**0**	**0**	**0**
00-00	**825**	**19**	**760**	**1**	**42**	**1**	**2**	**0**	**0**	**0**	**0**

14 September 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
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	1	0	1	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	1	0	0	0	1	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	1	0	1	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	2	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0
0530	3	1	2	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0
0630	4	1	2	1	0	0	0	0	0	0	0
0645	5	1	3	0	1	0	0	0	0	0	0
0700	10	0	10	0	0	0	0	0	0	0	0
0715	16	1	15	0	0	0	0	0	0	0	0
0730	13	0	12	0	1	0	0	0	0	0	0
0745	23	1	20	0	2	0	0	0	0	0	0
0800	15	0	15	0	0	0	0	0	0	0	0
0815	22	0	20	0	2	0	0	0	0	0	0
0830	48	1	47	0	0	0	0	0	0	0	0
0845	13	1	12	0	0	0	0	0	0	0	0
0900	15	1	13	0	1	0	0	0	0	0	0
0915	10	1	7	0	2	0	0	0	0	0	0
0930	10	1	6	1	2	0	0	0	0	0	0
0945	6	0	5	0	1	0	0	0	0	0	0
1000	7	0	6	1	0	0	0	0	0	0	0
1015	8	0	7	0	1	0	0	0	0	0	0
1030	6	0	6	0	0	0	0	0	0	0	0
1045	7	1	6	0	0	0	0	0	0	0	0
1100	10	0	9	0	1	0	0	0	0	0	0
1115	9	0	8	0	1	0	0	0	0	0	0
1130	6	0	5	0	1	0	0	0	0	0	0
1145	13	0	13	0	0	0	0	0	0	0	0
1200	6	0	5	0	0	1	0	0	0	0	0
1215	12	0	10	1	1	0	0	0	0	0	0
1230	10	0	9	0	0	1	0	0	0	0	0
1245	4	0	3	0	1	0	0	0	0	0	0
1300	10	1	8	0	1	0	0	0	0	0	0
1315	10	1	9	0	0	0	0	0	0	0	0
1330	6	0	5	1	0	0	0	0	0	0	0
1345	10	0	9	0	1	0	0	0	0	0	0
1400	10	0	9	0	1	0	0	0	0	0	0
1415	9	0	8	0	1	0	0	0	0	0	0
1430	12	0	11	0	1	0	0	0	0	0	0
1445	14	0	14	0	0	0	0	0	0	0	0
1500	20	0	20	0	0	0	0	0	0	0	0
1515	39	0	39	0	0	0	0	0	0	0	0
1530	12	0	10	0	2	0	0	0	0	0	0
1545	11	0	9	0	2	0	0	0	0	0	0
1600	16	0	15	0	1	0	0	0	0	0	0
1615	12	0	11	0	1	0	0	0	0	0	0
1630	15	1	14	0	0	0	0	0	0	0	0
1645	14	0	13	0	1	0	0	0	0	0	0
1700	21	1	20	0	0	0	0	0	0	0	0
1715	18	0	18	0	0	0	0	0	0	0	0
1730	21	0	21	0	0	0	0	0	0	0	0
1745	24	0	22	0	2	0	0	0	0	0	0
1800	12	0	12	0	0	0	0	0	0	0	0
1815	17	0	17	0	0	0	0	0	0	0	0
1830	8	0	7	0	1	0	0	0	0	0	0
1845	16	0	16	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0
1915	15	0	13	0	2	0	0	0	0	0	0
1930	20	0	19	0	1	0	0	0	0	0	0
1945	11	0	11	0	0	0	0	0	0	0	0
2000	9	0	8	0	1	0	0	0	0	0	0
2015	10	0	9	0	1	0	0	0	0	0	0
2030	7	0	6	0	1	0	0	0	0	0	0
2045	9	0	9	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0
2130	7	0	7	0	0	0	0	0	0	0	0
2145	6	0	6	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	2	0	2	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**656**	**12**	**606**	**4**	**32**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**778**	**14**	**718**	**5**	**39**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**793**	**14**	**733**	**5**	**39**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**808**	**15**	**746**	**5**	**40**	**2**	**0**	**0**	**0**	**0**	**0**

TSP Class Profile All Days 15 mins 2020

Report Id - CustomList-234
Site Name - TSP15172-01
Description - LONGFORD PARK RD [30M]
Direction - South

08 September 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	0	1	0	0	0	0	0	0
0130	2	0	2	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	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	3	0	2	0	1	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0
0630	4	0	3	0	1	0	0	0	0	0	0
0645	12	0	12	0	0	0	0	0	0	0	0
0700	11	0	11	0	0	0	0	0	0	0	0
0715	11	0	11	0	0	0	0	0	0	0	0
0730	10	0	8	0	2	0	0	0	0	0	0
0745	24	0	24	0	0	0	0	0	0	0	0
0800	17	0	15	0	2	0	0	0	0	0	0
0815	38	0	37	0	1	0	0	0	0	0	0
0830	37	0	36	0	1	0	0	0	0	0	0
0845	15	0	14	0	1	0	0	0	0	0	0
0900	13	0	12	0	1	0	0	0	0	0	0
0915	12	0	9	0	2	0	1	0	0	0	0
0930	10	0	9	0	1	0	0	0	0	0	0
0945	9	0	7	0	1	0	1	0	0	0	0
1000	8	0	7	0	1	0	0	0	0	0	0
1015	6	0	5	0	1	0	0	0	0	0	0
1030	11	2	9	0	0	0	0	0	0	0	0
1045	10	1	9	0	0	0	0	0	0	0	0
1100	5	1	3	0	1	0	0	0	0	0	0
1115	12	0	11	0	1	0	0	0	0	0	0
1130	11	0	9	0	2	0	0	0	0	0	0
1145	8	0	8	0	0	0	0	0	0	0	0
1200	14	1	12	0	1	0	0	0	0	0	0
1215	10	0	10	0	0	0	0	0	0	0	0
1230	6	0	6	0	0	0	0	0	0	0	0
1245	13	0	12	0	1	0	0	0	0	0	0
1300	8	0	8	0	0	0	0	0	0	0	0
1315	12	0	12	0	0	0	0	0	0	0	0
1330	10	0	9	0	1	0	0	0	0	0	0
1345	7	0	6	0	1	0	0	0	0	0	0
1400	11	1	8	0	1	0	1	0	0	0	0
1415	14	0	12	0	2	0	0	0	0	0	0
1430	11	0	11	0	0	0	0	0	0	0	0
1445	17	0	17	0	0	0	0	0	0	0	0
1500	27	1	25	0	1	0	0	0	0	0	0
1515	25	1	24	0	0	0	0	0	0	0	0
1530	36	0	35	0	1	0	0	0	0	0	0
1545	22	1	20	0	1	0	0	0	0	0	0
1600	11	0	11	0	0	0	0	0	0	0	0
1615	23	1	19	0	3	0	0	0	0	0	0
1630	17	1	15	0	1	0	0	0	0	0	0
1645	26	1	24	0	1	0	0	0	0	0	0
1700	26	2	24	0	0	0	0	0	0	0	0
1715	20	0	20	0	0	0	0	0	0	0	0
1730	28	2	26	0	0	0	0	0	0	0	0
1745	16	0	15	0	1	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0
1815	14	0	14	0	0	0	0	0	0	0	0
1830	16	1	14	0	1	0	0	0	0	0	0
1845	17	2	14	0	1	0	0	0	0	0	0
1900	11	1	10	0	0	0	0	0	0	0	0
1915	11	1	9	0	1	0	0	0	0	0	0
1930	12	0	12	0	0	0	0	0	0	0	0
1945	13	0	13	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0
2015	9	0	9	0	0	0	0	0	0	0	0
2030	11	0	11	0	0	0	0	0	0	0	0
2045	9	0	9	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0
2115	10	0	10	0	0	0	0	0	0	0	0
2130	10	0	10	0	0	0	0	0	0	0	0
2145	4	0	4	0	0	0	0	0	0	0	0
2200	5	0	4	0	1	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	4	1	3	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**749**	**19**	**691**	**0**	**36**	**0**	**3**	**0**	**0**	**0**	**0**
06-22	**886**	**21**	**824**	**0**	**38**	**0**	**3**	**0**	**0**	**0**	**0**
06-00	**903**	**22**	**839**	**0**	**39**	**0**	**3**	**0**	**0**	**0**	**0**
00-00	**927**	**23**	**859**	**0**	**42**	**0**	**3**	**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
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	1	0	0	0	1	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	4	0	3	0	1	0	0	0	0	0	0
0515	4	0	4	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0
0630	4	0	3	0	1	0	0	0	0	0	0
0645	6	0	5	0	1	0	0	0	0	0	0
0700	9	0	8	0	1	0	0	0	0	0	0
0715	14	0	13	0	1	0	0	0	0	0	0
0730	11	0	9	0	2	0	0	0	0	0	0
0745	16	0	15	0	1	0	0	0	0	0	0
0800	17	0	15	0	2	0	0	0	0	0	0
0815	24	0	24	0	0	0	0	0	0	0	0
0830	40	0	38	0	2	0	0	0	0	0	0
0845	19	1	18	0	0	0	0	0	0	0	0
0900	14	0	13	0	1	0	0	0	0	0	0
0915	9	0	8	0	1	0	0	0	0	0	0
0930	15	0	13	0	2	0	0	0	0	0	0
0945	18	0	17	0	1	0	0	0	0	0	0
1000	12	0	12	0	0	0	0	0	0	0	0
1015	4	0	4	0	0	0	0	0	0	0	0
1030	18	0	16	0	2	0	0	0	0	0	0
1045	17	0	16	0	1	0	0	0	0	0	0
1100	8	0	7	0	1	0	0	0	0	0	0
1115	12	1	11	0	0	0	0	0	0	0	0
1130	11	0	10	0	0	0	1	0	0	0	0
1145	16	0	16	0	0	0	0	0	0	0	0
1200	10	0	9	0	1	0	0	0	0	0	0
1215	8	0	8	0	0	0	0	0	0	0	0
1230	17	0	14	0	3	0	0	0	0	0	0
1245	9	0	9	0	0	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0
1315	11	0	11	0	0	0	0	0	0	0	0
1330	9	0	7	0	2	0	0	0	0	0	0
1345	8	0	8	0	0	0	0	0	0	0	0
1400	18	2	12	0	4	0	0	0	0	0	0
1415	14	0	13	0	1	0	0	0	0	0	0
1430	10	1	8	0	1	0	0	0	0	0	0
1445	24	1	22	0	1	0	0	0	0	0	0
1500	28	1	25	0	2	0	0	0	0	0	0
1515	35	0	33	0	1	1	0	0	0	0	0
1530	31	0	29	0	2	0	0	0	0	0	0
1545	23	0	23	0	0	0	0	0	0	0	0
1600	20	1	19	0	0	0	0	0	0	0	0
1615	19	0	19	0	0	0	0	0	0	0	0
1630	17	0	16	0	1	0	0	0	0	0	0
1645	13	0	13	0	0	0	0	0	0	0	0
1700	18	0	17	0	1	0	0	0	0	0	0
1715	20	0	20	0	0	0	0	0	0	0	0
1730	20	0	20	0	0	0	0	0	0	0	0
1745	29	0	28	0	1	0	0	0	0	0	0
1800	21	0	21	0	0	0	0	0	0	0	0
1815	20	0	18	1	1	0	0	0	0	0	0
1830	16	0	16	0	0	0	0	0	0	0	0
1845	14	0	14	0	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0
1915	13	0	12	0	1	0	0	0	0	0	0
1930	10	0	10	0	0	0	0	0	0	0	0
1945	14	0	14	0	0	0	0	0	0	0	0
2000	6	0	5	0	1	0	0	0	0	0	0
2015	13	0	12	0	1	0	0	0	0	0	0
2030	10	1	9	0	0	0	0	0	0	0	0
2045	11	0	11	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0
2145	5	0	5	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0
2245	6	0	6	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0
2315	6	0	6	0	0	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**798**	**8**	**747**	**1**	**40**	**1**	**1**	**0**	**0**	**0**	**0**
06-22	**920**	**9**	**863**	**1**	**45**	**1**	**1**	**0**	**0**	**0**	**0**
06-00	**951**	**9**	**894**	**1**	**45**	**1**	**1**	**0**	**0**	**0**	**0**
00-00	**965**	**9**	**906**	**1**	**47**	**1**	**1**	**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
0000	3	0	3	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0
0030	3	0	2	0	1	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0
0630	2	0	2	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0
0730	6	1	5	0	0	0	0	0	0	0	0
0745	5	0	5	0	0	0	0	0	0	0	0
0800	9	0	8	0	1	0	0	0	0	0	0
0815	3	0	3	0	0	0	0	0	0	0	0
0830	9	0	7	0	2	0	0	0	0	0	0
0845	5	0	4	0	1	0	0	0	0	0	0
0900	11	0	11	0	0	0	0	0	0	0	0
0915	10	0	10	0	0	0	0	0	0	0	0
0930	10	0	10	0	0	0	0	0	0	0	0
0945	16	0	16	0	0	0	0	0	0	0	0
1000	19	0	18	0	1	0	0	0	0	0	0
1015	8	0	7	0	1	0	0	0	0	0	0
1030	16	0	16	0	0	0	0	0	0	0	0
1045	15	0	15	0	0	0	0	0	0	0	0
1100	14	0	13	0	1	0	0	0	0	0	0
1115	13	0	12	0	1	0	0	0	0	0	0
1130	20	1	18	0	1	0	0	0	0	0	0
1145	15	0	15	0	0	0	0	0	0	0	0
1200	14	1	11	0	2	0	0	0	0	0	0
1215	20	0	19	0	1	0	0	0	0	0	0
1230	11	0	11	0	0	0	0	0	0	0	0
1245	11	0	11	0	0	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0
1315	11	0	11	0	0	0	0	0	0	0	0
1330	15	1	13	0	1	0	0	0	0	0	0
1345	21	0	20	0	1	0	0	0	0	0	0
1400	11	0	11	0	0	0	0	0	0	0	0
1415	18	0	17	1	0	0	0	0	0	0	0
1430	11	0	9	0	2	0	0	0	0	0	0
1445	13	0	12	0	1	0	0	0	0	0	0
1500	22	0	21	0	1	0	0	0	0	0	0
1515	13	0	13	0	0	0	0	0	0	0	0
1530	13	0	13	0	0	0	0	0	0	0	0
1545	14	1	12	0	1	0	0	0	0	0	0
1600	19	0	19	0	0	0	0	0	0	0	0
1615	12	0	11	0	1	0	0	0	0	0	0
1630	10	0	10	0	0	0	0	0	0	0	0
1645	7	0	7	0	0	0	0	0	0	0	0
1700	14	1	13	0	0	0	0	0	0	0	0
1715	14	0	14	0	0	0	0	0	0	0	0
1730	19	0	19	0	0	0	0	0	0	0	0
1745	13	1	12	0	0	0	0	0	0	0	0
1800	9	0	9	0	0	0	0	0	0	0	0
1815	11	0	11	0	0	0	0	0	0	0	0
1830	10	0	10	0	0	0	0	0	0	0	0
1845	16	0	16	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0
1915	10	0	10	0	0	0	0	0	0	0	0
1930	12	0	12	0	0	0	0	0	0	0	0
1945	11	0	11	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0
2015	12	0	10	0	2	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0
2045	7	0	7	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**593**	**7**	**565**	**1**	**20**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**681**	**7**	**651**	**1**	**22**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**699**	**7**	**669**	**1**	**22**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**725**	**7**	**694**	**1**	**23**	**0**	**0**	**0**	**0**	**0**	**0**

11 September 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	5	0	5	0	0	0	0	0	0	0	0
0015	3	1	2	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	0	0	1	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	3	0	3	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	2	0	2	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	3	0	2	0	1	0	0	0	0	0	0
0630	2	0	2	0	0	0	0	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0
0730	4	0	3	0	1	0	0	0	0	0	0
0745	2	0	2	0	0	0	0	0	0	0	0
0800	5	0	5	0	0	0	0	0	0	0	0
0815	4	0	4	0	0	0	0	0	0	0	0
0830	5	0	5	0	0	0	0	0	0	0	0
0845	3	0	3	0	0	0	0	0	0	0	0
0900	8	0	7	0	1	0	0	0	0	0	0
0915	6	1	4	0	1	0	0	0	0	0	0
0930	7	0	6	0	1	0	0	0	0	0	0
0945	15	0	15	0	0	0	0	0	0	0	0
1000	9	0	8	0	1	0	0	0	0	0	0
1015	6	0	6	0	0	0	0	0	0	0	0
1030	14	0	12	0	2	0	0	0	0	0	0
1045	11	0	11	0	0	0	0	0	0	0	0
1100	7	0	7	0	0	0	0	0	0	0	0
1115	15	0	15	0	0	0	0	0	0	0	0
1130	9	0	9	0	0	0	0	0	0	0	0
1145	10	0	10	0	0	0	0	0	0	0	0
1200	12	0	12	0	0	0	0	0	0	0	0
1215	16	0	14	0	2	0	0	0	0	0	0
1230	12	1	11	0	0	0	0	0	0	0	0
1245	8	0	8	0	0	0	0	0	0	0	0
1300	12	0	11	0	1	0	0	0	0	0	0
1315	10	0	10	0	0	0	0	0	0	0	0
1330	14	1	13	0	0	0	0	0	0	0	0
1345	16	0	15	0	1	0	0	0	0	0	0
1400	10	1	9	0	0	0	0	0	0	0	0
1415	11	0	11	0	0	0	0	0	0	0	0
1430	11	0	10	1	0	0	0	0	0	0	0
1445	13	0	12	0	1	0	0	0	0	0	0
1500	11	0	11	0	0	0	0	0	0	0	0
1515	9	0	9	0	0	0	0	0	0	0	0
1530	8	0	8	0	0	0	0	0	0	0	0
1545	16	0	16	0	0	0	0	0	0	0	0
1600	14	0	13	0	1	0	0	0	0	0	0
1615	14	0	14	0	0	0	0	0	0	0	0
1630	13	0	13	0	0	0	0	0	0	0	0
1645	11	0	11	0	0	0	0	0	0	0	0
1700	12	0	12	0	0	0	0	0	0	0	0
1715	13	0	13	0	0	0	0	0	0	0	0
1730	13	0	13	0	0	0	0	0	0	0	0
1745	8	0	8	0	0	0	0	0	0	0	0
1800	14	0	13	0	1	0	0	0	0	0	0
1815	13	1	12	0	0	0	0	0	0	0	0
1830	10	0	10	0	0	0	0	0	0	0	0
1845	7	0	7	0	0	0	0	0	0	0	0
1900	14	2	12	0	0	0	0	0	0	0	0
1915	8	0	7	0	1	0	0	0	0	0	0
1930	12	0	12	0	0	0	0	0	0	0	0
1945	4	0	4	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0
2030	8	0	8	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	2	0	1	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0
2230	1	0	1	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	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	**473**	**5**	**453**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**555**	**7**	**531**	**1**	**16**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**563**	**7**	**538**	**1**	**17**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**592**	**8**	**565**	**1**	**18**	**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
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	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	1	0	0	0	1	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	2	0	1	0	1	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	1	0	1	0	0	0	0	0	0	0	0
0515	4	0	3	0	1	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0
0630	3	0	3	0	0	0	0	0	0	0	0
0645	10	0	9	0	0	1	0	0	0	0	0
0700	10	0	10	0	0	0	0	0	0	0	0
0715	14	0	13	0	1	0	0	0	0	0	0
0730	10	0	8	0	2	0	0	0	0	0	0
0745	22	0	22	0	0	0	0	0	0	0	0
0800	14	0	14	0	0	0	0	0	0	0	0
0815	35	0	31	0	4	0	0	0	0	0	0
0830	46	0	45	0	1	0	0	0	0	0	0
0845	25	0	24	0	1	0	0	0	0	0	0
0900	17	0	15	0	2	0	0	0	0	0	0
0915	11	0	9	0	2	0	0	0	0	0	0
0930	12	0	11	0	1	0	0	0	0	0	0
0945	16	0	14	0	2	0	0	0	0	0	0
1000	9	1	8	0	0	0	0	0	0	0	0
1015	5	0	5	0	0	0	0	0	0	0	0
1030	10	0	8	0	2	0	0	0	0	0	0
1045	4	0	4	0	0	0	0	0	0	0	0
1100	13	0	11	0	2	0	0	0	0	0	0
1115	7	0	7	0	0	0	0	0	0	0	0
1130	11	0	9	1	1	0	0	0	0	0	0
1145	9	0	8	0	1	0	0	0	0	0	0
1200	11	0	11	0	0	0	0	0	0	0	0
1215	8	0	7	0	1	0	0	0	0	0	0
1230	8	0	8	0	0	0	0	0	0	0	0
1245	16	0	15	0	1	0	0	0	0	0	0
1300	16	0	14	0	2	0	0	0	0	0	0
1315	12	1	10	0	1	0	0	0	0	0	0
1330	10	1	7	0	2	0	0	0	0	0	0
1345	8	0	8	0	0	0	0	0	0	0	0
1400	9	0	7	0	2	0	0	0	0	0	0
1415	6	0	6	0	0	0	0	0	0	0	0
1430	9	1	8	0	0	0	0	0	0	0	0
1445	17	0	17	0	0	0	0	0	0	0	0
1500	30	0	28	0	2	0	0	0	0	0	0
1515	24	0	24	0	0	0	0	0	0	0	0
1530	20	0	20	0	0	0	0	0	0	0	0
1545	12	0	11	0	1	0	0	0	0	0	0
1600	19	0	19	0	0	0	0	0	0	0	0
1615	24	0	24	0	0	0	0	0	0	0	0
1630	21	2	19	0	0	0	0	0	0	0	0
1645	10	0	10	0	0	0	0	0	0	0	0
1700	24	1	23	0	0	0	0	0	0	0	0
1715	19	1	18	0	0	0	0	0	0	0	0
1730	23	0	23	0	0	0	0	0	0	0	0
1745	20	1	19	0	0	0	0	0	0	0	0
1800	15	0	15	0	0	0	0	0	0	0	0
1815	19	0	19	0	0	0	0	0	0	0	0
1830	18	0	18	0	0	0	0	0	0	0	0
1845	14	1	12	0	1	0	0	0	0	0	0
1900	9	1	8	0	0	0	0	0	0	0	0
1915	16	0	16	0	0	0	0	0	0	0	0
1930	12	0	11	0	1	0	0	0	0	0	0
1945	9	0	9	0	0	0	0	0	0	0	0
2000	14	1	13	0	0	0	0	0	0	0	0
2015	11	2	9	0	0	0	0	0	0	0	0
2030	9	0	8	0	1	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	3	0	3	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0
2200	7	0	6	0	0	1	0	0	0	0	0
2215	4	0	3	0	1	0	0	0	0	0	0
2230	3	0	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	1	0	1	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	**742**	**10**	**696**	**1**	**35**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**857**	**14**	**804**	**1**	**37**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**874**	**14**	**819**	**1**	**38**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**891**	**14**	**833**	**1**	**41**	**2**	**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
0000	0	0	0	0	0	0	0	0	0	0	0
0015	3	0	3	0	0	0	0	0	0	0	0
0030	2	1	1	0	0	0	0	0	0	0	0
0045	5	0	3	0	2	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	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	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0
0345	3	0	3	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	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	3	0	2	0	1	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0
0545	4	0	4	0	0	0	0	0	0	0	0
0600	9	0	8	0	1	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0
0645	6	0	6	0	0	0	0	0	0	0	0
0700	7	0	7	0	0	0	0	0	0	0	0
0715	15	0	13	0	2	0	0	0	0	0	0
0730	13	0	11	0	2	0	0	0	0	0	0
0745	19	0	19	0	0	0	0	0	0	0	0
0800	15	0	15	0	0	0	0	0	0	0	0
0815	35	0	33	0	2	0	0	0	0	0	0
0830	53	0	52	0	1	0	0	0	0	0	0
0845	15	1	11	0	3	0	0	0	0	0	0
0900	11	0	11	0	0	0	0	0	0	0	0
0915	14	0	11	0	3	0	0	0	0	0	0
0930	14	0	13	0	1	0	0	0	0	0	0
0945	9	0	9	0	0	0	0	0	0	0	0
1000	6	0	6	0	0	0	0	0	0	0	0
1015	10	0	10	0	0	0	0	0	0	0	0
1030	7	0	7	0	0	0	0	0	0	0	0
1045	9	0	8	0	1	0	0	0	0	0	0
1100	5	0	5	0	0	0	0	0	0	0	0
1115	10	0	10	0	0	0	0	0	0	0	0
1130	7	0	6	0	1	0	0	0	0	0	0
1145	9	0	9	0	0	0	0	0	0	0	0
1200	10	0	9	0	1	0	0	0	0	0	0
1215	10	0	10	0	0	0	0	0	0	0	0
1230	10	0	10	0	0	0	0	0	0	0	0
1245	10	0	10	0	0	0	0	0	0	0	0
1300	14	0	14	0	0	0	0	0	0	0	0
1315	7	0	6	0	1	0	0	0	0	0	0
1330	12	0	11	0	1	0	0	0	0	0	0
1345	7	1	6	0	0	0	0	0	0	0	0
1400	13	0	12	0	1	0	0	0	0	0	0
1415	21	0	19	0	2	0	0	0	0	0	0
1430	6	0	4	0	2	0	0	0	0	0	0
1445	23	0	23	0	0	0	0	0	0	0	0
1500	23	1	22	0	0	0	0	0	0	0	0
1515	25	0	24	0	1	0	0	0	0	0	0
1530	20	1	19	0	0	0	0	0	0	0	0
1545	24	2	20	0	1	0	1	0	0	0	0
1600	19	0	18	0	0	0	1	0	0	0	0
1615	26	1	24	1	0	0	0	0	0	0	0
1630	16	1	13	1	0	0	1	0	0	0	0
1645	27	3	23	0	1	0	0	0	0	0	0
1700	20	1	19	0	0	0	0	0	0	0	0
1715	17	0	17	0	0	0	0	0	0	0	0
1730	21	1	19	0	1	0	0	0	0	0	0
1745	30	2	27	0	1	0	0	0	0	0	0
1800	18	0	18	0	0	0	0	0	0	0	0
1815	21	1	20	0	0	0	0	0	0	0	0
1830	15	1	13	0	1	0	0	0	0	0	0
1845	14	1	13	0	0	0	0	0	0	0	0
1900	19	0	19	0	0	0	0	0	0	0	0
1915	17	0	17	0	0	0	0	0	0	0	0
1930	17	0	17	0	0	0	0	0	0	0	0
1945	11	0	9	1	1	0	0	0	0	0	0
2000	10	0	10	0	0	0	0	0	0	0	0
2015	9	0	9	0	0	0	0	0	0	0	0
2030	7	0	7	0	0	0	0	0	0	0	0
2045	15	0	15	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0
2245	1	0	0	0	1	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0
07-19	**762**	**18**	**709**	**2**	**30**	**0**	**3**	**0**	**0**	**0**	**0**
06-22	**907**	**18**	**851**	**3**	**32**	**0**	**3**	**0**	**0**	**0**	**0**
06-00	**923**	**18**	**866**	**3**	**33**	**0**	**3**	**0**	**0**	**0**	**0**
00-00	**951**	**19**	**890**	**3**	**36**	**0**	**3**	**0**	**0**	**0**	**0**

14 September 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10
0000	1	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0
0030	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	2	0	2	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0
0200	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	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0
0445	5	0	4	0	1	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0
0645	7	0	6	0	1	0	0	0	0	0	0
0700	8	0	5	0	3	0	0	0	0	0	0
0715	12	0	11	0	1	0	0	0	0	0	0
0730	20	0	18	0	2	0	0	0	0	0	0
0745	24	0	24	0	0	0	0	0	0	0	0
0800	33	0	33	0	0	0	0	0	0	0	0
0815	31	0	30	0	1	0	0	0	0	0	0
0830	49	1	46	0	2	0	0	0	0	0	0
0845	22	1	17	0	4	0	0	0	0	0	0
0900	17	0	16	0	1	0	0	0	0	0	0
0915	17	0	14	0	3	0	0	0	0	0	0
0930	11	0	9	2	0	0	0	0	0	0	0
0945	10	0	8	0	1	1	0	0	0	0	0
1000	9	0	9	0	0	0	0	0	0	0	0
1015	8	0	8	0	0	0	0	0	0	0	0
1030	8	2	6	0	0	0	0	0	0	0	0
1045	10	0	9	0	1	0	0	0	0	0	0
1100	7	0	6	0	1	0	0	0	0	0	0
1115	4	0	2	0	2	0	0	0	0	0	0
1130	3	0	3	0	0	0	0	0	0	0	0
1145	7	0	6	1	0	0	0	0	0	0	0
1200	7	0	5	0	1	1	0	0	0	0	0
1215	8	0	6	0	2	0	0	0	0	0	0
1230	12	1	8	0	3	0	0	0	0	0	0
1245	7	0	7	0	0	0	0	0	0	0	0
1300	14	0	11	0	3	0	0	0	0	0	0
1315	13	0	11	0	1	1	0	0	0	0	0
1330	10	0	9	0	1	0	0	0	0	0	0
1345	8	0	7	0	1	0	0	0	0	0	0
1400	18	0	15	0	3	0	0	0	0	0	0
1415	18	0	15	0	2	1	0	0	0	0	0
1430	12	1	11	0	0	0	0	0	0	0	0
1445	11	1	10	0	0	0	0	0	0	0	0
1500	34	0	33	0	0	1	0	0	0	0	0
1515	25	0	25	0	0	0	0	0	0	0	0
1530	21	0	20	0	1	0	0	0	0	0	0
1545	11	0	9	0	2	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0
1615	20	1	19	0	0	0	0	0	0	0	0
1630	14	2	12	0	0	0	0	0	0	0	0
1645	17	1	16	0	0	0	0	0	0	0	0
1700	17	1	16	0	0	0	0	0	0	0	0
1715	19	0	19	0	0	0	0	0	0	0	0
1730	29	1	28	0	0	0	0	0	0	0	0
1745	29	0	29	0	0	0	0	0	0	0	0
1800	17	0	17	0	0	0	0	0	0	0	0
1815	18	0	18	0	0	0	0	0	0	0	0
1830	16	0	16	0	0	0	0	0	0	0	0
1845	16	1	13	0	2	0	0	0	0	0	0
1900	21	1	20	0	0	0	0	0	0	0	0
1915	19	0	19	0	0	0	0	0	0	0	0
1930	23	1	22	0	0	0	0	0	0	0	0
1945	8	0	8	0	0	0	0	0	0	0	0
2000	12	0	12	0	0	0	0	0	0	0	0
2015	15	0	14	0	1	0	0	0	0	0	0
2030	4	0	4	0	0	0	0	0	0	0	0
2045	10	0	10	0	0	0	0	0	0	0	0
2100	9	1	8	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0
07-19	**763**	**14**	**697**	**3**	**44**	**5**	**0**	**0**	**0**	**0**	**0**
06-22	**917**	**17**	**846**	**3**	**46**	**5**	**0**	**0**	**0**	**0**	**0**
06-00	**933**	**17**	**862**	**3**	**46**	**5**	**0**	**0**	**0**	**0**	**0**
00-00	**952**	**17**	**880**	**3**	**47**	**5**	**0**	**0**	**0**	**0**	**0**

Appendix 6

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: (new file)
Path:
Report generation date: 21/10/2022 12:53:02

«Survey + Development, AM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Survey + Development					
Stream B-AC	0.0	6.98	0.02	0.0	6.86	0.02
Stream C-AB	0.0	5.41	0.01	0.0	5.47	0.01

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

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

File summary

File Description

Title	
Location	
Site number	
Date	21/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCL\jcarver
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Survey + Development	AM	ONE HOUR	07:45	09:15	15

Survey + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Longford Park Rd South		Major
B	Site Access		Minor
C	Longford Park Rd North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Longford Park Rd North	6.20			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	506	0.091	0.231	0.145	0.330
B-C	639	0.097	0.245	-	-
C-B	632	0.243	0.243	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Longford Park Rd South		✓	104	100.000
B - Site Access		✓	8	100.000
C - Longford Park Rd North		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Longford Park Rd South	B - Site Access	C - Longford Park Rd North
From	A - Longford Park Rd South	0	5	99
	B - Site Access	4	0	4
	C - Longford Park Rd North	116	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Longford Park Rd South	B - Site Access	C - Longford Park Rd North
From	A - Longford Park Rd South	0	0	0
	B - Site Access	0	0	0
	C - Longford Park Rd North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	6.98	0.0	A
C-AB	0.01	5.41	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	537	0.011	6	0.0	6.773	A
C-AB	4	670	0.006	4	0.0	5.403	A
C-A	87			87			
A-B	4			4			
A-C	75			75			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	532	0.014	7	0.0	6.856	A
C-AB	5	678	0.008	5	0.0	5.349	A
C-A	103			103			
A-B	4			4			
A-C	89			89			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	525	0.017	9	0.0	6.975	A
C-AB	7	689	0.010	7	0.0	5.276	A
C-A	126			126			
A-B	6			6			
A-C	109			109			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	525	0.017	9	0.0	6.975	A
C-AB	7	689	0.010	7	0.0	5.278	A
C-A	126			126			
A-B	6			6			
A-C	109			109			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	532	0.014	7	0.0	6.857	A
C-AB	5	678	0.008	5	0.0	5.349	A
C-A	103			103			
A-B	4			4			
A-C	89			89			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	537	0.011	6	0.0	6.773	A
C-AB	4	670	0.006	4	0.0	5.405	A
C-A	87			87			
A-B	4			4			
A-C	75			75			